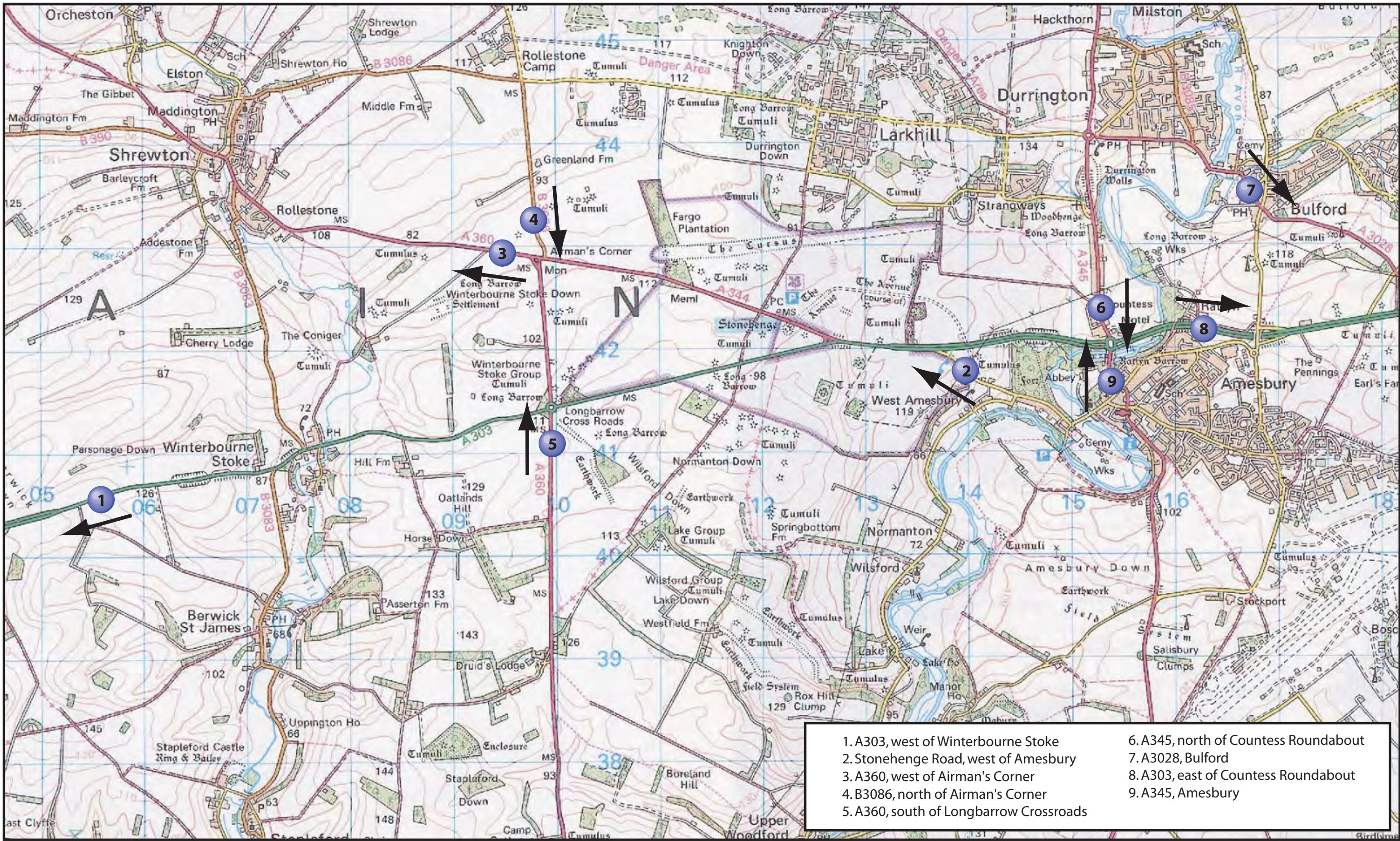
