

A303 Stonehenge Improvement

Scheme Review

Public Consultation Report

July 2006

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1 Introduction

1.1 Background

On the 20th July 2005, the Inspector's Report on the Public Inquiry into the A303 Stonehenge Improvement was published. In his Report, the Inspector recommended in favour of the Published Scheme and further recommended that the scheme Orders should be made, subject to some minor modifications. On the same day, the Minister of State for Transport announced that, as a result of a substantial increase in the cost of the Published Scheme, the Government had decided to review whether the scheme still represented value for money and was the best option for delivering improvements to the A303 and the setting of Stonehenge.

The Review has been carried out in two stages in accordance with the Terms of Reference attached at Appendix A. Stage 1 was completed in January 2006 with publication of the *A303 Stonehenge Improvement, Scheme Review – Stage 1 Report*. Stage 2 continued with a public consultation which ran from 24 January to 24 April 2006 and included the publication of a leaflet and questionnaire (attached at Appendix B), two public exhibitions and two public meetings. This document reports on the consultation and provides an analysis of the results. A summary of the results can be found in the *A303 Stonehenge Improvement, Scheme Review – Stage 2 Report*.

1.2 Selection of Public Consultation Options

The Scheme Review - Stage 1 Report covered items (a) to (c) of the Terms of Reference (see Appendix A) and culminated in a shortlist of options deemed worthy of further consideration and assessment. These options, shown on Figure 1.1 at the end of this report, were:

- *The Published Scheme*: namely the scheme heard at Public Inquiry, including a 2.1km long twin-bored tunnel for the A303 past Stonehenge.
- *Cut & Cover Tunnel*: essentially the Published Scheme, with the proposed 2.1km bored tunnel replaced by a 2.1km cut & cover tunnel (with consequential slight alignment changes).
- *Northern Route*: formerly known as the Purple Variant Route (in the mid-1990s), and then Objector's Alternative Route 3 (AR3) during the Public Inquiry, modified with a short section of tunnel and a northern realignment west of Larkhill to mitigate a number of adverse impacts.
- *Southern Route*: formerly known as the Grey Route (again in the mid-1990s), comprising an alignment to the south of the existing A303 through the World Heritage Site (WHS). This route was considered in earlier studies, but was dropped in 1994 because it was a new route through the World Heritage Site. The route is nearer Stonehenge than the remoter southern route alternatives put forward at Public Inquiry, all of which were rejected by the Inspector on either economic or environmental grounds, or both. The Southern Route Consultation Option could be adjusted to have little or no visibility from Stonehenge.
- *Partial Solution*: elements of the Published Scheme, namely the Winterbourne Stoke Bypass and flyover improvement at Countess Roundabout, along with closure of the A344 junction with the A303 at Stonehenge, but otherwise retaining the existing A303 through the World Heritage Site.

The rationale for selecting this shortlist of options is explained below.

The trigger for the Review has been the increase in cost of the Published Scheme, with its 2.1 km long bored tunnel. This led to the Government's decision to re-examine whether there are less expensive, affordable, deliverable options capable of securing the scheme objectives which are to:

- Remove roads and traffic from the heart of the World Heritage Site around Stonehenge;
- Provide a bypass for the village of Winterbourne Stoke; and
- Reduce accidents and congestion on this stretch of the A303.

The starting point for identifying the shortlist of options to be taken forward for public consultation in Stage 2 of the Review was the Published Scheme itself. This would deliver the above objectives, was the Inspector's recommended solution following the 2004 Public Inquiry and would provide a benchmark against which other options could be compared. The challenge was to review the methods for boring the 2.1 km long tunnel, in the light of the discovered ground conditions along the A303 past Stonehenge, to determine whether cost savings are achievable. However, it was recognised that any savings were unlikely to reduce significantly the cost of the Published Scheme.

The only way of achieving a significant reduction in cost and still deliver a tunnel solution along the line of the A303 is to revert to the Cut & Cover type of tunnel that had previously provided the basis for developing the scheme (up to the end of 2002 when the Secretaries of State for Transport and Culture, Media and Sport made their decision to adopt the bored tunnel solution). This would secure budget savings in excess of £100m, but would create adverse impacts and would still be very expensive to build. Nevertheless, these issues were to be explored further in Stage 2 of the Review.

For further reductions in cost to be achieved, it is necessary to abandon tunnel solutions and instead explore surface solutions for improving the A303. Any surface solution on the line of the existing A303 would fail to secure the first objective of the scheme, namely the removal of roads and traffic from the setting to Stonehenge. This led to options being explored to the north and south of the existing A303, to ensure that roads and traffic would be taken further away from the Stones. The examination of options was conducted in the context of the long history of this scheme extending back to the early 1990s. Since that time a multitude of routes and different solutions have been examined north and south of the existing A303, within and beyond the boundaries of the World Heritage Site, leaving no stones unturned. With that background, the northern and southern options identified for further review were considered to be the best routes possible north and south of the existing A303, taking into consideration the multitude of constraints that exist in this area. Notwithstanding the fact that these routes were considered the least damaging alignments, they would still give rise to significant adverse impacts which were to be assessed further and which could affect their deliverability.

In the light of the above, there was a perceived risk that it would not be possible to find an affordable, deliverable 'whole scheme' solution. In that event, there remains the option to undertake partial improvement of the A303, including the Winterbourne Stoke Bypass and Countess Roundabout sections of the Published Scheme. This, therefore, became the fifth option to be taken forward into Stage 2 of the Review. (If all else fails, there remains of course the option of doing nothing).

Each of the identified options has been fully assessed and tested against the scheme objectives, looking in particular at overall value for money, compatibility with the *Stonehenge World Heritage Site Management Plan* (including plans for a new Visitor Centre), environmental impacts, relief of congestion and safety improvements on the A303, plus affordability and deliverability.

2 General

2.1 Consultation Arrangements

A public consultation leaflet was produced to present the options under consideration. A questionnaire seeking the public's views was included with each leaflet, together with a prepaid envelope. Copies of the leaflet and questionnaire are included at Appendix B.

A press release to announce the start of the consultation period, a copy of which is included at Appendix C, was published on 3rd February 2006. In addition, newspaper advertisements were placed in the following publications approximately 7 and 14 days prior to the first exhibition dates:

- The Salisbury Journal;
- The Wiltshire Times;
- The Evening Standard;
- The London Metro.

Approximately 21,560 leaflets were distributed during the consultation period and electronic versions of both the leaflet and the questionnaire were available via the Highways Agency's website. Hard copies of the leaflet were distributed or made available as follows:

- By post to stakeholders, statutory and non-statutory authorities and organisations (refer to Appendix D for list), and to people who presented evidence at the Public Inquiry;
- By post and by hand to households and businesses within approximately 300m of the route options;
- On 'stands' placed in selected public buildings and at petrol filling stations along the A303;
- Through distribution at the two exhibitions and at public meetings
- Through distribution with the March/April 2006 edition of the journal *British Archaeology*;
- By post as and when requested.

A 'flyer' was also produced (refer to Appendix E) to increase awareness of the exhibition. These were distributed by hand on 8th February to local shops in Larkhill and Amesbury, and at Stonehenge itself.

The exhibitions were held at The White Hart Hotel in Salisbury on:

- Wednesday 8th February 6.30pm to 8pm (Councillor's Preview);
- Thursday 9th February 2006 from 10am to 8pm;
- Friday 10th February 2006 from 10am to 8pm;
- Saturday 11th February 2006 from 10am to 4pm;

and at The Society of Antiquaries, Burlington House, Piccadilly, London on:

- Friday 17th February 2006 from 10am to 8pm;
- Saturday 18th February 2006 from 10am to 4pm.

The exhibition comprised 16 panels describing the history of the scheme and the options under consideration. Copies of the panels were also set up at the Project Office in Amesbury throughout the consultation period so that those who did not attend the official exhibitions could

see the panels and meet members of the project team. Copies of the panels are given at Appendix F.

In addition public meetings were held in Amesbury and Durrington, and presentations were made to the UK National Commission for UNESCO, the Society of Antiquaries and to the Freight Transport Association.

Copies of the Stage 1 Report were available for reference at the exhibitions, as were the various supporting documents referred to in the Stage 1 Report. These same documents were available at various local deposit points during the consultation period. The Stage 1 Report was also available for download from the Highways Agency's website.

2.2 Attendance at Exhibitions

The exhibitions were staffed by Highways Agency (HA) officials and other members of the project team. Appendix G contains a schedule of staff present during the two exhibitions.

Visitors were asked to sign attendance registers and the daily attendance totals were as follows:

The White Hart Hotel, Salisbury:

• Wednesday 8th February (Press Preview)	8
• Wednesday 8th February (Councillor's Preview)	12
• Thursday 9th February	196
• Friday 10th February	203
• Saturday 11th February	184
Total	603

The Society of Antiquaries, Burlington House, Piccadilly, London:

• Friday 17th February	120
• Saturday 18th February	144
Total	264

2.3 Effectiveness of Consultation

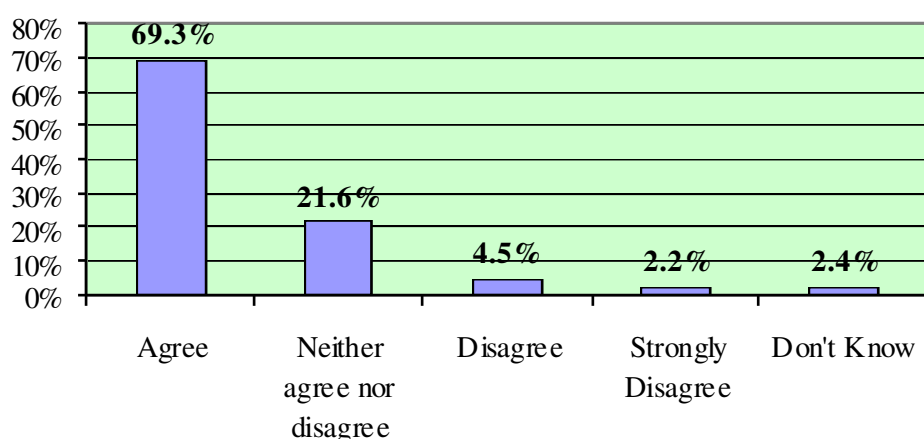
2.3.1 Response Rate

A total of 4,658 questionnaires were submitted to the Highways Agency, 2,845 in hard copy and 1,813 electronic via email. However, 857 of these hard copy responses were photocopies of the original questionnaire, so 1,988 of the 21,560 questionnaires sent out were returned. In addition 178 written responses (letters and emails) were received, with 31 of these being from individuals or organisations who also submitted a questionnaire, so the total number of individuals and organisations that responded to the consultation is 4,805 (4,658+178-31).

2.3.2 Respondent Feedback

The final question of the questionnaire asked whether the leaflet was informative and helped in understanding the scheme options. Respondents were asked to tick against boxes labelled 'Agree', 'Neither Agree nor Disagree', 'Disagree', 'Strongly Disagree' or 'Don't Know', with the results indicated in Figure 2.1 below.

Figure 2.1 Feedback on whether leaflet was informative



This would appear to indicate quite strongly that the vast majority of respondents (69.3%) were satisfied with the way in which the information was presented and only 6.7% expressed dissatisfaction.

Respondents were also invited to enter a comment in this part of the questionnaire. These were not only about the leaflet, but also about the questionnaire and consultation process in general. In addition, comments on the questionnaire and consultation were received in written responses and these were also included in the analysis. The full analysis of these comments is given at Appendix H, with the most common summarised in Table 2.1 below.

Table 2.1 Main comments received about leaflet and exhibitions

	Comment	No.
Positive Comments	The Leaflet / website / exhibition was helpful / good	139
	Excellent presentation, thank you for the opportunity to comment on a major road scheme	61
Neutral Comments	Helpful but could have been biased	24
	Good exercise providing people in power are listening	10
Negative Comments	Question 4 & 5 are leading and I have chosen not to answer them (RSPB encouraged response)	621
	Leaflet / website was misleading, biased and suggested decision has already been made	43
	Not every option / alternative route was presented on the leaflet	39
	Environmental / archaeological impact information seems partial / had to rely on other sources of information	35
	We haven't received the / form / return envelope / leaflet / consultation document	34
	The leaflet does not contain enough detail / the maps are too small / problems interpreting the maps	31
	Presentation / consultation not helpful / vague / waste of money / confusing	29
	Difficulties / confusion with website / form	25
	Concerns over cost of preparation / leaflet	21
	The Partial Options are not fully explained	11
	Repeats the original exercise / already knew most of this / let this be the last enquiry	10
	By the time I had received the leaflet I had little / no notice of the exhibition dates / exhibition was too short	10
Information sent out by RSPB was more informative / other sources used	10	

2.4 Method of Analysis

2.4.1 Data Entry

The details of each questionnaire were entered into a spreadsheet developed specifically for this purpose. The spreadsheet was developed to suit the format of the questionnaire and to enable easy data retrieval and analysis. The main aim was to ensure that all details from each questionnaire were captured and fully recorded, with nothing missed.

A similar spreadsheet was developed for the logging of details from written responses. Where letters were received with questionnaires, the comments made were logged with the questionnaire response.

2.4.2 Analysis

Tick-Box Questions on Questionnaire

Questions 1, 3, 4 and 5 of the questionnaire invited respondents to tick boxes to indicate preferences and views. These questions were simply analysed through automatic counts in the spreadsheets, except for Question 1 which asked respondents for their option preference, by choosing their best and worst option. It was possible for respondents to select more than one option as their best or worst, as many did. Where this was the case, when a respondent chose 2 best options then each was allocated 0.5 votes, and so on down to 0.2 votes for each when 5 options were selected. This avoided bias in the total counts of preferences.

Where option preferences were indicated within written responses (letter or email), these results have also been included. A summary of these numerical results is included at Appendix H.

Written Comments and Responses

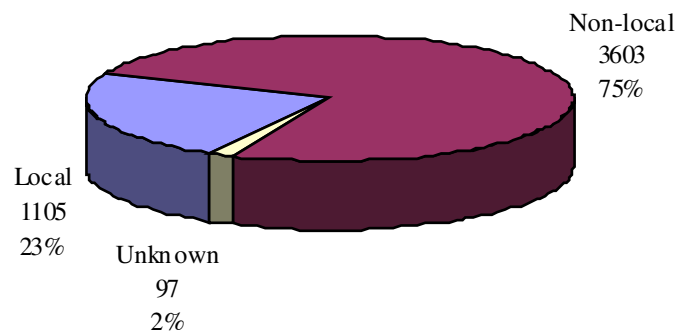
The questionnaire contained four parts where written comments or responses could be added and respondents could also attach additional sheets or letters. In addition, letters and emails were received by both the Highways Agency and the Department for Transport, including via Members of Parliament. For all these written responses, an analysis of the individual comments was undertaken. This was pursued by developing lists of generic responses, against which individual comments could be logged. This approach categorised the individual comments and allowed simple statistical analysis of them. These generic lists are given at Appendix H and discussed later in this report.

