

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: Construction of a new two-lane dual carriage way for the A303 under Stonehenge
Date: 25 September 2022 17:34:07

Dear Secretary of State for Transport,

I have read National Highways' responses to the points raised in the joint World Heritage Centre's final report, and am responding to your invitation to comment.

Essentially National Highways has simply repeated several of the arguments it put forward previously to defend its scheme. It has not genuinely met the World Heritage Centre's arguments against the scheme; and neither in this document nor in any previous publication has it put forward convincing arguments about the scheme's benefits to people, the economy or the environment.

Britain has committed itself to achieving net zero by 2050. All the evidence is that the road-building, road-widening and bypass schemes of the last forty years have succeeded only in attracting more traffic. UK vehicle registrations, have risen from 6m in the 1960s to about 40m today; transport contributes 27% of the UK's carbon emission, most of it from cars. So on a national basis building more roads is totally inconsistent.

It also routinely fails to achieve the constructors' own stated objectives. If you can point to a single road-building and road-widening scheme anywhere in the country since 1980 which has reduced the overall level of road congestion in any area, please do so. If you cannot I am sure you will agree that rather than spending more than approximately £2bn on such a scheme it would bring much greater benefits to spend the same money making 40 towns and cities in Southern England low traffic neighbourhoods along the lines of Waltham Forest at a cost of £50m each.

As stated in 'Decarbonising Transport Plan', and 'Gear Change', both produced under a Conservative Government, the answer to congestion is not to build and widen roads but to reduce the volume of traffic. This can be done only by enabling, or rather re-enabling, people to walk or bicycle for the 60% of all UK journeys which are under 5 miles.

In sum, National Highways' current approach is not evidence-based. It is pursuing the same policies which have been shown again and again to fail (see CPRE report '[The End of the Road](#)' published in March 2017).

Look instead to the countries 200 miles to our east and see how their more rational and enlightened approach has brought health, happiness, lower congestion, cleaner air and a pleasanter environment for all.

I am a regular user of the A303. The delays at the section passing Stonehenge are not particularly significant, and give passers-by a wonderful opportunity to see and marvel at this extra-ordinary historic site. So let us be bold, do the right thing, and abandon the scheme rather than cave in yet again to pressure from the road lobby.

I look forward to hearing from you.

Best regards