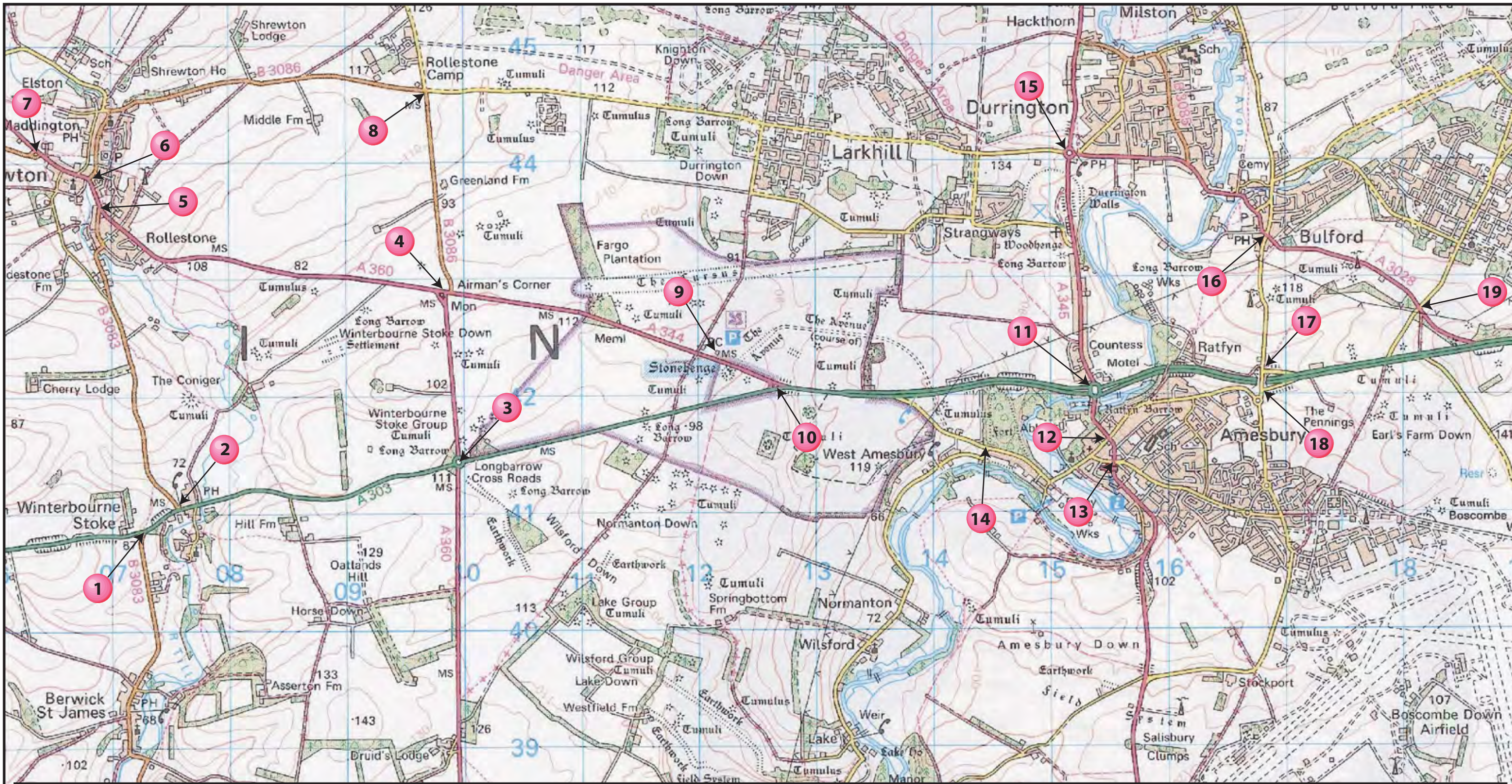