Local/Non-Local Responses

The analysis of the responses was split by local and non-local respondents. Figure 2.2 (at end of report) shows the 9 areas that were considered to be local for the purpose of the consultation. These were selected as areas from where respondents would be likely to have 'local' interest in the scheme and where some consensus of views might be expected. All questionnaires and written responses submitted from outside these local areas were considered to be from non-local respondents. Following this approach 1105 responses were categorised as local and 3603 as non-local.

When respondents did not provide a full address or postcode then all reasonable effort was made to establish the postal area from which the submission was made to enable a local or non-local categorisation to be made. If this was not possible then they were categorised as from 'unknown' location. 97 responses fell into this category and Figure 2.3 below shows these as a proportion of all responses received.

Figure 2.3 Origins of Responses



For the purpose of the analysis all responses from ‘unknown’ locations have been included with the non-local responses. This is on the basis that many will be from non-local respondents and the allocation will not result in any significant statistical bias.

Alternative Routes

A number of respondents have either proposed alternative routes or supported routes previously proposed by others. These have been noted and are discussed later in Chapter 7.

2.4.3 Group Responses

Group responses are those generated by an organisation or other action group. Whilst these are all valid responses and warrant full inclusion in the analysis, they can influence the results. Where such an influence is possible, an analysis with those group responses removed has been carried out in addition to the analysis of the whole data.

Three group responses have been noted, from the RSPB (Royal Society for the Protection of Birds), Heritage Action and the Stonehenge Alliance. These responses are discussed below.

RSPB

Amongst the 4805 responses received, it appears that 1526 (32%) have been submitted in response to a campaign by the RSPB, many of which are on photocopies of the original questionnaire. These responses were identified through a combination of patterns in the voting on the questionnaire and by specific comments the same as or similar to those suggested by the RSPB in their campaign. Where there was any doubt as to whether a response was stimulated by the RSPB campaign then it was assumed not to be, so the actual number of responses arising from the campaign could be higher than the 1526 assumed.

The main aim of the RSPB’s campaign has been to protect habitat that supports roosting and breeding Stone Curlews as well as breeding Skylarks, Corn Buntings, Lapwings, Barn Owls and Short Eared Owls. The RSPB’s primary concern is the protection of the Normanton Down reserve that would be severed by the Southern Route. RSPB also objects to the Northern Route, which they consider to have negative impacts on the Salisbury Plain Special Protection Area (SPA). The body therefore asks its members to support its campaign “...to save Stonehenge landscape, Normanton Down, and the stone-curlew that breed there...” and a link is provided to the scheme questionnaire on the Highways Agency’s website.

The RSPB offered points that may be used by respondents, as follows:

“The following points may be useful when submitting your comments:

- ***The RSPB considers that the published tunnel option is the best of the five routes presented. The bore (sic) tunnel option would have least impact on biodiversity and could provide opportunities to link up the valuable chalk downland habitat. If you agree, we suggest you select the published scheme as the best option in question one.***

- ***The southern bypass will destroy the Normanton Down reserve, and the crucial habitat it provides for breeding stone-curlews. Stone-curlews are on the red list of species of conservation concern because their breeding range has decreased radically in recent years. Because of this, it is important that we protect and expand areas where there have been breeding successes. If you agree, we suggest you select the southern bypass route as the worst option in question one.***
- ***Neither the northern or southern bypass option significantly diminishes the huge impact of the A303 on this World Heritage Site, the primary objective for the whole project. Instead, it shifts it towards Normanton Down barrows in the south, itself an important archaeological site, or towards Salisbury Plain in the north, Europe's largest area of chalk downland (designated a Special Area of Conservation and a Special Protection Area).***

The RSPB also noted specific concern over the “leading” nature of Questions four and five, relating to non-tunnel options and the Partial Solution junction options. They considered that replies to these questions could imply support of a non-tunnel option and members were urged not to complete these questions.

They went on to suggest that members should choose to say in Question 6, for comments, that “...the published 2.1 km bored tunnel represents an 'exceptional environmental scheme’”.

Due to the large number of questionnaires submitted in response to the RSPB campaign, the voting and numbers of comments have been influenced accordingly. To ascertain the effects, the analysis of the option preference has been carried out with and without the RSPB contribution.

Heritage Action

A smaller number of responses (67 equating to 1.4%) have been submitted in response to a campaign by Heritage Action through a website entitled:

http://www.heritageaction.org/?page=heritagealerts_stonehenge

Heritage Action feels a start should be made on implementing short-term improvements in advance of agreement on any long-term solution.

They urge the UK Government to:

- *“Begin working towards improving the immediate setting of Stonehenge without further delay;*
- *Ensure that this much-needed work can be undertaken as an immediate standalone project without prejudice to the form of future improvements (including the eventual removal of the visitors’ centre and car park) or current discussions relating to the A303 Trunk road;*
- *Take a major first step by closing and grassing over the A344 road from its junction with the A303 up to the western end of the visitors’ car park”*

They ask their supporters to complete the on-line questionnaire and in particular to select Do-Nothing in Questions 1 and 4, and give the following reason:

“I ask that you reject all current proposals and begin by taking urgent steps to create an Achievable Stonehenge, as suggested by Heritage Action and many others - http://www.heritageaction.org/?page=heritagealerts_stonehenge.

Following this, I ask that you properly consult the key stakeholders in order to reach long-term solutions that will ensure a Respected Stonehenge truly reflecting the international significance of the site.”

This comment/reason has been noted and counted amongst other comments and reasons and reported on in Chapter 5, but no adjustment was needed to the reported results due to the relatively small numbers involved.

Stonehenge Alliance

A number (23) of letters have been received to a common format in response to a campaign by the Stonehenge Alliance.

The Alliance objects to all five options presented for consultation and calls on the Government to “*stop spending public money, supposedly intended for protecting our heritage, on road-building schemes that would do nothing of the sort.*”

Respondents have submitted a relatively standard letter that generally says the following:

“I request that you scrap these road-building options immediately and investigate realistic, affordable solutions that respect the integrity of the whole World Heritage Site instead. Start from that premise and you will surely bring improvements for motorists too. This does not mean we “do nothing” about Stonehenge; rather that we take effective steps to improve the site without inflicting any more damage on it.

You could start by closing the A344 road that passes right next to the stone circle. You could investigate low-cost, low-impact, quick-to-implement measures to improve traffic congestion and safety near Stonehenge. When Dorset Police tried similar measures on an 18-mile section of the A37 between Dorchester and Yeovil, not far from Stonehenge, over the last few years, they cut accident rates by 75% without a single penny being spent building highways. You might also look into improved public-transport links between Salisbury and Amesbury to make the Stonehenge experience better for visitors. All of these things you could do very quickly, making an enormous difference to the Stonehenge site, to visitors, to the local community, and to motorists too--at very little cost.”

This comment has also been noted and counted amongst other comments and reasons and reported on in Chapter 5, but again no adjustment was needed due to the relatively small numbers involved.

3 Factors Affecting Option Choice

Question 3 of the questionnaire asked the respondent to indicate which factors from a list of 10 they considered ‘very important’, ‘quite important’ or ‘unimportant’ bearing in mind the aims of the A303 Stonehenge Scheme.

The ten factors listed were:

- Visual impact on Stonehenge;
- Overall visual impact in the WHS;
- Impact on Ecology in the WHS;
- Noise Impact at Stonehenge;
- Impact on undiscovered Archaeology;
- Impact on local residents;
- Improving road safety;
- Reducing congestion on the A303;
- Improving journey time;
- Reducing costs to the taxpayer.

Respondents could also select ‘other’ and suggest another factor.

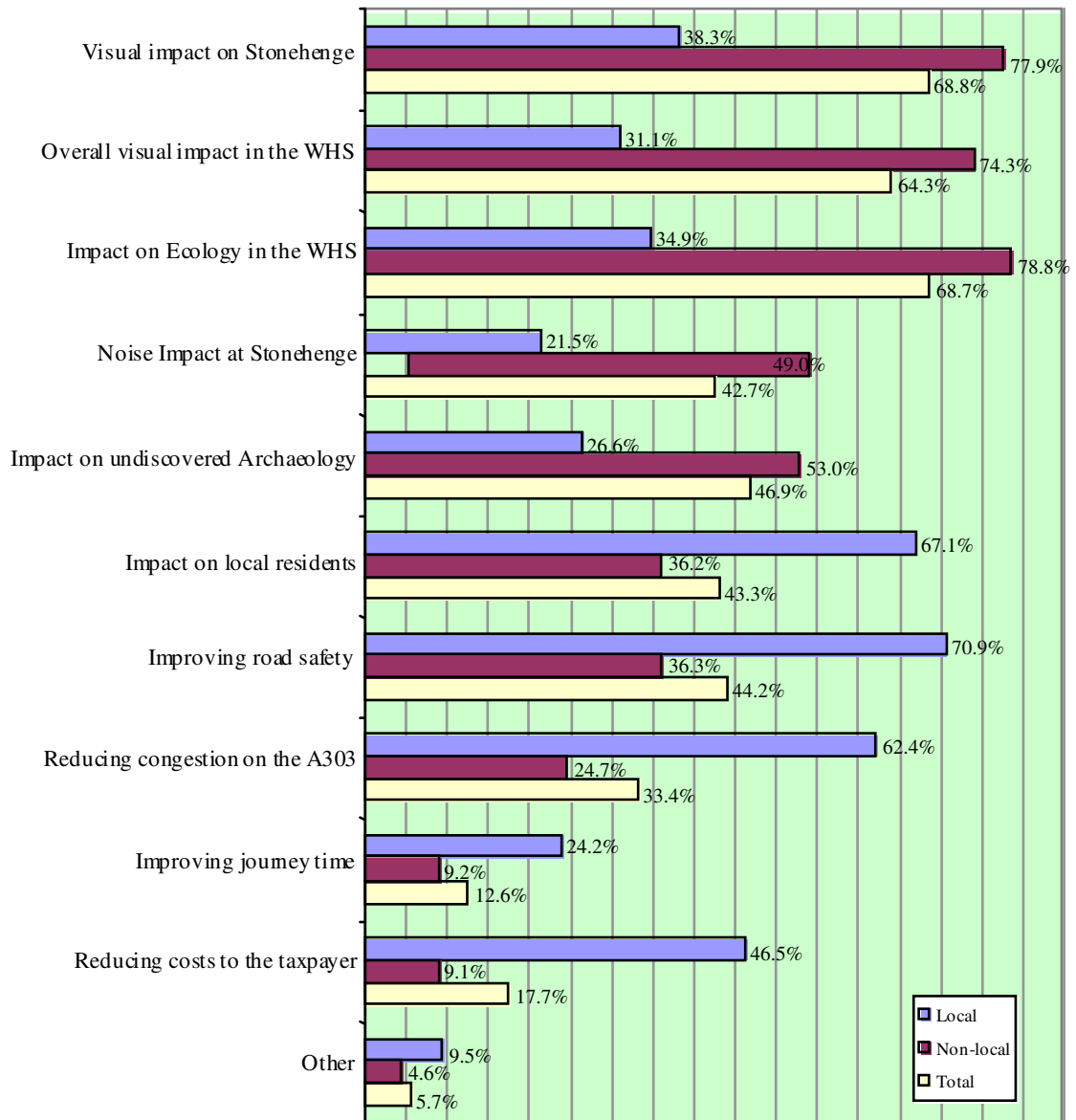
The preferences for each factor are shown in Table 3.1 below.

Table 3.1 Factors considered important bearing in mind the aims of the A303 Stonehenge Improvement

		Visual impact on Stonehenge	Overall visual impact in the WHS	Impact on Ecology in the WHS	Noise Impact at Stonehenge	Impact on undiscovered Archaeology	Impact on local residents	Improving road safety	Reducing congestion on the A 303	Improving journey time	Reducing costs to the taxpayer	Other
Very Important	Local	411	333	374	231	285	719	760	669	259	498	102
	Non-local	2793	2663	2827	1758	1901	1297	1300	886	330	327	165
	Total	3204	2996	3201	1989	2186	2016	2060	1555	589	825	267
Quite Important	Local	338	398	446	398	458	273	234	270	419	324	9
	Non-local	602	709	617	1464	1379	1893	1758	1639	1121	327	18
	Total	940	1107	1063	1862	1837	2166	1992	1909	1540	1375	27
Unimportant	Local	258	273	179	381	259	43	30	86	322	192	7
	Non-local	99	114	83	248	196	252	366	906	1963	1946	8
	Total	357	387	262	629	455	295	396	992	2285	2138	15

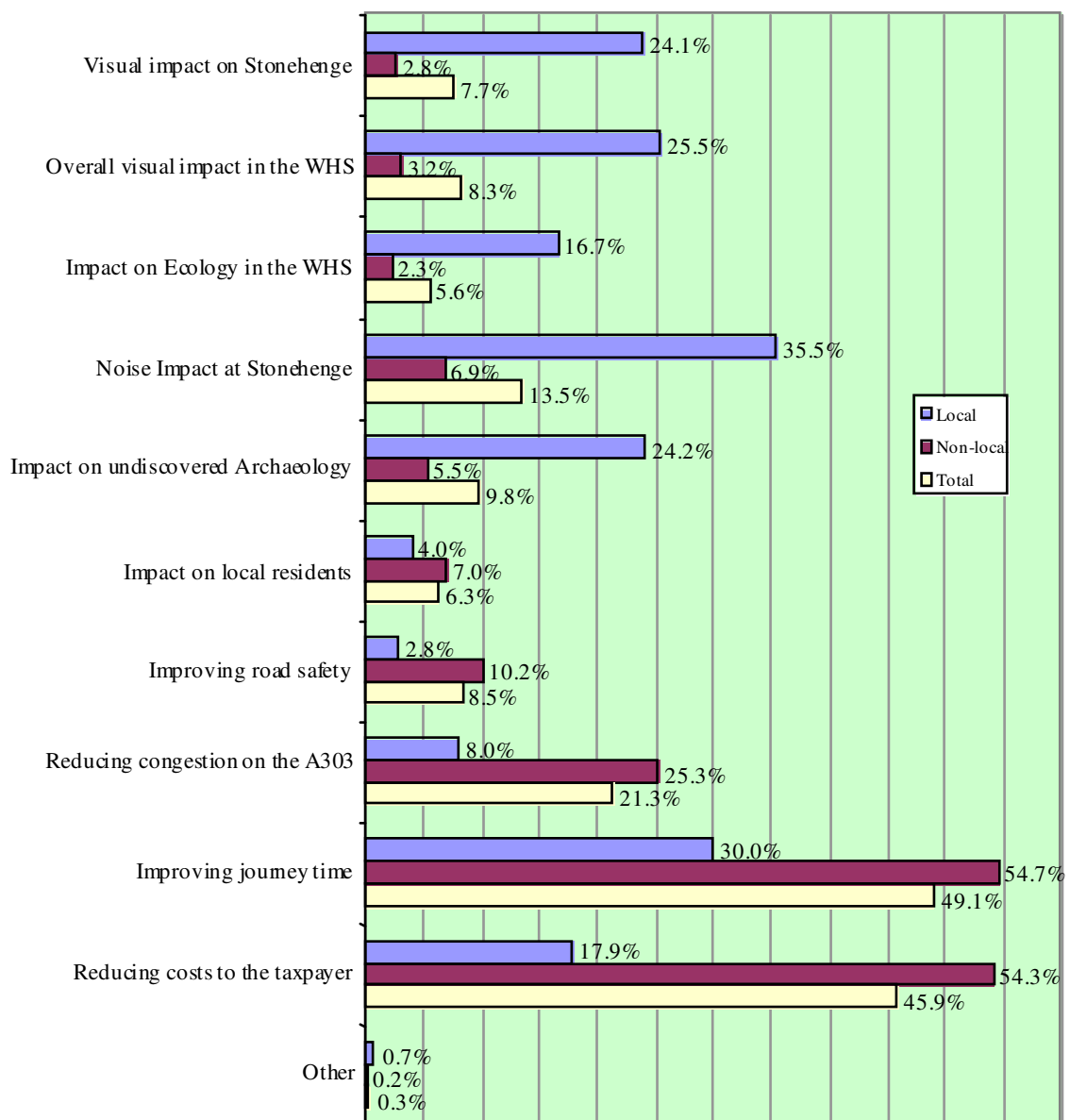
Figures 3.1 and 3.2 below illustrate the results of the ‘very important’ and ‘unimportant’ choices.