Figures



Roadside Interview Locations (October 2006)



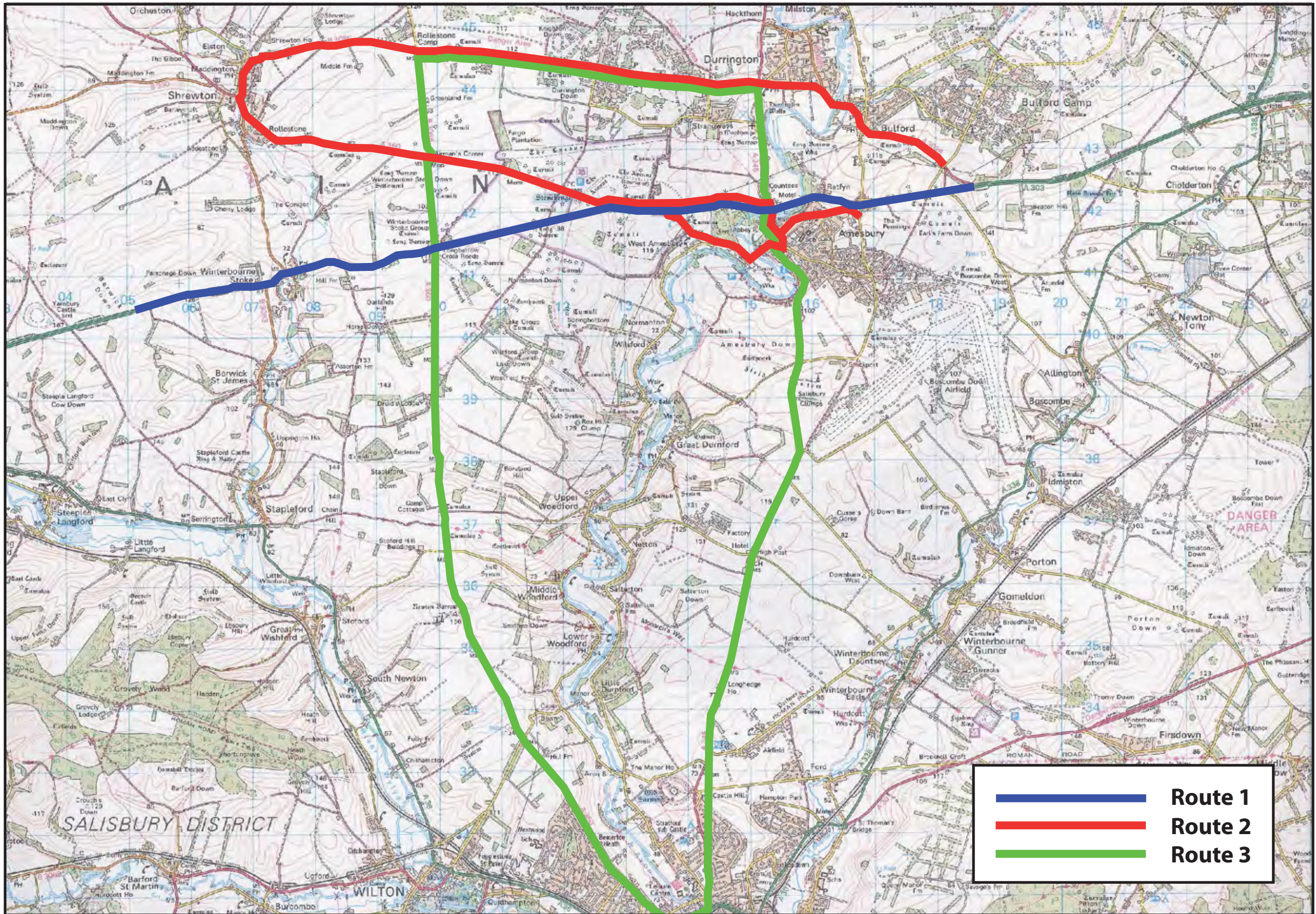
- 1. A303 / Berwick Road, 3rd October 2006
- 2. B3083 / A303, 3rd October 2006
- 3. A360 / A303, 11th October 2006
- 4. B3086 / A344 / A360, 3rd October 2006
- 5. Salisbury Road / Amesbury Road, 4th October 2006

- 6. A360 / B3086, 5th October 2006
- 7. A360 / B390, 5th October 2006
- 8. Un-Named Road / The Packway / B3086, 3rd October 2006
- 9. Stonehenge Car Park / A344, 11th October 2006
- 10. A344 / A303, 11th October 2006

- 11. Countess Road / A303, 11th October 2006
- 12. Countess Rd / London Rd / The Centre / High Street, 4th October 2006
- 13. The Centre / Smithfield St / S'bury Rd / S'bury St, 4th October 2006
- 14. Stonehenge Road / Un-Named Road, 4th October 2006
- 15. Netheravon Rd / Larkhill Rd / Countess Rd / The P'way, 11th Oct 2006

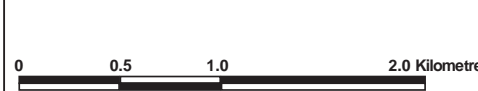
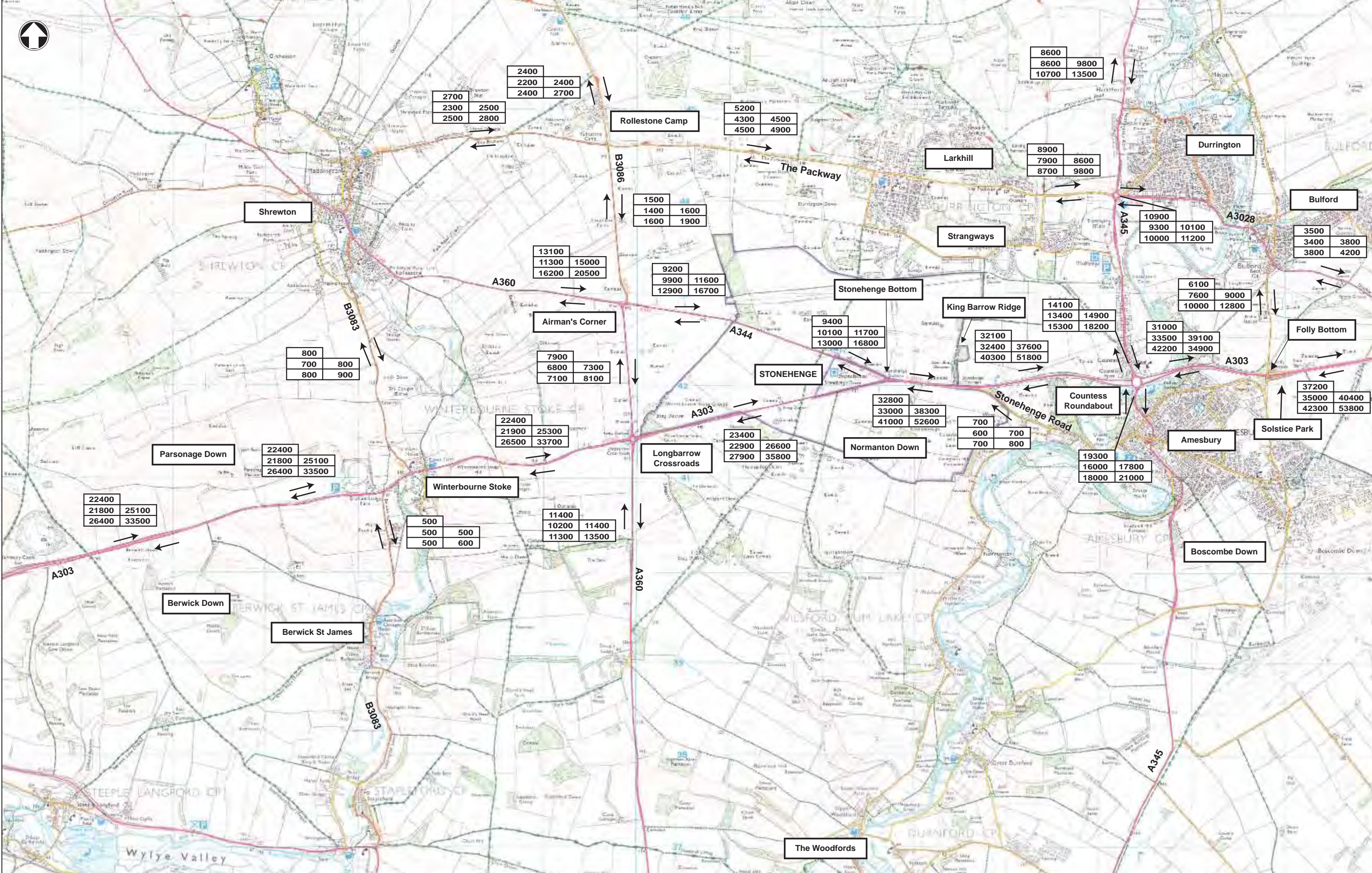
- 16. Salisbury Rd / Double Hedges / High Street, 10th October 2006
- 17. S'bury Rd / A303 E/b Slips / Link Rd / Un-Named Rd, 11th Oct 2006
- 18. Link Rd / A303 W/b Slips / Porton Rd / London Rd, 11th Oct 2006
- 19. Marlborough ad / Double Hedges / Amesbury Rd, 11th October 2006

Manual Classified Count Locations (October 2006)



Journey Time Survey Routes (October 2006)