Figure 3.1 ‘Very Important’ factors affecting option choice



As can be seen, local respondents consider the issues of improving road safety (70.9%), impact on local residents (67.1%) and reducing A303 congestion (62.4%) to be the most important factors. Whereas non-local respondents consider impact on ecology (78.8%), visual impact on Stonehenge (77.9%) and on the World Heritage Site (74.3%) to be the most important factors. Overall, all respondents also consider ecology, visual impact on Stonehenge and on the World Heritage Site to be the most important factors.

Figure 3.2 ‘Unimportant’ factors affecting option choice



In terms of what is unimportant, local respondents consider that noise impact on Stonehenge is the most unimportant factor (35.5%), followed by improving journey time (30.0%) and visual impact in the WHS (25.5%). Non-local respondents consider improving journey time (54.7%) and reducing costs to the taxpayer (54.3%) to be the most unimportant factors. Overall, all respondents also consider improving journey time and reducing costs to the taxpayer to be the most unimportant factors.

Respondents were also invited to enter other issues that they felt were important. The full analysis of these comments is given at Appendix H, with the most common summarised in Table 3.2 below.

Table 3.2 Other factors considered important bearing in mind the aims of the A303 Stonehenge Improvement

Question 3 – Other important issues	Local	Non-local	Total
Protecting environment / biodiversity / ecology / wildlife habitat / reserves	10	131	141
National prestige / pride in preserving / respecting / enhancing our heritage and environment	8	46	54
Impact on Stone Curlew population / birdlife / RSPB reserve	2	33	35
Minimising disruption / noise during construction / speed of construction	12	11	23
Re-uniting the cultural landscape / protecting landscape / landscape before costs	2	20	22
Preserving WHS status / significance / integrity	10	11	21
Discourage use of cars, encourage use of public transport / high charges for road use of private cars	5	14	19
The sight of Stonehenge from the A303	9	8	17
Not disturbing more land than you have to / unspoilt countryside	3	10	13
Best heritage/conservation/archaeological management practice being carried out as a precedent for other sites in Britain	1	11	12
Commitment of the UK Government	1	11	12
Preserve sacredness of site / Stones	1	11	12
Cost effective solution / time and money	4	5	9
Getting it right	3	5	8
A long-term solution / vision for future	2	6	8

4 Local Responses

4.1 Introduction

This Section presents the results from the 1072 questionnaires and 33 letters submitted by local respondents, where appropriate split by the local area.

Only a relatively small number of local respondents (60) were identified as responding in accordance with the RSPB campaign, so no separate analysis with and without these responses is deemed necessary in this Section.

4.2 Analysis

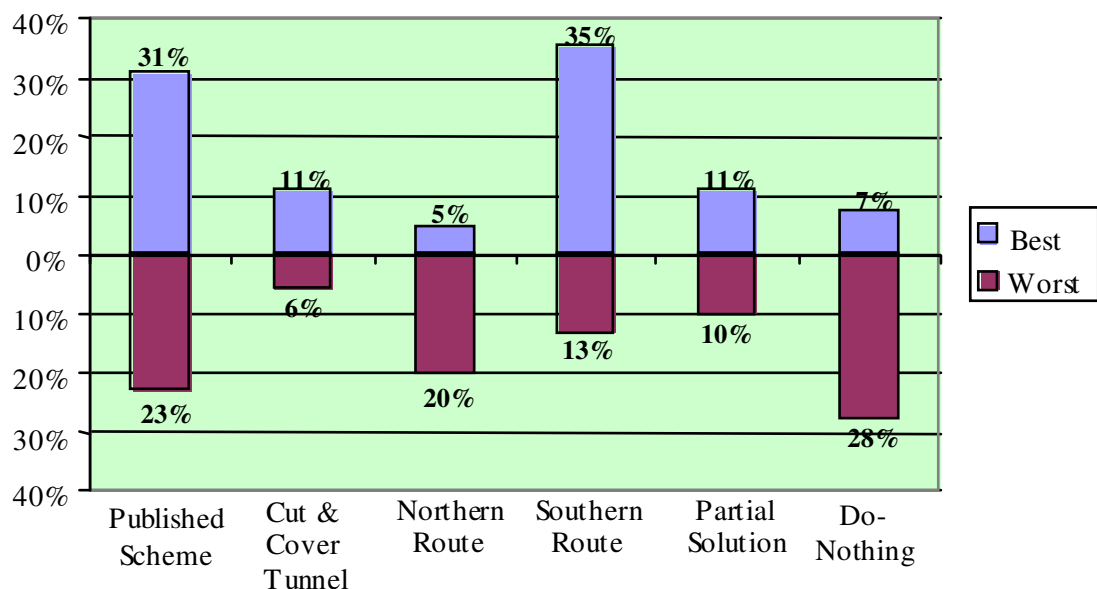
4.2.1 Option Preference

Table 4.1 below illustrates the results from Question 1 of the questionnaire that asked respondents for their option preferences, together with any option preference noted in the written responses. Figure 4.1 below illustrates these results graphically.

Table 4.1 Option Preferences of local respondents

	Published Scheme	Cut & Cover Tunnel	Northern Route	Southern Route	Partial Solution	Do-Nothing	Total
Best	316	112	48	360	110	76	1023
Worst	231	59	197	130	101	277	995

Figure 4.1 Option preference of local respondents



It can be seen that local respondents (35%) prefer the Southern Route, with the Published Scheme as their second preference (31%). The Published Scheme also comes out as the second worst option (23%), only eclipsed by a Do-Nothing scenario (28%). The Northern Route, the Cut & Cover Tunnel and the Partial Solution gain little support (5%, 11% and 11% respectively).

Tables 4.2 and 4.3 show results in closer detail, broken down by local area, and Figures 4.2 and 4.3 (at end of report) illustrate these graphically.

Table 4.2 Best option choice of local respondents by area

	Published Scheme	Cut & Cover	Northern Route	Southern Route	Partial Solution	Do-Nothing
Shrewton, Orcheston & Tilshead	26	8	5	37	7	5
Larkhill, Durrington, Bulford & Netheravon	67	27	4	124	31	20
Amesbury	53	31	9	90	27	18
Winterbourne Stoke & Berwick St James	8	6	8	17	6	2
Stapleford, Wylve Valley & Chitterne	8	6	6	15	4	4
Wilsford, Woodfords, Lake & Durnford	33	11	4	4	5	3
Salisbury & Wilton	79	17	9	50	21	18
Chilmark, Dinton & Barford St Martin	6	2	1	5	2	2
Eastern Villages	35	5	2	20	8	5

Table 4.3 Worst option choice of local respondents by area

	Published Scheme	Cut & Cover	Northern Route	Southern Route	Partial Solution	Do-Nothing
Shrewton, Orcheston & Tilshead	17	2	23	4	11	29
Larkhill, Durrington, Bulford & Netheravon	51	18	110	11	25	53
Amesbury	68	14	29	28	20	64
Winterbourne Stoke & Berwick St James	5	3	5	2	11	19
Stapleford, Wylve Valley & Chitterne	16	4	4	3	4	11
Wilsford, Woodfords, Lake & Durnford	8	4	5	32	4	11
Salisbury & Wilton	46	11	17	34	14	59
Chilmark, Dinton & Barford St Martin	5	0	2	2	4	4
Eastern Villages	16	3	4	16	7	26

Respondents from the Woodford valley (55%), villages to the east of the general area (46%) and Salisbury and Wilton (41%) generally prefer the Published Scheme. Conversely, respondents from the Wylve valley (38%) and Amesbury (31%) consider this the worst option. Respondents from villages to the west of Salisbury (Chilmark etc) have selected the Published Scheme as both best (35%) and worst option (28%), though based on relatively small numbers of responses.

Respondents from Larkhill, Durrington, Bulford, Netheravon and Tidworth consider the Northern Route to be the worst (41%), being the areas that would be most affected by it. No area considers the Northern Route to be the best option.

Respondents from Larkhill and area (46%), Shrewton and area (41%), Amesbury (39%), Winterbourne Stoke (36%) and the Wylde valley (34%) all consider the Southern Route to be the best, though respondents from villages in the Woodford valley consider it to be the worst option (51%), as this is the route that would have the most impact upon them.

None of the areas considers the Cut & Cover Tunnel or the Partial Solution to be either the best or the worst. However, the Cut & Cover Tunnel achieved reasonable support from respondents in the Woodford valley (19%) and respondents from Winterbourne Stoke selected the Partial Solution as their second worst choice (25%).

Most areas agree that a Do-Nothing option is a poor choice, being either the first or second worst choice for all areas.

4.2.2 Reasons for Option Preference

Question 2 of the questionnaire asked respondents to indicate their reasons for their option preference. The tables below list the main reasons stated for each of the options (including Do-Nothing) being selected as a best or worst choice. The number of respondents stating each reason is given along with the corresponding percentage that the number represents of the total preferring the option in Question 1 of the questionnaire. The full results are given at Appendix H.

Table 4.4 Main reasons for local respondents choosing the Published Scheme as best

Reason	No.	% of local preference
Improves / protects Stonehenge setting / views / removes clutter	36	11.4%
It solves the existing traffic problems	30	9.5%
To minimise environmental impacts	29	9.2%
Least impact on biodiversity and chalk downland habitat (RSPB encouraged response)	28	8.9%
Has minimal effect on monuments / cultural heritage / archaeology	28	8.9%
Least impact on local residents	27	8.5%
Has least detrimental effect on views / landscape / visual impact	23	7.3%
Best long term solution	22	7.0%
To protect / restore / enhance the World Heritage Site	20	6.3%
It achieves most of the aims of the Stonehenge Project	20	6.3%
Protecting Stonehenge is more important than cost / for national pride	18	5.7%
Least impact on wildlife / biodiversity / ecology / reconnects habitat	15	4.7%
Will not require the construction of a new road along new land	11	3.5%
Shortest and quickest route / easy and efficient to build	10	3.2%
Has faced Public Inquiry / Inspector made right decision	9	2.8%
It will return peace/tranquillity to Stonehenge	9	2.8%
It will reduce noise pollution	7	2.2%
Will increase tourism / visitors' experience / bring economic benefit	6	1.9%

Table 4.5 Main reasons for local respondents choosing the Published Scheme as worst

Reason	No.	% of local preference
Scheme / tunnel costs too much	62	26.8%
Will cause traffic chaos if an accident happens	5	2.2%
It is complete over-kill / unnecessary / unsustainable	5	2.2%
Boring a tunnel close to an important site seems extreme	3	1.3%
Too environmentally damaging	2	0.9%
Too many unknowns - costs could quickly escalate	2	0.9%
Removes view of Stones - will reduce tourism	2	0.9%

Table 4.6 Main reasons for local respondents choosing the Cut & Cover Tunnel as best

Reason	No.	% of local preference
Cost effective solution / best value for money	22	19.6%
To minimise environmental impact	18	16.1%
Cut & Cover is cheapest tunnel solution	15	13.4%
Shortest and simplest solution / most direct route / no new roads	8	7.1%
Has minimal impact on local residents	5	4.5%
Will permit unspoilt and uninterrupted views of Stonehenge	4	3.6%
Once grassed over the path of the tunnel would not be noticeable	4	3.6%
To protect the World Heritage Site / monuments / archaeology	3	2.7%
Impact on ecology / biodiversity / wildlife minimised - habitat reunited	2	1.8%
The A303 needs to be dualled for its complete length	2	1.8%
A visible mound is a small price to reduce current impact of road	2	1.8%

Table 4.7 Main reasons for local respondents choosing the Cut & Cover Tunnel as worst

Reason	No.	% of local preference
Would leave visible legacy (mound)	5	8.5%
Damage to archaeology / new finds would delay work	3	5.1%
Environmentally damaging	3	5.1%
Too close to monument / still has noise impacts at Stonehenge	3	5.1%

Table 4.8 Main reasons for local respondents choosing the Northern Route as best

Reason	No.	% of local preference
Takes road furthest from Stonehenge/core of WHS	9	18.8%
Cheap / good value for money	5	10.4%
Least environmentally damaging	4	8.3%
A good compromise between cost, environment and project objectives	3	6.3%
Would enable some people to see the monument as they pass	2	4.2%
Avoids Winterbourne Stoke the most	2	4.2%
The best of a bad bunch	2	4.2%

Table 4.9 Main reasons for local respondents choosing the Northern Route as worst

Reason	No.	% of local preference
Too much impact on Larkhill / Durrington	78	39.6%
Negative impacts on the WHS / cultural heritage / archaeology	19	9.6%
It has large impacts on environment	17	8.6%
Negative impacts on ecology / wildlife	7	3.6%
Long route	7	3.6%
Highest negative impact on the landscape	6	3.0%
Expensive route	6	3.0%
Too close to the Fargo ammunition compound	5	2.5%
Offers little benefit / prevents long term solution	4	2.0%
The longer route will cause more pollution	4	2.0%
Does not meet the project objectives	2	1.0%

Table 4.10 Main reasons for local respondents choosing the Southern Route as best

Reason	No.	% of local preference
Good value for money / cheapest	146	40.6%
Has least impact on residents of Larkhill and Durrington	115	31.9%
Short route	26	7.2%
Gets traffic away from Stonehenge / returns it to peace	25	6.9%
Tunnel Schemes are too expensive	25	6.9%
Has least impact on environment	25	6.9%
Shortest construction time	22	6.1%
Has least negative impacts / less damaging to area	21	5.8%
Achieves most of the aims of the Stonehenge project	20	5.6%
Removes current congestion on A303 / solves traffic problems	18	5.0%
Best BCR	16	4.4%
Minimises disturbance to Stonehenge/other monuments/visitors	14	3.9%
Negative impacts balance against positive ones - best compromise	14	3.9%
Simplest Solution	12	3.3%
Has least impact on ecology/flora/fauna	10	2.8%

Table 4.11 Main reasons for local respondents choosing the Southern Route as worst

Reason	No.	% of local preference
Adverse impact on Stone Curlew habitat at Normanton Down (RSPB encouraged response)	24	18.5%
Because it cuts through scenic downland / reserve	18	13.8%
Because it has large impacts on environment	12	9.2%
Object as affected resident	7	5.4%
Will affect undiscovered archaeology / impacts on archaeology	5	3.8%
Negative impacts on ecology/biodiversity/wildlife	5	3.8%
It will have an adverse effect on west Amesbury	2	1.5%

Table 4.12 Main reasons for local respondents choosing the Partial Solution as best

Reason	No.	% of local preference
Cheapest / value for money	26	23.6%
Solves problems at Winterbourne Stoke/Countess /A344	20	18.2%
Keeps views of Stones	19	17.3%
The most practical solution	11	10.0%
Causes the least damage to monuments / archaeology	9	8.2%
Least impact on local residents	6	5.5%

Table 4.13 Main reasons for local respondents choosing the Partial Solution as worst

Reason	No.	% of local preference
Will do nothing significant to reduce congestion	23	22.8%
It is expensive with little gain	12	11.9%
Does not meet the scheme objectives	7	6.9%
Has unacceptable impacts on Shrewton and other villages by rat-running	4	4.0%
Will cost more in the future when a proper solution needs to be found	3	3.0%

Table 4.14 Main reasons for local respondents choosing to Do-Nothing as best

Reason	No.	% of local preference
Keeps views of Stonehenge from A303 / attracts tourists	9	11.8%
Benefits few people / money could be better spent	8	10.5%
See no problem with current road	8	10.5%
If we are not prepared to do the job properly then let's not do it at all	5	6.6%
Money could be better spent on health / improving social conditions	4	5.3%
Money could be spent on bypassing other towns and villages in Wiltshire	4	5.3%
No further damage to undiscovered archaeology / heritage	3	3.9%
Congestion is part of modern life people should accept it - more important things than cars	3	3.9%

Table 4.15 Main reasons for local respondents choosing to Do-Nothing as worst

Reason	No.	% of local preference
It does nothing to relieve the existing traffic problems	25	9.0%
This is not an option / something needs to be done	14	5.1%
Leaves road safety and local access problems	10	3.6%
Does nothing to improve Stonehenge / WHS	7	2.5%
Perpetuates 'national disgrace' of Stonehenge	6	2.2%
Doesn't close the dangerous A344 junction	4	1.4%
Will require something to be done in the future	3	1.1%

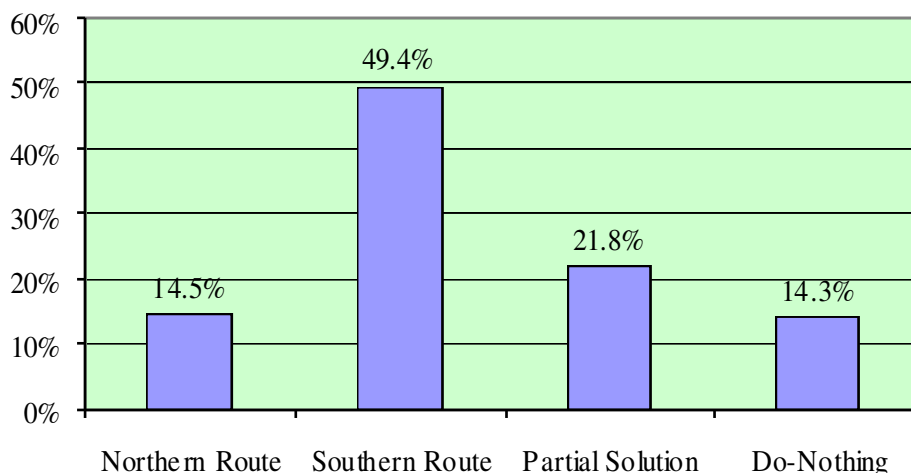
4.2.3 Non-Tunnel Option Preference

Question 4 of the questionnaire asked respondents to indicate their option preference should the Government decide that a tunnel was too expensive. Table below 4.16 below summarises the results and Figure 4.4 illustrates these results graphically.

Table 4.16 Non-tunnel option preference of local respondents

Northern Route	Southern Route	Partial Solution	Do-Nothing
150	512	226	148

Figure 4.4 Non-tunnel option preference of local respondents



It can be seen that almost half of local respondents (49.4%) would favour the Southern Route should the Government decide that a tunnel was too expensive.

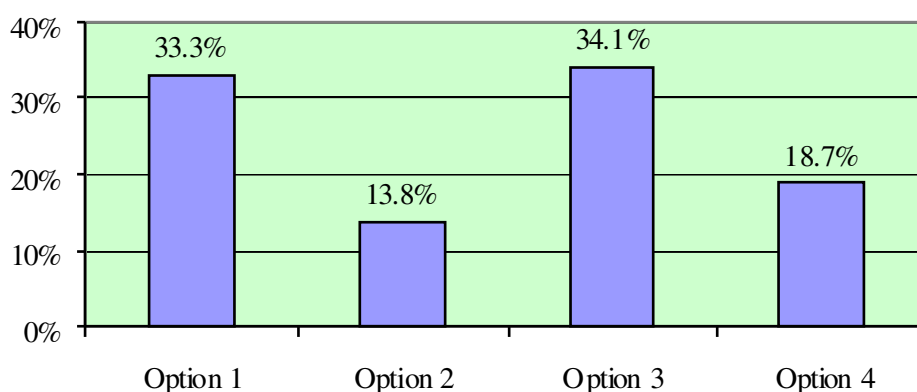
4.2.4 Partial Solution Junction Preference

Question 5 of the questionnaire asked those respondents who preferred the Partial Solution to indicate their preference from the four junction options presented. Table 4.17 below summarises the results and Figure 4.5 illustrates these results graphically.

Table 4.17 Partial Solution junction preference of local respondents

Option 1	Option 2	Option 3	Option 4
82	34	84	46

Figure 4.5 Partial Solution junction preference of local respondents



As can be seen, most local respondents favour Junction Option 3 (34.1%), with Option 1 (33.3%) being close second. Both of these Options provide relatively low-cost, at-grade solutions. The least favoured arrangement is Option 2 (13.8%), which would have no connection between the A303 and A360 and could lead to local rat-running.

4.2.5 Comments

Question 6 of the questionnaire invited respondents to offer further comment. Table 4.18 below summarises the most frequent comments. The full results are given at Appendix H. The percentage against each comment is relative to the total number of questionnaires and written submissions submitted by local respondents.

Where respondents proposed, supported or objected to alternative routes and proposals, these are presented separately in Chapter 7.

Table 4.18 Most frequent comments made by local respondents

Comment	No.	% of total local response
Supports simple on-line dualling (through the WHS)	118	10.7%
Make a decision / get on with it!	103	9.3%
Too much is being/has been spent in preparation/consultation etc. without action	49	4.4%
A344 / A303 junction is dangerous and needs to be closed as soon as possible	48	4.3%
Winterbourne Stoke Bypass is essential / urgent	45	4.1%
Supports the West/Mills on-line proposal	44	4.0%
Want to have views of Stonehenge from the A303	43	3.9%
Supports simple on-line dualling in cutting	30	2.7%
Archaeological finds are important but should not be put ahead of peoples' needs and safety	24	2.2%
Partial Solution is a waste of money; it is not a solution at all / achieves nothing	23	2.1%
Project has cost far too much to the tax payer	21	1.9%
Supports AR4 (Parker Route)	21	1.9%
We should get on and build the Published Scheme, despite the cost, to deliver long term benefits to Stonehenge/the WHS	20	1.8%
It is disgraceful that after so many years of studies nothing has happened	19	1.7%
Doing nothing is not an option / will just have to do something in the future at higher cost	18	1.6%
The safety of road users is more important than cost / current situation is a black spot / action must be taken	17	1.5%
It is important to dual this whole section as soon as possible	17	1.5%
The 2.1km bored tunnel represents an 'exceptional environmental scheme' (RSPB encouraged response)	17	1.5%
Improvements to Countess Roundabout are essential	17	1.5%
Only the Published Scheme is acceptable - other options will cause damage to WHS/heritage/environment/biodiversity/habitat	15	1.4%
The longer this is left without any action or proper solution the greater the cost will be in the future	15	1.4%
It is wrong that elite / heritage organisations are ruling this local issue	14	1.3%
Believe HA and EH have not listened to the views of the local people / locals should be put first	14	1.3%

As can be seen, the most frequent comment was support for a simple on-line dualling (10.7%), closely followed by 'make a decision/get on with it' (9.3%). Comments supporting on-line solutions through the WHS totalled 17.4% of the local response.

5 Non-Local Responses

5.1 Introduction

This Section presents the results from the 3505 questionnaires and 98 letters submitted by non-local respondents. The 97 responses submitted from unknown addresses are included in these numbers. (see Section 2.4.2)

5.2 Analysis

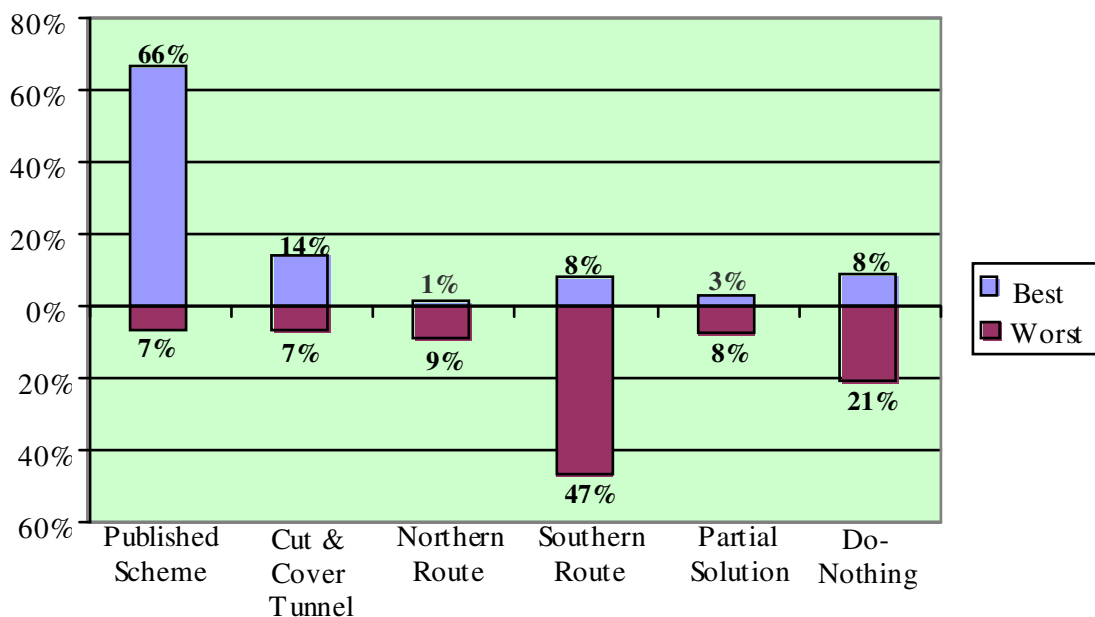
5.2.1 Option Preference

Table 5.1 below illustrates the results from Question 1 of the questionnaire that asked respondents for their option preferences, together with any option preferences noted in written responses. Figure 5.1 illustrates these results graphically.

Table 5.1 Option preference of non-local respondents

	Published Scheme	Cut & Cover Tunnel	Northern Route	Southern Route	Partial Solution	Do-Nothing	Total
Best	2364	493	39	276	103	297	3572
Worst	210	225	296	1491	251	670	3143

Figure 5.1 Option preference of non-local respondents



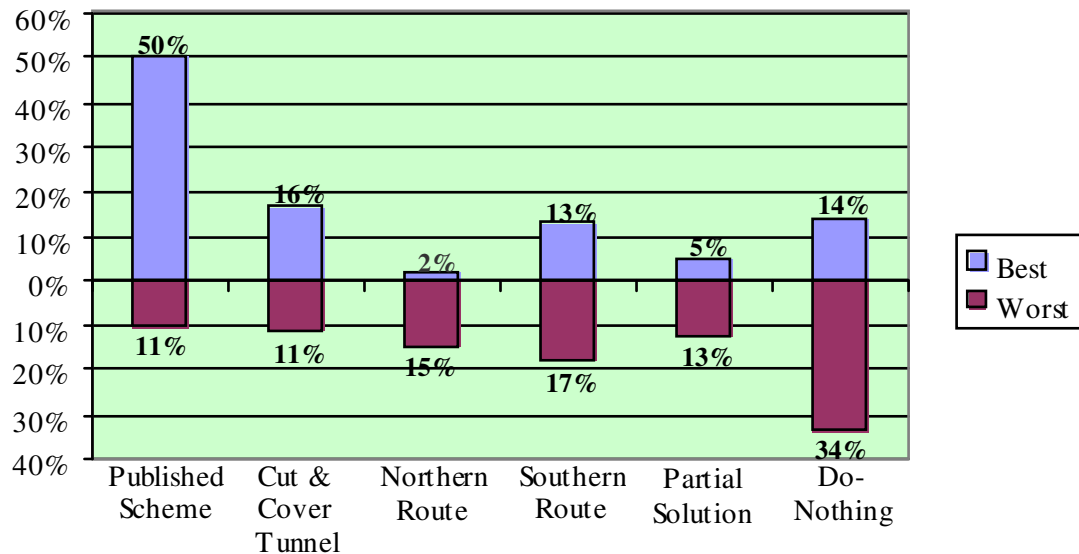
It can be seen that the Published Scheme is by far the preferred option of non-local respondents, with 66% of best votes and only 7% selecting it as their worst choice. Conversely the Southern Route attracted only 8% of best votes but 47% of worst.

However, as discussed earlier in Section 2.4.3, the large proportion of questionnaires submitted following the RSPB campaign format has had a significant affect on this outcome. Table 5.2 and Figure 5.2 below show the results with the RSPB influence excluded.

Table 5.2 Option preference of non-local respondents excluding RSPB influence

	Published Scheme	Cut & Cover Tunnel	Northern Route	Southern Route	Partial Solution	Do-Nothing	Total
Best	1059	347	39	276	103	297	2122
Worst	210	225	296	331	251	670	1983

Figure 5.2 Option preference of non-local respondents excluding RSPB influence



As can be seen, the Published Scheme is still the option favoured by non-locals, but with a lower 50% of the best votes.

The worst option is now seen to be the Do-Nothing scenario (34%), with the Southern Route changed from worst option to second worst with 17% of the votes.

5.2.2 Reasons for Option Preference

This Section presents the results from Question 2 of the questionnaire that asked respondents to indicate the reasons for their option preference. The tables below list the main reasons stated for each of the options (including Do-Nothing) being selected as a best or worst choice. The full results are given at Appendix H. The number of respondents stating each reason is given along with the corresponding percentage that the number represents of the total preferring the option in Question 1 of the questionnaire.