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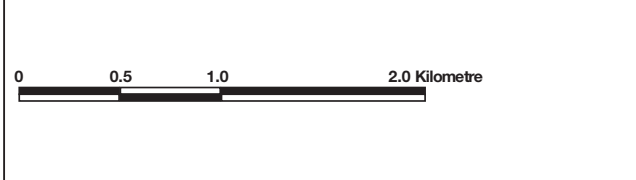
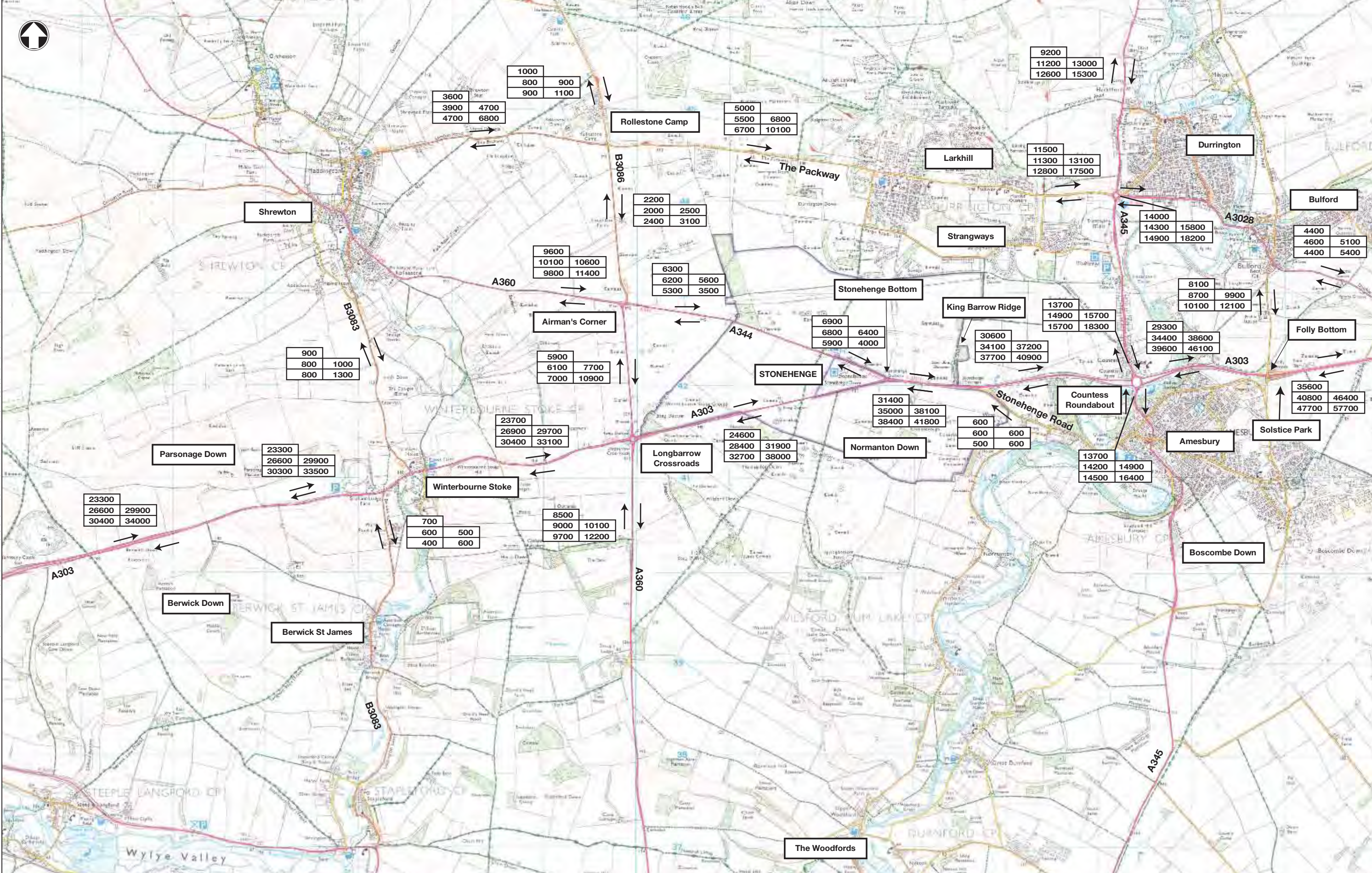


2003 EA Base		Link Data	
DM 2008 Low	DM 2008 High	DM 2008 Low	DM 2008 High
DM 2023 Low	DM 2023 High	DM 2023 Low	DM 2023 High

Notes
 1. Do Minimum assumes Visitor Centre is at Stonehenge Car Park
 2. Traffic figures are those published as Figure 2.2 in the 2003 Environmental Statement

A303 Stonehenge Improvement
Base Year 2003 and Do Minimum
Annual Average Daily Traffic AADT
Flows 2008 and 2023 Figure 3.1

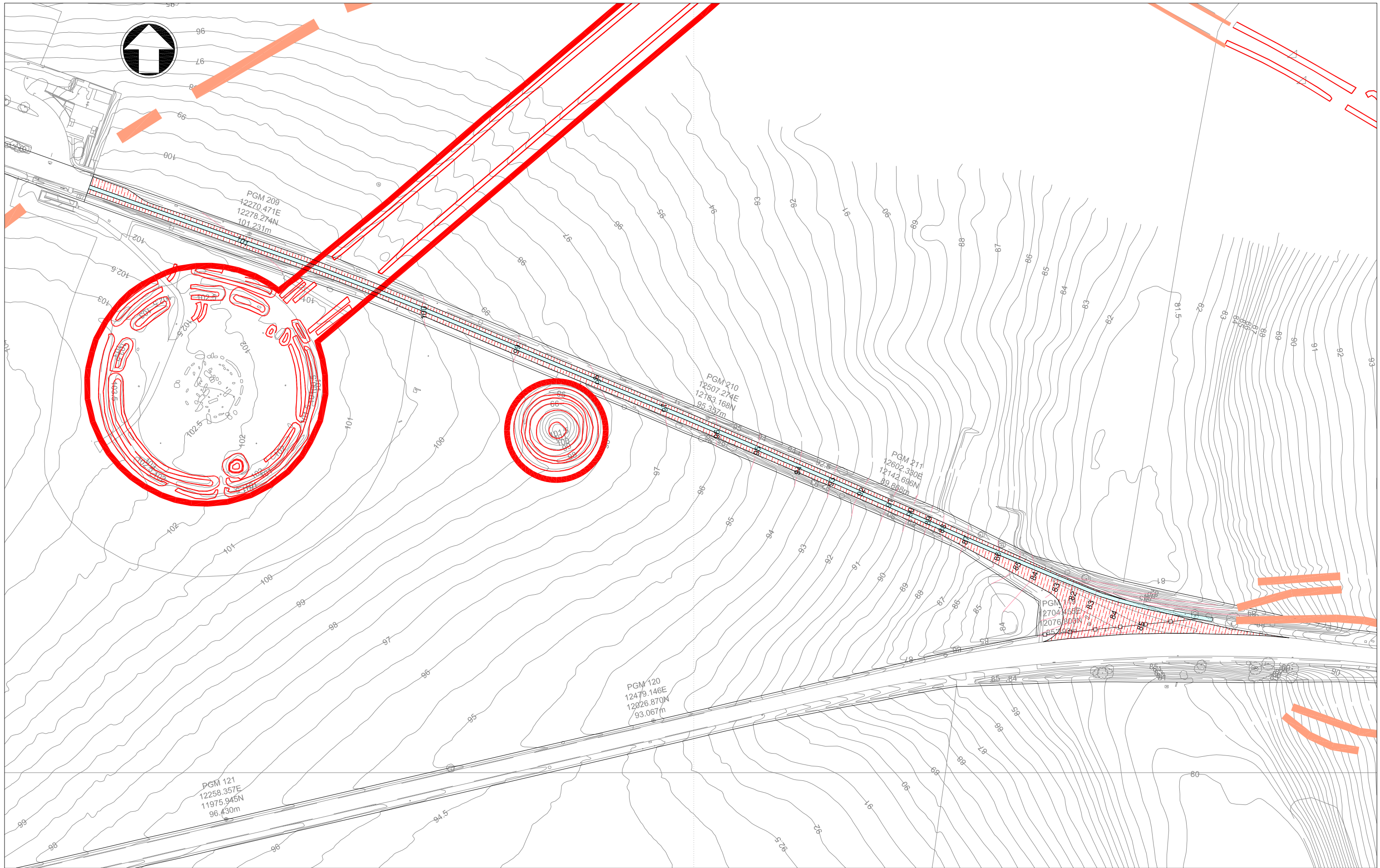
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2006 Base		Link Data	
DM 2012 Low	DM 2012 High	DM 2012 Low	DM 2012 High
DM 2027 Low	DM 2027 High	DM 2027 Low	DM 2027 High