Table 5.3 Main reasons for non-local respondents choosing the Published Scheme as best

Reason	No.	% of non-local preference
Least impact on biodiversity and chalk downland habitat (RSPB encouraged response)	841	35.6%
Has minimal effect on monuments / cultural heritage / archaeology	220	9.3%
Improves / protects Stonehenge setting / views / removes clutter	182	7.7%
To protect / restore / enhance the World Heritage Site	170	7.2%
Least impact on wildlife / biodiversity / ecology / reconnects habitat	170	7.2%
Has least detrimental effect on views / landscape / visual impact	159	6.7%
Best long term solution	122	5.2%
To minimise environmental impacts	92	3.9%
Protecting Stonehenge is more important than cost / for national pride	88	3.7%
It achieves most of the aims of the Stonehenge Project	72	3.0%
Has faced Public Inquiry / Inspector made right decision	69	2.9%
The best all round solution	68	2.9%
It solves the existing traffic problems	67	2.8%
It will reduce noise pollution	53	2.2%

Table 5.4 Main reasons for non-local respondents choosing the Published Scheme as worst

Reason	No.	% of non-local preference
Scheme / tunnel costs too much	23	11.0%
Negative impacts on history / WHS / irreversible scar on landscape	10	4.8%
Too environmentally damaging	8	3.8%
Will not allow a proper archaeological investigation / damage to archaeology	6	2.9%
Boring a tunnel close to an important site seems extreme	3	1.4%
Too many unknowns - costs could quickly escalate	3	1.4%

Table 5.5 Main reasons for non-local respondents choosing the Cut & Cover Tunnel as best

Reason	No.	% of non-local preference
Impact on ecology / biodiversity / wildlife minimised - habitat reunited	104	21.1%
To minimise environmental impact	58	11.8%
To protect the World Heritage Site / monuments / archaeology	57	11.6%
Cut & Cover is cheapest tunnel solution	38	7.7%
Best visual preservation of Stonehenge and its landscape	36	7.3%
Will permit unspoilt and uninterrupted views of Stonehenge	21	4.3%
Ensures Stone Curlew and other threatened bird species are preserved	21	4.3%
Has minimal impact on local residents	20	4.1%

Table 5.6 Main reasons for non-local respondents choosing the Cut & Cover Tunnel as worst

Reason	No.	% of non-local preference
Damage to archaeology / new finds would delay work	45	20.0%
Would leave visible legacy (mound)	25	11.1%
Changes the landscape / does not preserve landscape	8	3.6%
Environmentally damaging	5	2.2%
Will permanently scar land / major disruption during construction	5	2.2%

Table 5.7 Main reasons for non-local respondents choosing the Northern Route as best

Reason	No.	% of non-local preference
Takes road furthest from Stonehenge/core of WHS	18	46.2%
Cheap / good value for money	6	15.4%
Furthest from Normanton Down / interferes least with barrows	4	10.3%
Reconnects the most Scheduled Monuments	3	7.7%

Table 5.8 Main reasons for non-local respondents choosing the Northern Route as worst

Reason	No.	% of non-local preference
Negative impacts on the WHS / cultural heritage / archaeology	45	15.2%
Too much impact on Larkhill / Durrington	30	10.1%
Negative impacts on ecology / wildlife	22	7.4%
It has large impacts on environment	15	5.1%
Highest negative impact on the landscape	10	3.4%
Long route	4	1.4%

Table 5.9 Main reasons for non-local respondents choosing the Southern Route as best

Reason	No.	% of non-local preference
Good value for money / cheapest	98	35.9%
Has least impact on residents of Larkhill and Durrington	55	19.9%
Gets traffic away from Stonehenge / returns it to peace	45	16.3%
Minimises disturbance to Stonehenge/other monuments/visitors	34	12.3%
Has least negative impacts / less damaging to area	22	8.0%
Achieves most of the aims of the Stonehenge project	21	7.6%
Best BCR	19	6.9%
Improves landscape around Stonehenge	18	6.5%
Short route	17	6.2%
Tunnel Schemes are too expensive	15	5.4%
Removes current congestion on A303 / solves traffic problems	13	4.7%
Negative impacts balance against positive ones - best compromise	13	4.7%
Minimum impact on the landscape	13	4.7%

Table 5.10 Main reasons for non-local respondents choosing the Southern Route as worst

Reason	No.	% of non-local preference
Adverse impact on Stone Curlew habitat at Normanton Down (RSPB encouraged response)	684	47.9%
Will affect undiscovered archaeology / impacts on archaeology	32	2.1%
Negative impacts on ecology/biodiversity/wildlife	29	1.9%
Because it cuts through scenic downland / reserve	23	1.5%
Because it has large impacts on environment	20	1.3%

Table 5.11 Main reasons for non-local respondents choosing the Partial Solution as best

Reason	No.	% of non-local preference
Causes the least damage to monuments / archaeology	22	21.4%
Solves problems at Winterbourne Stoke/Countess /A344	21	20.4%
Options are left open for future better ideas	15	14.6%
Cheapest / value for money	11	10.7%
Keeps views of Stones	11	10.7%
Best chance of getting anything done / compromise	4	3.9%

Table 5.12 Main reasons for non-local respondents choosing the Partial Solution as worst

Reason	No.	% of non-local preference
It is expensive with little gain	24	9.6%
Will do nothing significant to reduce congestion	18	7.2%
Will cost more in the future when a proper solution needs to be found	18	7.2%
Worse than doing nothing / Partial Solution is no solution	17	6.8%
Does not meet the scheme objectives	14	5.6%
A bad idea to disrupt the site just for a partial solution / half-measure	3	1.2%
A politician's cop-out solution / a being-seen-to-do-something solution	3	1.2%

Table 5.13 Main reasons for non-local respondents choosing to Do-Nothing as best

Reason	No.	% of non-local preference
No further damage to undiscovered archaeology / heritage	45	15.2%
Less disruption to wildlife / biodiversity / ecology	33	11.1%
Keeps views of Stonehenge from A303 / attracts tourists	28	9.4%
If we are not prepared to do the job properly then let's not do it at all	28	9.4%
Cannot keep trying to meet traffic demands by road improvement	18	6.1%
Until a better solution can be found / when everyone is in agreement	17	5.7%
See no problem with current road / we don't need another road	11	3.7%
Benefits few people / money could be better spent	6	2.0%
All schemes are too expensive	6	2.0%

Table 5.14 Main reasons for non-local respondents choosing to Do-Nothing as worst

Reason	No.	% of non-local preference
This is not an option / something needs to be done	56	8.4%
Perpetuates 'national disgrace' of Stonehenge	29	4.3%
It does nothing to relieve the existing traffic problems	21	3.1%
Does nothing to improve Stonehenge / WHS	10	1.5%

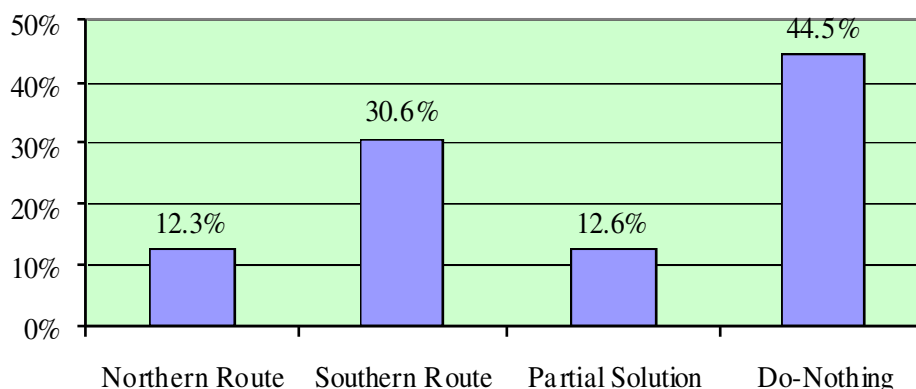
5.2.3 Non-Tunnel Option Preference

Table 5.15 below illustrates the non-local results to Question 4 of the questionnaire that asked respondents to indicate their option preference should the Government decide that a tunnel was too expensive. Figure 5.3 illustrates these results graphically.

Table 5.15 Non-tunnel option preference of non-local respondents

Northern Route	Southern Route	Partial Solution	Do-Nothing
254	633	260	921

Figure 5.3 Non-tunnel option preference of non-local respondents



It can be seen that almost half of non-local respondents (44.5%) would prefer to do nothing should the Government decide that a tunnel was too expensive. A significant proportion (30.6%) would favour the Southern Route, with less support for the Partial Solution (12.6%) or the Northern Route (12.3%).

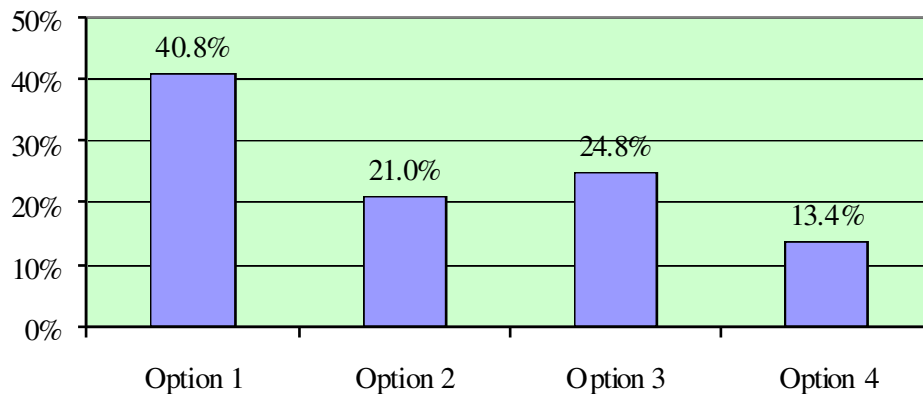
5.2.4 Partial Solution Junction Preference

Table 5.16 below shows the non-local results to Question 5 of the questionnaire that asked those respondents who preferred the Partial Solution to indicate their preference from the four junction options presented. Figure 5.4 illustrates these results graphically.

Table 5.16 Partial Solution junction preference of non-local respondents

Option 1	Option 2	Option 3	Option 4
97	50	59	32

Figure 5.4 Partial Solution junction preference of non-local respondents



As can be seen, most non-local respondents favour Junction Option 1 (40.8%), which would provide the simplest and cheapest at-grade solution. The least favoured arrangement is Option 4 (13.4%), which would provide a relatively expensive grade-separated solution.

5.2.5 Comments

Table 5.17 below shows the most frequent comments by non-local respondents recorded in Question 6 of the questionnaire and in written responses. The full results are given at Appendix H. The percentage against each comment is relative to the total number of questionnaires and written responses submitted by non-local respondents.

Where respondents proposed, supported or objected to alternative routes and proposals, these are presented separately in Chapter 7.

Table 5.17 Most frequent comments made by non-local respondents

Comment	No.	% of total non-local response
The Published Scheme represents an ' <i>exceptional environmental scheme</i> ' (RSPB encouraged response)	542	14.6%
Neither Northern nor Southern Routes reduce huge impact of A303 on the WHS, the primary objective of the whole project (RSPB encouraged response)	348	9.4%
Only the Published Scheme is acceptable - other options will cause damage to WHS/heritage/environment/biodiversity/habitat	153	4.1%
Heritage / archaeology should take precedence over cost / traffic	117	3.2%
Environment should prevail over all other factors including cost	112	3.0%
Make a decision / get on with it!	103	2.8%
Costs are insignificant compared with other Government / infrastructure spending	101	2.7%
We should get on and build the Published Scheme, despite the cost, to deliver long term benefits to Stonehenge/the WHS	90	2.4%
Too much is being/has been spent in preparation/consultation etc. without action	71	1.9%
Supports Heritage Action	67	1.8%
Government should bite the bullet and undertake the best scheme / get on with the Published Scheme, whatever the cost	61	1.6%
Benefits of the Published Scheme outweigh costs involved - increase in tourism will offset costs	57	1.5%
Road improvements do not solve congestion / give long term solution - they just create more traffic	53	1.4%
Supports a longer bored tunnel	49	1.3%

Comment	No.	% of total non-local response
The longer this is left without any action or proper solution the greater the cost will be in the future	48	1.3%
Partial Solution is a waste of money; it is not a solution at all / achieves nothing	38	1.0%
We should take the one chance to construct a prestigious scheme / secure future of Stonehenge, and the environment for the pride of the country / to set standards to others	37	1.0%
A tunnel is the only sustainable option for the future / achieves the aims of the project / long term solution	37	1.0%
Want to have views of Stonehenge from the A303	34	0.9%
Due to importance of project, no expense should be spared / can afford it / should spend more to get it right	34	0.9%
Government lacks courage / commitment to get on with the task / is not competent / is not committed to the WHS & Environment	34	0.9%
A344/A303 junction is dangerous and needs to be closed as soon as possible	33	0.9%

It can be seen that the most popular comments by far are those encouraged by the RSPB campaign in support of the Published Scheme and against the Northern and Southern Routes. The next most frequent comment also supports the Published Scheme (4.1%).

Seven of the most frequent comment categories relate to respondents' opinions that costs are less important relative to the potential benefits of the scheme. Summing these comments makes a total of 15.3%. Conversely only 1.9% of respondents express a view that too much money is being spent.

6 Corporate Responses

6.1 Introduction

Numerous stakeholders, statutory and non-statutory authorities, organisations and bodies were sent questionnaires by post at the start of the consultation period (refer to Appendix D for list). Many of these, and some others, have submitted responses and this Section summarises their various views. A summary table of corporate bodies' option preferences is included at Appendix I and copies of the written responses are included at Appendix J.

6.1.1 Statutory Environmental Agencies

English Heritage

English Heritage is the Government's lead advisor on the historic environment; it is the guardian and manager of the Stonehenge Monument and the body promoting the new Visitor Centre.

English Heritage stated that it considers only the Published Scheme to be acceptable and are strongly supportive of this option. All other options are deemed unacceptable because they either damage archaeology and the WHS or fail to deliver the aims of the *WHS Management Plan*.

For the purposes of ranking the options English Heritage considers all impacts on the whole site to be important but consider that visual and auditory impact on Stonehenge itself is of even more importance than overall visual impact on the WHS. As for undiscovered archaeology, it is satisfied that the risk to this has been satisfactorily mitigated within the Published Scheme.

English Nature, the Countryside Agency and the Rural Development Service

English Nature is the Government agency that champions the conservation of wildlife and geology throughout England. The Rural Development Service is the largest deliverer of the England Rural Development Programme, and the Countryside Agency's Landscape, Access and Recreation division aims to help everyone respect, protect and enjoy the countryside. These three bodies sent a joint response in their future guise as Natural England. Its statutory advice supports the transport option that has the most benefits for landscape, biodiversity and land management.

They consider that the Published Scheme presents the greatest net benefit for landscape in the World Heritage Site, with potential for ecological benefits and better land management. It urges the implementation of this option before costs rise again.

If this is not affordable, they consider the next least damaging option to be the Partial Solution with junction options 1 or 2, but noting that it does not lessen the impact of the A303 on the World Heritage Site and Stonehenge. In this context they would wish to see a smaller-scale Winterbourne Stoke Bypass.

The Northern Route is considered the worst option due to severe adverse impacts on the landscape and biodiversity and remaining adverse visual impacts on the Stones. It is considered that further work would be needed to mitigate such impacts on this and on the Southern Route should either be pursued. The bodies consider the Cut & Cover Tunnel option to be visually intrusive in its effect on the landform setting to Stonehenge and has concerns over the Cost Benefit Ratio (CBR), potential cost rises and deliverability of this option.

Environment Agency

The Environment Agency describes itself as "*the leading public body for protecting and improving the environment in England and Wales*" (www.environment-agency.gov.uk). Its

remit covers the protection of the aquifer, pollution, flood protection and sustainable drainage systems.

The Environment Agency considers the Published Scheme to be acceptable in all respects. It would not object in principle to the Cut & Cover Tunnel, Southern Route or the Partial Solution, although there are some issues to be addressed if these options were to proceed. It has no objection in principle to any of the consultation routes subject to agreement during detailed design on construction methods and mitigation to protect private abstractions close to the route.

It would object to routes within the National Trust Larkhill Corridor. These are considered unsuitable because of the risk of polluting groundwater supplies.

The Environment Agency also comments that all routes are in a major aquifer and could potentially affect discharge consents in the vicinity of Winterbourne Stoke and Countess Roundabout. However, the EA has no objection in principle to these routes subject to agreement during detailed design on construction methods and mitigation to protect private abstractions close to them. It states its support for the use of Sustainable Drainage Systems (SuDS) where appropriate and that it believes flood risk would be broadly similar for all options.

6.1.2 Local, Regional and National Government Organisations

Wiltshire County Council

Wiltshire County Council (WCC) resolved as follows.

- WCC considers that the continuing uncertainty about the Government's commitment to promoting a solution to traffic problems on the A303 at Winterbourne Stoke and Stonehenge must be brought to an end without further delay
- WCC re-states its existing policy to oppose closure of the A344 at Stonehenge until the A303 is improved to dual carriageway standard
- WCC reaffirms its support for the Published Scheme but if cost increases make this unaffordable it would support the Cut & Cover Tunnel as the next best option
- WCC encourages the Department for Transport to consider an online dual carriageway scheme as proposed by Councillors Mills and West as it commands much local support and has the advantage of affordability

The second resolution above means that WCC would oppose the Partial Solution, since this option allows for closure of the A344 without improvement of the A303 to dual carriageway standard.

Salisbury District Council

Salisbury District Council supports the Published Scheme as the best option to deliver both the critical infrastructure and environmental improvements for Stonehenge and the WHS. It rejects all other options presented for consultation because they would all produce outcomes in conflict with the objectives of the *WHS Management Plan* and Local Plan Policies.

It rejects the Northern Route due to adverse noise and impacts on residents of Larkhill and Strangways and severance of the WHS. It rejects the Southern Route because of its adverse archaeological impact, severance of the WHS and adverse impact on the RSPB reserve at Normanton Down. The Council rejects the Partial Solution because it believes it does nothing to resolve congestion or to improve the Stones' setting and would lead to increased rat-running through local villages. It rejects the Cut & Cover Tunnel on the basis of archaeological damage during construction and the altered landscape in Stonehenge Bottom. The Council comments that the list of options excludes on-line dualling which is favoured by many local people and organisations.

Barford St Martin Parish Council

Barford St Martin Parish Council supports the Southern Route, as the one it considers most likely to be completed quickly, and opposes the Do-Nothing scenario. The Council is in favour of improvements to the A303, but is concerned about potential impacts on other roads such as the B3089 and A30 during the construction phase.

Berwick St James Parish Council

Berwick St James Parish Council had previously expressed support for the tunnel as they understood that without the tunnel the Winterbourne Stoke Bypass may not go ahead. Now they express a unanimous support for a landscaped unobtrusive surface dual carriageway along the line or within 200m of the existing A303 due to the fact it would provide a short, direct route, and would have minimum effect on the countryside and local people. It would provide a cheaper and quick solution, keep the views of the Stones from the A303 and accommodate provision for a Visitor Centre car park.

Durrington Parish Council

Durrington Parish Council rejects both the Published Scheme and the Cut & Cover Tunnel on the basis of cost and does not support the Northern or Southern Routes. It rejects the Partial Solution as it does not provide a dual carriageway solution or remove the bottleneck at Countess Roundabout. It does not support the Parker Plan as it is considered to be too expensive, disruptive to the local community and impracticable. Instead it supports the idea of a surface on-line dual carriageway improvement of the A303 through the WHS.

Winterbourne Stoke Parish Council

Winterbourne Stoke Parish Council reaffirms its support for the Published Scheme but offers no view on the other options presented for consultation. It does, however, consider that the Winterbourne Stoke Bypass should proceed regardless as a stand-alone scheme, on the line of the route put forward at the Public Inquiry. They propose that the suggestions for Longbarrow Crossroads should remain virtually the same but with a full movement “*dumb-bell*” junction. Also if the Published Scheme is unaffordable they propose that the A303 through the WHS should be upgraded to dual carriageway in cutting where necessary and locating the Visitor Centre at Fargo North, therefore not requiring a flyover at Countess Road.

Winterbourne Stoke Parish Council also express their concern over the safety of their parishioners during the delay to the scheme and wish to see the immediate safety measures of a pedestrian crossing, a 30mph speed limit and an eastbound speed camera introduced in the village.

South West of England Regional Development Agency

The South West of England Regional Development Agency (SWRDA) is responsible for preparing the Regional Economic Strategy (RES) for the region, which has a close relationship with the Regional Spatial Strategy (RSS) produced by the Regional Assembly.

SWRDA advises that the A303 Stonehenge Improvement forms part of the Second Strategic Route from London to the South West that arose from the London to South West and South Wales Multi-Modal Study (SWARMMS) with Ministerial support. SWRDA states that only options which would allow delivery of the Second Strategic Route should be taken forward. It has not taken a view on which option best meets the balance between local, regional and national interests. However, SWRDA does have concerns over the Partial Solution, which would not achieve the commitment to the Second Strategic Route. It also notes the limits on the Regional Funding Allocation for transport investment and the need for national funds to meet the associated heritage costs of this scheme.

SW Regional Assembly

The South West Regional Assembly is a partnership of councillors from all local authorities in the region and representatives of various sectors with a role in the region's economic, social and environmental well-being. (http://www.southwest-ra.gov.uk/nqcontent.cfm?a_id=391&tt=swra).

The South West Regional Assembly expressed the same views as SWRDA.

Defence Estates

Defence Estates is the executive agency of the MOD responsible for management of its property and land.

The Defence Estates' response comments only on the Northern Route and on the National Trust alternative northern corridor (discussed briefly in Section 7.2.4 below), as both these would affect Ministry of Defence (MOD) assets. It is concerned about unacceptable noise levels for residents, the proximity of the Fargo ammunition compound and safety issues related to a major new highway running adjacent to the area of Salisbury Plain used for live artillery firing. Although the MOD has a self imposed noise limit which may not be exceeded by firing, the potential hazard of sudden loud noises affecting trunk road users may force training to move further north with consequent adverse effects. Based on the impacts above, consideration would have to be given to relocating the MOD facility. All of these concerns would also apply to the National Trust corridor, but in addition a route through Larkhill would have significant impact on the barracks and married quarters, a church, a school and a medical centre, and pass too close to Fargo ammunition compound. The operation of Larkhill Garrison could be severely compromised, possibly necessitating closure with considerable relocation expense estimated to be in the order of £500m, and implications for the local infrastructure and economy. For all these reasons the Defence Estates would raise strong objections to such northern options.

All Party Parliamentary Group on World Heritage Sites

The All-Party Parliamentary Group on World Heritage Sites was established to promote UK world heritage sites in parliament; to raise issues relating to world heritage sites with government; and to work in partnership with the local authorities' World Heritage Forum. (<http://www.publications.parliament.uk/pa/cm/cmparty/060512/memi433.htm>).

The Group voted unanimously, on 27 June, to back the Published Scheme for the A303 at Stonehenge, giving cross-party support for the (2.1km) short-bored tunnel. The Group also agreed to write to the Department for Transport with a strong message of support for the tunnel.

6.1.3 Other Organisations

A36/A350 Corridor Alliance

The A36/A350 Corridor Alliance was originally formed to bring together groups opposed to the upgrading of the route from the M4 to the south coast. It now includes five groups: Friends of the Earth South West; Friends of the Earth South East; Council for the Protection of Rural England; Transport 2000 and Rail Futures.

The A36/A350 Corridor Alliance considers the Published Scheme to be hugely damaging to the WHS and the four other options presented for consultation to be worse. It opposes all road-building in the WHS and calls on the Government to develop a strategy to reduce traffic along the A303.

CBI South West

The Confederation of British Industry (CBI) describes itself as "*the United Kingdom's leading business organisation, speaking for some 240,000 businesses that together employ around a third of the private sector workforce.*"

The CBI South West state that congestion relief at Stonehenge is vital for the United Kingdom Economy and stress the importance of the Second Strategic Route and the part the A303 plays in its delivery. It also highlights the strategic national importance of the scheme and the need for national funding to top up the Regional Funding Allocation. It offers no opinion on the most appropriate route, but does note that a Partial Solution would not deliver value for money and states that a full solution option must be selected and implemented without delay.

Council for British Archaeology

The Council for British Archaeology (CBA) represents 620 professional and voluntary UK heritage organisations and about 10,000 directly subscribing individuals. It is an educational charity that promotes appreciation and care of the historic environment.

The CBA states that whilst the four ‘whole-scheme’ options have some advantages, these are outweighed by significant adverse impacts on the landscape and topography of the WHS, on its archaeology, setting and natural heritage.

The CBA finds the Northern and Southern Routes wholly unacceptable. It notes that the bored tunnel of the Published Scheme would have less impact than the Cut & Cover Tunnel, but that the major infrastructure required for both routes would be unacceptable intrusions into the WHS. The CBA considers that the Partial Solution does not provide a satisfactory solution and would like to see a more sensitive junction option for the A303/A360 wholly outside the WHS.

However, it considers the Do-Nothing option to be unacceptable and instead suggests that small-scale interim measures could be put in place while a more sustainable solution is explored. This is on the basis that future transport needs and solutions may differ radically from that currently envisaged. The following short-term actions are proposed:

- Closure of the A344/A303 junction, with managed access along the A344;
- Traffic management solutions at Longbarrow Crossroads and Countess Roundabout;
- Speed limits and other traffic calming in the WHS;
- Safer pedestrian crossing of the A303 as land between Stonehenge and Normanton barrows becomes publicly accessible.

Council for British Archaeology – Wessex Region

The Council for British Archaeology – Wessex Region (CBA Wessex) expressed broadly the same views as the CBA.

Country Land and Business Association

The Country Land and Business Association (CLA) represents landowning and other rural businesses in England and Wales, with some of its members affected by the proposed options.

The CLA considers the only sensible option to be the Published Scheme, with the next best alternative being an on-line widening. It believes the Northern and Southern Routes to be wholly unacceptable due to impacts on the natural and historic environment and on local communities. It believes that it is unlikely that landowners would agree to the purchase of land along the proposed routes and the possible consultation and compensation caused by application for compulsory purchase powers could cause further delays.

CPRE Wiltshire and National

The Campaign to Protect Rural England (CPRE) is a registered charity with over 60,000 members and supporters. It states “*We want a future in which our countryside is protected and enhanced while our towns and cities are made more attractive places to live.*” (<http://www.cpre.org.uk/index.htm>).

The CPRE Wiltshire and National do not support any of the five options presented, and would prefer a longer (4.5km) tunnel or for the route to be re-routed outside the World Heritage Site. They would expect that road user charging or tunnel tolling measures be introduced to help pay for an expensive road tunnel. In the short-term CPRE proposes that interim measures such as closure of the A344 and traffic management solutions at Longbarrow Crossroads and Airman's Corner should be implemented.

Friends of the Earth (South West England)

Friends of the Earth is an environmental campaign group represented here by the local groups, Friends of the Earth South West England and Friends of the Earth Wiltshire Network.

Friends of the Earth (South West England) recommend the rejection of all five options presented. Instead it recommends short-term, small-scale, less intrusive and more affordable means of meeting the *WHS Management Plan*. Such measures include closure of the A344/A303 junction, modest modifications to the visitor facilities and traffic management measures to encourage modal shift and reduce the need to travel.

It believes that the role of the A303 as the Second Strategic Route to the South West is compromised by the unaffordability of the Published Scheme. It believes that the level of investment required cannot be justified when regional transport investment is urgently needed to support the planned growth of the South West's larger urban areas. They express their regret at the time and resource they believe has been squandered by trying to reconcile conflicting objectives. They suggest it is time to abandon this exercise and unite in finding a practical solution.

Guildford Environmental Forum

Guildford Environmental Forum is a group of volunteers actively involved in finding solutions to environmental problems.

The Guildford Environmental Forum shares the concerns of the RSPB about the Northern and Southern Routes and in addition comments about harmful impacts on the historic environment caused by these routes. The Forum supports the Published Scheme and considers it the only option worth pursuing with regard to improvement of the surrounding habitats and the enhancement of the setting of Stonehenge.

International Council on Monuments and Sites UK (ICOMOS-UK)

ICOMOS-UK through its parent body, ICOMOS, is an advisor to UNESCO on cultural World Heritage Sites.

ICOMOS-UK considers that none of the options presented offers a solution that fully respects the international significance of Stonehenge as a World Heritage Site.

It considers that severance caused by the Northern, Southern and Cut & Cover Tunnel Routes would inflict serious damage on the archaeology and spatial arrangements of the landscape. The Partial Solution would damage barrows to the west of the Site and would lead inexorably to a future on-line widening solution.

ICOMOS-UK objected to the Published Scheme at the 2004 Public Inquiry and remains of the view that it would be "*highly detrimental to the value and integrity of the World Heritage Site as a whole*".

However, ICOMOS-UK does not consider that doing nothing is acceptable. Instead it calls for a staged approach, including short-term measures such as closure of the A344 past Stonehenge, traffic calming in the WHS and improvements to Longbarrow Crossroads and Countess Roundabout. It also calls for the consideration of other options, such as a route to the north of the WHS.

ICOMOS-UK urges the Highways Agency to rise to the challenge of “*protecting this unique iconic archaeological landscape for the benefit of future generations*” in line with the obligations of the World Heritage Convention.

Pagan and Druid Communities

This response was on behalf of three organisations: Honouring the Ancient Dead (HAD), The Druid Network (TDN) and the Council of British Druid Orders (CoBDO).

HAD is an advocacy group set up to address heritage, museum and archaeological issues that are sensitive to the British Pagan Community. It is acknowledged by the Public Bodies Liaison for British Paganism (PEBBLE), to take this role, and considers itself to offer a legitimate voice of Paganism.

TDN acts as a resource of information for the Druid community worldwide.

CoBDO currently has around 16 full member groups and around 12 associates including foreign druid orders and academics. It also has contacts with other organisations and individuals. Its foremost function is to bring heads of groups and orders together. (<http://www.druidnetwork.org/directory/groupsengland.html#cobdo>).