Notes
 1. Do Minimum assumes Visitor Centre is at Stonehenge Car Park


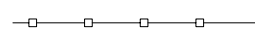
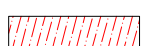
A303 Stonehenge Improvement
Base Year 2006 and Do Minimum
Annual Average Daily Traffic AADT
Flows 2012 and 2027 Figure 3.2



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Key:

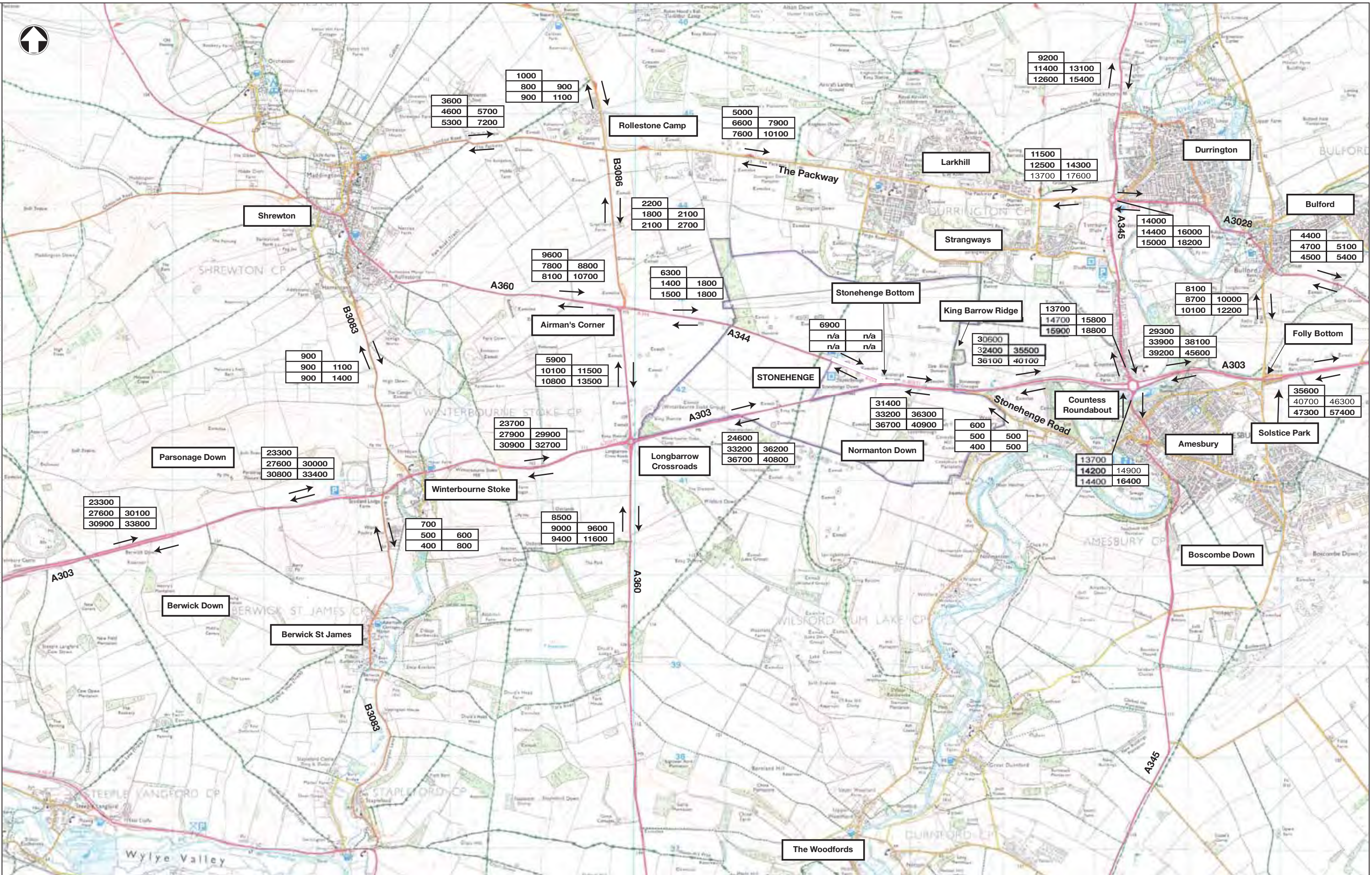
	Footpath		Fenceline
	Area to be regraded		

Notes:

- A344 between visitor centre access and A303 at Stonehenge bottom to be broken out and regraded to contours shown.