These organisations consider the Published Scheme to be the most favourable option, as it would remove the noise and view of the road from Stonehenge and not disturb open countryside. The Pagan and Druid community would not support the Northern Route, due to archaeological and environmental impacts and the severing of Stonehenge, Durrington Walls and Woodhenge, and consider that a road protest would ensue should this route be pursued. The group sees the Southern Route as superior to the Northern Route, though notes that modification and mitigation would be required to minimise impacts on Normanton Down. The Pagan and Druid Community would not support the Cut & Cover Tunnel, largely due to the open excavation during construction and the resultant embankment in Stonehenge Bottom, and consider that a major road protest would ensue were this option pursued. The Partial Solution is described as an “*inconclusive compromise*”, would not be supported and would provoke protest.

The Druid and Pagan communities would not accept any compromises which would significantly alter the landscape visible from Stonehenge, detach Durrington Walls and Woodhenge from Stonehenge, increase light or noise pollution to Stonehenge, adversely affect any tombs, barrows, or other ritual sites or adversely affect the ecology of the environment.

RAC Foundation for Motoring Ltd

This response was from the RAC Foundation for Motoring and the Environment, which is an independent body established to protect and promote the interests of UK motorists.

The RAC considers that the Published Scheme best protects the unique environment of the WHS and should be implemented without delay.

It considers the Cut & Cover Tunnel would have a greater impact on archaeological remains and should not be recommended. The RAC states that surface routes (i.e. the Northern and Southern Routes and the Partial Solution) would not realise the objectives of the World Heritage Site Management Plan and are a false economy in that they have yet to face public inquiries and costs may rise as changes are made. The RAC notes that similar issues arise in this case to those in the construction of the M3 through Twyford Down and states that Ministers were then criticised for many years for rating financial considerations over environmental ones. The RAC also states that further delay cannot be justified and urges an early start date.

The RAC considers that the Published Scheme cannot be considered unaffordable and that modern cost effective tunnelling methods such as those used on the Continent should be adopted.

Road Block

Road Block describes itself as an alliance of community groups that is opposed to road schemes.

Road Block objects to all five options and supports the Do-Nothing option as it is the only non-road-building option. It supports the closure of the A344 and would like to see it added to the options review. Road Block would also like to see more investment into sustainable transport measures for access to the WHS and the South West.

Road Haulage Association

The Road Haulage Association (RHA) provides dedicated campaigning, advice, information and business services specially tailored for the haulage industry. (<http://www.rha.net>).

The RHA supports the Southern Route, as it believes that the benefits to Stonehenge outweigh the wider environmental impacts. It suggests that the Northern Route would spoil the site and considers the Partial Solution to be no solution at all.

Royal Archaeological Institute

The Royal Archaeological Institute (RAI) is established “*by royal charter to examine, preserve and illustrate the ancient monuments, past history, manners, customs, arts and literature of Great Britain and Northern Ireland and other countries.*” It currently has 1,700 members, of whom 350 are institutional members.

The RAI wishes to see a solution that “*respects the integrity of the Stonehenge with Avebury World Heritage Site*”, and comments “*that the current schemes still fail to do this*”. It therefore objects to all the options presented for consultation.

Royal Society for the Protection of Birds

The RSPB is the UK’s largest wildlife conservation non-governmental organisation, currently with over 1 million members in the UK.

The RSPB states that it has no objection to the Winterbourne Stoke Bypass component of the scheme. It considers the Published Scheme to be the best option as it is the only option that meets the objectives of the *WHS Management Plan* and offers the greatest potential gain for biodiversity. The RSPB describe this scheme as representing the minimum acceptable tunnel length and state that the tunnel should be as long as possible.

The RSPB is strongly opposed to the Southern Route, which it asserts would destroy its Normanton Down Nature Reserve and the habitat it provides for wildlife. It is also strongly opposed to the Northern Route, which it considers would also destroy or damage wildlife habitats and come close to an SPA and SAC designated site. The RSPB believes that neither the Northern nor Southern route significantly diminishes the impact of the A303 on the WHS or is compatible with the objectives for the WHS.

The RSPB notes the benefits of the Cut & Cover Tunnel, but believes the option does not provide an integrated solution that protects both biodiversity and cultural heritage, while addressing traffic management issues. It does not see the merits of the Partial Solution as it would not meet any of the objectives of the *WHS Management Plan*.

The RSPB also express some concerns over the review process. They express concern about why the word ‘planned’ was inserted in front of the words ‘RSPB Reserve’ on the Southern Route exhibition panel on display in Salisbury and London as they believe this casts doubt over the certainty of the RSPB’s position in the area.

Society of Antiquaries of London

The Society of Antiquaries of London is charged by Royal Charter of with the “*encouragement, advancement and furtherance of the study and knowledge of the antiquities and history of this country*”. It is a registered charity and describes itself as “*the leading non-governmental organisation working in the cultural heritage sector*”. It has a membership comprising an elected college of around 2,300 Fellows and has a long history of active involvement with Stonehenge.

The Society has come to the conclusion that the Published Scheme is the best-balanced option for achieving the objectives of the *WHS Management Plan* and for deriving maximum public benefit.

It considers that the Northern and Southern Routes and the Partial Solution are inferior due to their negative impacts on archaeology and the natural environment of the WHS and their failure to realise the objectives of the *WHS Management Plan*. It considers them a false economy in environmental terms.

The Society notes that the Cut & Cover Tunnel would have a far more profound impact on the archaeology and natural environment of the WHS than the Published Scheme and is concerned at the congestion and damage that would be caused by traffic management measures during construction.

It notes the superior advantages that a bored tunnel would bring, removing a substantial barrier to wildlife and people within the WHS. It also notes the significant delay that consideration of further options would bring.

The Society calls on the Government to approve the Published Scheme without further delay.

South West Tourism

South West Tourism (SWT) is a partnership of private enterprise and both local and central government. It works to encourage the promotion and development of tourism in Bath, Bristol, Cornwall and the Isles of Scilly, Devon, Dorset, Somerset, Gloucestershire and Wiltshire. (<http://www.swtourism.co.uk>).

SWT supports the Southern Routes on the basis that it is the best solution for visitors, travellers, the local community and tax payers. It considers both the Partial Solution and the Do-Nothing scenario to be unacceptable.

Sustrans

Sustrans is the UK's leading sustainable transport charity. It's vision is a world in which people can choose to travel in ways that benefit their health and the environment. (<http://www.sustrans.org.uk>).

Sustrans supports the Published Scheme on the basis that it restores the WHS to its natural environment and improves access across the A303 and north-south of the WHS. Sustrans opposes the Partial Solution as it considers that it does not address these existing problems.

The AA Motoring Trust

The AA Motoring Trust sponsors and commissions research, and provides advocacy, advice and information across the field of motoring, roads, transport and the environment. (<http://www.aatrust.com>).

The AA Motoring Trust believes that the removal of roads and traffic from around Stonehenge must be at the heart of the Review, and for this reason the Partial Solution is unacceptable.

With regard to funding it believes that the uniqueness of Stonehenge means that different assessment criteria should be applied and perhaps new sources of funding explored.

It advocates the adoption of innovative solutions with particular reference to the use of tunnels.

The Avebury Society

“The Avebury Society was founded in 1994, by local residents and others, to work for the benefit of an area extending to five kilometres around Avebury and its communities.” (<http://www.upperkennetnews.co.uk/Avebury%20Society/avebury%20Society%20home.htm>).

The Avebury Society considers that none of the five options presented meet the requirements of the World Heritage Convention for protection of cultural heritage in the Stonehenge and Avebury WHS. They express support for the press release of 30 March 2006 by ten conservation bodies, advocating closure of the A344/A303 junction in the near future, and consider that the views presented are valid for Avebury as well as Stonehenge.

The British Museum

“The British Museum was founded in 1753 to promote universal understanding through the arts, natural history and science in a public museum.” (<http://www.thebritishmuseum.ac.uk/aboutus/about.htm>).

The British Museum state that they believe the Published Scheme is the best option currently available and achievable to protect and develop the future of the site. They also comment that the Published Scheme appears to be the only scheme which fully delivers the principal objective of the Stonehenge Management Project and urge its adoption.

The National Trust

The National Trust is a charity independent of the Government with 3.4 million members and 43,000 volunteers. It manages sites such as forests, farmland, downs, islands, archaeological remains, castles, nature reserves and villages. (<http://www.nationaltrust.org.uk/main/w-trust/w-thecharity.htm>).

It is a key stakeholder and landowner with an inalienable holding of much of the land within the World Heritage Site.

The National Trust’s position is summarised as follows.

- There are significant advantages to be gained from a tunnel longer than that included in the Published Scheme;
- That there are fundamental flaws in the Inspector’s reasoning behind his recommendation of a 2.1 km tunnel scheme;
- That the inspector, in his rejection of longer tunnels on the grounds of cost, wrongly relied upon the estimated construction cost of the Published Scheme that has since changed;
- None of the five options put forward for consultation are acceptable;
- A decision on the location of the Visitor Centre should follow any decision on the long term solution for the road;
- Wants to help Government find an acceptable solution that would reduce the impact of traffic within the WHS;
- Urges the Government to look at a wider range of options, including longer tunnels and routes further north than the Northern Route.

The National Trust recommends a further study of options, including longer tunnels and northern routes within a corridor that passes through Larkhill. It suggests that the study should assess environmental costs and benefits over the longer term and take account of the economic

value of Stonehenge and its landscape as a tourist attraction, as well as the UK's obligation to protect the WHS.

The Prehistoric Society

The Prehistoric Society has a reported international membership of around 2000 members including professional, amateur, student and retired members from over 40 countries. (<http://www.ucl.ac.uk/prehistoric>).

The Prehistoric Society opposes the Published Scheme because of the “*inadequate length of the tunnel*” and considers that none of the options presented should be accepted. Instead it recommends doing nothing. It states that “*even the least damaging partial option will cut off further options in the future and could strengthen the case for on-line dualling.*”

The Prehistoric Society considers the bored tunnel to be “*an inadequate half-measure*” for reasons of irreversibility, context and preservation by record. It states that the Published Scheme would cause above-ground disturbance over 3km of the WHS. It also considers that the Scheme “*has serious impacts on the contexts of standing and buried monuments within the WHS*” namely one long barrow above the western portal, the barrow cemetery at Longbarrow Crossroads and the The Avenue. The Prehistoric Society considers ‘strip and map’ methods of recording to be inadequate along the road corridor, and consider that geophysical surveys undertaken (by others) since the inquiry elsewhere in the WHS have highlighted inadequacies in the Published Scheme's prior evaluation.

Trail Riders Fellowship

The Trail Riders Fellowship (TRF) is the UK's largest organisation for Trail Riding, which is the recreational use of Green Lanes by motorcycle. (<http://www.trf.org.uk>)

The TRF supports the Cut & Cover Tunnel, as the next best option to the Published Scheme that it considers too expensive. It considers the Southern Route the worst of the options due to adverse effects on rights of way.

Transport 2000

Transport 2000 is an independent national body concerned with sustainable transport. It looks for answers to transport problems and aims to reduce the environmental and social impact of transport by encouraging less use of cars and more use of public transport, walking and cycling. (<http://www.transport2000.org.uk/>).

Transport 2000 is opposed to the Published Scheme and also rejects the four other options presented for consultation. It considers the Northern and Southern Routes would have unacceptable impacts on the WHS and biodiversity and the Cut & Cover Tunnel would have unacceptable environmental impacts at Stonehenge Bottom. It sees the Partial Solution as partial implementation of the Published Scheme that would inevitably lead to future construction of a tunnel.

Transport 2000 expresses its concern about the integrity of the World Heritage Site Landscape and not just the setting of the Henge Monument and notes the benefits of a longer bored tunnel. Like Friends of the Earth, Transport 2000 proposes short-term and more affordable means of meeting the *WHS Management Plan*, such as closure of the A344 and strategic traffic management measures.

Transport 2000 encourages English Heritage to devise a travel plan for access to the Visitor Centre and supports continuing investigation into long term solutions to the area in partnership with a wide range of bodies and the reconsideration of the role of the A303 as a second strategic route between London and the South West.

UK National Commission for UNESCO

Included in the UKNC objectives are the provision of expert analysis and advice as input to UK policy-making on UNESCO programmes and issues, bringing UNESCO matters to the attention of Government and the management of UNESCO activities in the UK.

The UKNC for UNESCO urges the Government to meet its responsibilities under the UNESCO World Heritage Convention for this iconic site, to identify, protect, conserve, present and transmit to future generations the outstanding universal heritage values of Stonehenge.

The Commission notes the benefits that a longer tunnel could bring, but also the significant engineering and hydrological difficulties and higher costs that would result. UKNC therefore considers: “*the Published Scheme as the best balanced option for achieving a sustainable solution to meet the objectives of the WHS Management Plan, the principles of the Convention and deriving substantial public benefit*”.

It considers the Cut & Cover Tunnel would have a profound detrimental impact on archaeological remains and that the Southern and Northern Routes would be significantly damaging to archaeological and historical sites, to the integrity of the WHS and the setting of monuments, to local residents, and to the natural environment. It notes that the Partial Solution would achieve none of the aims of the *WHS Management Plan*.

Wiltshire Wildlife Trust

The Wildlife Trusts are a nationwide network of local Trusts which work to protect wildlife in town and country.

Wiltshire Wildlife Trust states that in its view the Published Scheme is the only acceptable option and that the benefits it will provide for the WHS, biodiversity and visual quality of the landscape far outweigh the initial investment. The Trust objects to the Northern Route on ecological grounds, especially concerning the River Avon SAC, Salisbury Plain SAC and potential habitat loss for wildlife. It objects to the Southern Route, again on ecological grounds, and although it states that the information provided was not detailed enough to discern the level of impact, the Trust expresses specific concern over this route’s impact on the RSPB Normanton Down Reserve and the potential habitat loss for wildlife. The Trust also objects to the Cut & Cover Tunnel which it believes would have considerable consequences for any undiscovered archaeological interest, would decrease habitat connectivity in comparison with the Published Scheme and that the embankment created would be intrusive. The Trust believes that the Partial Solution will not solve the traffic problems or deliver the biodiversity benefits of the Published Scheme and is likely to contribute to an escalated final cost of finding a sustainable solution.

7 Alternative Proposals

7.1 Introduction

Of the responses received by letter and questionnaire, approximately 430 suggested or supported a range of alternative proposals. These range from entirely new routes, to modifications of previously proposed routes and alternative junction arrangements. This chapter outlines these alternatives, provides a basic assessment of each and makes recommendations about whether further consideration is warranted.

The proposals can be split into 9 broad categories as follow:

- Do-Nothing or Do-Minimum Options: Minimal improvements aimed at reducing costs and/or impacts;
- On-line Options through the WHS: Proposals that are based on the same Published Scheme's northern Winterbourne Stoke Bypass presented for consultation, followed by a new surface dual carriageway, approximately along the line of the existing A303 through the World Heritage Site;
- Tunnel Options: Proposed modifications to the 2.1km bored or cut & cover tunnels presented for consultation;
- Northern Routes: Alternative routes to the north of Stonehenge;
- Southern Bypasses of Winterbourne Stoke;
- Near Southern Routes: Alternative routes to the south of Stonehenge, across the World Heritage Site;
- Far Southern Routes: Alternative routes to the south of Stonehenge, outside the World Heritage Site;
- Split Carriageways: Routes where different alignments are proposed for westbound and eastbound traffic;
- Junction Options: Proposed modifications to junctions presented for consultation.