A303 Stonehenge Improvement
Figure 4.1 - Closure of A344 and A303/A344 Junction

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2006 Base		Link Data	
DS 2012 Low	DS 2012 High	DS 2012 Low	DS 2012 High
DS 2027 Low	DS 2027 High	DS 2027 Low	DS 2027 High

Notes
 1. Do Something assumes Visitor Centre is at Stonehenge Car Park

A303 Stonehenge Improvement
Base Year 2006 and A344 Closure
Annual Average Daily Traffic AADT
Flows 2012 and 2027 Figure 5.1

Appendices

Appendix A – Option Assessment Table

Option: A303/A344 Junction Closure		Description: Closure of A344 between A303 and existing Visitor Centre entrance. (Could involve modification of Airman’s Corner, though impacts here not assessed.)		
CRITERIA		QUALITATIVE MEASURE	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Cultural Heritage	The closure of the A344 would allow The Avenue to be seen from Stonehenge without the severance of the road and would improve the setting of Stonehenge by improving its relationship to other monuments such as the King Barrows and The Cursus.	N/A	Slight Beneficial
	Landscape	Benefits would be limited as long as the existing Visitor Centre and associated facilities remain in place. Adverse visual effects of traffic on the A303 would increase in views to the south, while removing traffic from the A344 would benefit views to the north. Overall, the visual benefits would not be significant, but the proposals could pave the way for future, greater, benefits.	N/A	Neutral
	Townscape	Slightly increased traffic on The Packway through Larkhill and in parts of Amesbury would not be sufficient to be considered significant in terms of their townscape effects.	N/A	Neutral
	Biodiversity	No significant change	N/A	Neutral
	Noise	Substantial decrease in noise levels to the north of the Stones, and a slight decrease to the south. Overall changes in traffic levels on other roads would result in no significant noise changes.	N/A	Slight Beneficial
	Air Quality	Traffic increases elsewhere, but no significant air quality change overall.	N/A	Neutral
	Water Environment	No significant change	N/A	Neutral
	Severance and Rights of Way	Visitors to the Stones and other ramblers would benefit from the new footpath along the closed section of the A344, but traffic increases elsewhere would make crossing some roads more difficult and so overall there would be no significant change.	N/A	Neutral
TRAFFIC	The A303 through the study area has insufficient capacity to accommodate forecast levels of traffic growth that would occur without the closure of the junction. The closure would result in additional traffic transferring to the A303/A360 via Longbarrow Crossroads, adding to the congestion problems. Constraints include the single carriageway section of the A303 west of Stonehenge Bottom, and junctions at Longbarrow Crossroads and Countess Roundabout. This may lead to more traffic on The Packway between Shrewton and Durrington.	Change in Journey times on A303, Berwick Down to E. of Amesbury (2027, AM Peak): East: +17 secs (Low), +23 secs (High) West: +8 secs (Low), +23 secs (High)	Slight Adverse	
ROAD SAFETY	The junction closure results in fewer accidents in both low and high growth scenarios. Many links and junctions for the Do-Something scheme demonstrate a slight increase in accidents compared with the Do-Minimum due to increased traffic flows, but these are offset by the elimination of accidents on the links and junctions removed by the closure.	Reduction in PIAs over 60 years: 193 (Low growth), 233 (High growth). PVB: £10.0 m (Low growth), £12.5m (High growth)	Beneficial	
ECONOMICS	Travel time and vehicle operating costs would increase. Accident benefits outweighed by significant consumer and business user disbenefits, arising from increased trip lengths and congestion.	PVB (incl. accidents): £-13.29m (Low), £-9.53m (High) PVC: £-0.03m (Low), £0.36m (High) NPV: £-13.26m (Low), £-9.89m (High)	Adverse	
INTEGRATION / LAND USE	The removal of the A344 across The Avenue meets the commitment made by the UK government to UNESCO.	N/A	Beneficial	