The following Sections consider each of the alternatives proposed under these categories. Those alternatives that can be represented on plan are indicated on either Figure 7.1 (Alternative Routes outside the World Heritage Site) or 7.2 (Alternative Routes within the World Heritage Site) as appropriate.

7.2 Assessment of Proposals

7.2.1 Do-Nothing or Do-Minimum Options

Close the A344 and investigate low-cost, low-impact, quick-to-implement measures to improve congestion near Stonehenge

This proposal has been submitted by 23 respondents further to a campaign by the Stonehenge Alliance. The closure of the A344 junction, even if this section of A303 is not upgraded, could be seen as a positive step towards improving safety. But this view is not shared by Wiltshire County Council because of congestion problems that would result at Longbarrow Crossroads. If it were decided not to proceed with a complete solution then such interim measures could be worthy of further investigation, although they may only bring about marginal improvements to the existing situation.

Widening the A303 through the World Heritage Site within existing landtake

One respondent suggests providing an additional lane for A303 westbound traffic through the World Heritage Site, within existing highway land. This would mean that the entire length of A303 westbound from Countess Roundabout to the A360 Longbarrow Crossroads would be two-lane with commensurate benefits of overtaking opportunities and overall increased speeds.

However, the width of the highway corridor between fence-lines along this stretch of the A303 is only 12.5m and this would be insufficient for the 10m carriageway, plus 1m hardshoulders and verge, needed to provide a 3-lane highway. Such cross-sectional improvements have been previously considered in the *Scheme Review – Stage 1 Report*. The Report concluded that “*the potential improvements that would appear feasible and acceptable within the existing highway boundary would provide only marginal benefits. Carrying out further work on improvement options within existing highway land is thus not recommended.*” In addition, such a proposal would not meet current design standards and would raise safety concerns. It is thus not recommended that this proposal be considered further.

Provide a wall, bund, fence or trees to shield Stonehenge from the road

Twelve respondents propose that the existing A303 should be shielded from Stonehenge by some form of wall, fence, bund or band of trees. These proposals would not be consistent with national and regional plans and policies, and would do nothing to screen the A303 as it climbs King Barrow Ridge in line with Stonehenge. Such mitigation would conflict with the World Heritage Site Management Plan’s aim to return the core area to open downland, and would, in itself, form an intrusive feature alien to the chalk downland landscape character. On this basis, no further work is recommended on this option.

Provide a smaller scale bypass at Winterbourne Stoke with the Partial Solution

This proposal is a suggestion by English Nature, the Countryside Agency and the Rural Development Service as a joint response in their future guise as Natural England. It would presumably involve the construction of a two or three lane single carriageway bypass of Winterbourne Stoke, instead of the planned dual carriageway. This proposal would further reduce the traffic benefits of the Partial Solution and would have marginally less impact on the environment. However, if the Partial Solution is considered worthy of further consideration as a long term solution, then further investigation into reducing the impacts of the Bypass could be undertaken.

7.2.2 On-line Options through the WHS

On-line at-grade dual carriageway

A solution comprising the Published Scheme alignment for the Winterbourne Stoke Bypass, followed by a new at-grade dual carriageway along the line of the existing A303 through the World Heritage Site, was the most popular alternative proposed during the consultation. A total of 188 respondents expressed such a view, including 44 who supported the proposal put forward by local County Councillors Mills and West who were advocating such a solution.

An alternative route of this type was previously proposed by objectors to the Published Scheme and was examined at the Public Inquiry as Alternative Route AR1. In his Report the Inspector summarised that AR1 would be in complete conflict with local and regional plans and with the *World Heritage Site Management Plan* and it would also have adverse effects on numerous cultural heritage sites, including Stonehenge. On this basis the Inspector concluded that AR1 did not warrant further investigation. The *Scheme Review – Stage 1 Report* updated the costs and benefits of this alternative but its assessment can otherwise rely on the evidence submitted to the Public Inquiry.

On-line dual carriageway in cutting

A refinement to the above proposal, to put the new dual carriageway through the World Heritage Site in cutting, was supported by 42 respondents. Whilst this proposal would reduce the potential noise and visual impacts of the route on Stonehenge, and on the wider landscape to some extent, it cannot overcome the fact that the A303 ascends King Barrow Ridge on a line visible from Stonehenge, so a cutting would do nothing to screen noise and traffic from the Stones in this direction. In addition, it would be no more in line with national and regional plans than the on-line alternatives discussed above. Such a route, known then as the Yellow Route, was assessed previously in the *A303 Amesbury-Berwick Down Preliminary Appraisal Report* (Halcrow, 1993). The assessment found that the route would have an adverse impact on views to and from Stonehenge and would “intrude into the World Heritage Site and dislocate the archaeological landscape and the relationship between Stonehenge and surrounding monuments”. For these reasons an alternative Yellow Route, incorporating a 500m tunnel, was selected for consultation in 1993. On the basis that the option was not considered an acceptable, deliverable solution in 1993 and that it does not deliver significant benefits over other on-line options, no further work is recommended on this option.

On-line dual carriageway with museum/viaduct within the WHS

The other on-line alternative route examined at the Inquiry was Alternative Route AR9, and this was again proposed during the consultation, with support from 4 respondents. This route includes the provision of a ‘museum/viaduct’ to protect barrows close to the route and to display artefacts discovered on the site (refer to sketch at Appendix K). As for AR1, the Inspector noted the substantial conflict with national and regional plans and concluded that it did not warrant further investigation. Similarly, the Stage 1 Report updated the costs and benefits of this alternative and the evidence presented at the Public Inquiry can otherwise be relied upon for its consideration.

On-line dual carriageway with a wall, bund or trees to shield the road from Stonehenge

Eight respondents propose arrangements whereby the new dual carriageway would be shielded from Stonehenge by some form of wall, fence, bund or band of trees. Similar proposals to shield the existing road have been discussed above and on the same basis, no further work is recommended on this option.

On-line dual carriageway, keeping the A344 open and leaving Countess Roundabout as it is

This proposal by one respondent would be wholly inappropriate. The junction of the A344 with the A303 is an accident black-spot and leaving it open once the A303 has been upgraded to dual carriageway could in fact exacerbate the situation given the higher speeds that would be possible on the new road. Countess Roundabout is the first at-grade junction on the route for traffic out of London and is a major cause of congestion at peak periods. A scheme that did not tackle these two safety/congestion problems would be deficient and no further work is recommended on this option.

On-line dual carriageway, with a roundabout at the A344 and lay-bys for drivers to stop and view Stonehenge

This proposal by one respondent would also be inappropriate. A roundabout with the A344 would, following the improvement of Countess Roundabout, be the first at-grade junction on the route for traffic out of London and would become a major cause of congestion at peak periods. The provision of lay-bys for travellers to stop and view the Stones could be extremely popular, leading to safety problems due to overcrowding within the lay-bys affecting the ingress/egress of traffic. Quite apart from its major visual impact on Stonehenge, this proposal would not adequately tackle the existing safety and congestion issues and no further work is recommended on this option.

On-line dual carriageway, with the existing A360 upgraded to dual carriageway from Longbarrow Crossroads to Airman's Corner and keeping existing Visitor Centre

This proposal by one respondent would again be inappropriate. The relocation of the Visitor Centre is a separate proposal, with the removal of it from the World Heritage Site being a key aspect of the Management Plan. As to the dualling of the A360, this should not be necessary and no further work is recommended on this option.

On-line dual carriageway – ‘open split-level, contour conscious’

This proposal with two supporters is similar in nature to the proposal for a simple at-grade dual carriageway. The difference is that eastbound traffic would use the existing A303 and the westbound traffic would use a new carriageway, separated slightly from the existing road and following existing ground contours. It would have no benefits over the simple at-grade solution and may have greater impacts on archaeology, so is likewise not recommended for further work.

On-line solution, but with A360 and A344 forming one-way system for eastbound traffic

One respondent proposes an on-line solution with a one-way system via the A360 and A344 around Stonehenge for eastbound traffic (refer to sketch at Appendix K). The proposal includes a new Visitor Centre within the Stonehenge Triangle with entrance from the A303 and exit from the A344. Such a proposal would require only minimal new construction within the World Heritage Site, but would be in total conflict with local and regional plans and with the World Heritage Site Management Plan in not removing traffic from adjacent to Stonehenge. It is not recommended for further consideration.

7.2.3 Tunnel Options

Bored tunnel for westbound traffic, with eastbound traffic following the existing A303

One respondent proposes a new bored tunnel for westbound traffic, with eastbound traffic following the existing A303. This option would be technically feasible and would achieve the objective of improving the road without new construction adjacent to Stonehenge, albeit with new works within the World Heritage Site. It would be a relatively expensive option, though cheaper than the Published Scheme and so would provide better economic returns. However, it would not achieve the objective of removing the A303 from sight of Stonehenge and it would not be economically viable to consider it as a first stage, with the second bore of the tunnel being constructed as a second stage at a later date. The option would perpetuate the existence of a trunk road adjacent to Stonehenge and would not meet the objectives of the *WHS Management Plan*. It is therefore not recommended that this option be considered further.

Longer tunnels

Longer tunnels, either specifically 4km or 4.5km long or unspecified, were proposed by 56 respondents. Tunnels longer than the proposed 2.1km were considered in the report *Comparison of Tunnel Options* (Mott MacDonald, 2002) that was presented to Ministers in October 2002. The report did not make recommendations, but did present comparisons of tunnels 2.1km, 2.67km and 4.53km in length. Taking into consideration this report, the Government decided to proceed with a 2.1km bored tunnel.

In preparation for the 2004 Public Inquiry, the *Longer Tunnels Scheme Assessment Report* (BBCJV, 2003) was produced. This presented detailed assessments of the Proposed Scheme that incorporated a 2.1km tunnel in comparison with longer tunnels of 2.3km, 2.7km, 2.9km and 4.5km in length and concluded that the overall findings did not differ materially from the findings of the earlier *Comparison of Tunnel Options*.

Longer tunnels of 2.9km, 3.2km, 4.3km and 4.5km were proposed by Objectors to the Published Scheme and these were duly considered by the 2004 Public Inquiry. In his Report the Inspector did not find in favour of any of these, mostly on the basis of weighing the additional relatively

marginal benefits achieved by tunnels longer than 2.1km against significantly increased costs but also on the basis of certain safety issues presented by these longer tunnels.

It is considered that the issue of longer tunnels has been thoroughly investigated and, with the added knowledge that even the 2.1km tunnel may now be considered unaffordable, further consideration of such options is not recommended as part of this Review.

Larger tunnels, to incorporate 3 lanes

Three respondents propose that the tunnels should be increased in diameter to provide 3 lanes of traffic in either direction to cope with future demand. Such tunnels would need to be approximately 14m in diameter, compared with 10.5m for the Published Scheme, creating a greater engineering challenge and perhaps doubling the costs of the Published Scheme.

Consideration was given to providing 3 lanes in each direction during the design of the Published Scheme, and indeed the predicted traffic flows in the design year would fall into the bracket where 3 lanes could be considered. However, this option was not pursued for the following reasons:

- The construction of a tunnel with 3 lanes in each direction would incur a very high cost;
- The additional width of land required through the WHS and elsewhere would create greater impacts;
- The Scheme would be inconsistent with the existing A303 on either side which is of dual 2-lane standard;
- A dual 2-lane solution would provide an operationally acceptable scheme.

Nothing has happened that would change this assessment. Instead estimates for tunnel construction have increased, raising questions about the affordability of 2-lane tunnels. Further consideration of this proposal is thus not recommended.

A series of shorter tunnels to remove the need for ventilation systems

One respondent proposes that, rather than one tunnel 2.1km in length, a series of short tunnels could be constructed, with the stated advantage that ventilation systems would not be needed and operational costs would be reduced. Such a scheme would be feasible and could protect key features such as The Avenue, King Barrow Ridge, Stonehenge and other Scheduled Monuments from the worst impacts of the improved trunk road. However, there would be some key disadvantages, as follows:

- Intervening open cuttings adjacent to Stonehenge would mostly hide traffic and reduce the effects of noise, but would not return the Stones to the much sought after near tranquillity;
- The cost of these tunnels, with a total length in the region of 1.5km, could be close to the cost of the single 2.1km Cut & Cover Tunnel option because the longer tunnel would benefit from economies of scale and fewer portal structures;
- Drivers could experience visibility problems resulting from the frequent change in lighting conditions between the sections of cutting and tunnel;
- It would not be possible to remove views of traffic (and 21st Century clutter) from visitors to Stonehenge, a key objective of the Stonehenge Project;
- Drivers would have fleeting views of the Stones as they exit one of the tunnel portals, which could be distracting for drivers and present safety issues.

On the basis of these considerable difficulties it is not recommended that this proposal be considered further.

A longer tunnel based on the alignment of the Southern Route

One respondent suggests providing a long tunnel as a part of the Southern Route put forward for consultation. Little is said on the extent of this tunnel, but presumably the aim would be to reduce impacts on the World Heritage Site. This seems to offer little merit over longer tunnels along the line of the existing A303 and it is recommended that no further work be carried out on this proposal.

Cover new or existing A303 adjacent to Stonehenge with a grassed arched roof

Two respondents propose that the new or existing A303 adjacent to Stonehenge should be covered with a grassed arched roof. Such proposals are technically feasible and similar arched construction methods are used commonly to reclaim land over existing roads and railways for development. However, in this case the resultant structure would be in excess of 13m high, dwarfing the Stonehenge monument (in which the largest stone is just under 7m high) and blocking views to the south. In addition, views of the existing A303 at King Barrow Ridge would remain, resulting in minimal overall visual benefit for Stonehenge visitors. Further consideration of this proposal is not recommended.

7.2.4 Northern Routes

National Trust Corridor

The National Trust suggests an alternative northern corridor for investigation as shown on Figure 7.2, which has support from two respondents and opposition from 12. Routes within the corridor would largely avoid National Trust land, would pass through Larkhill and close to Durrington and Bulford before rejoining the A303 to the east of Amesbury. This corridor has some advantages (and disadvantages) compared with the Northern Route put forward for consultation and it has therefore been considered in further detail. The results are presented in the *Scheme Review – Stage 2 Report* and in the *Scheme Review – Stage 2 Detailed Assessment of Options Report*.

Far northern route

Two respondents propose a northern route wholly outside the World Heritage Site (indicative partial alignment by one of the respondents is shown as route FNR1 on Figure 7.1). This would run to the north of Larkhill, Durrington and Bulford and re-join the A303 to the east of Amesbury.

Far northern routes have been considered at various times in the history of the development of potential improvements to the A303 past Stonehenge. The *A303 Amesbury-Berwick Down, Preliminary Appraisal Report* (Halcrow, March 1993) identified two northern routes, one that passed to the south of Larkhill and one that passed through it. Both routes were deemed unacceptable on grounds of significant impacts on residential properties and/or scheduled monuments. They were thus eliminated and not considered further.

The *A303 Amesbury-Berwick Down, Tunnel Options – Planning & Design Considerations* (Halcrow, June 1994) referred to a more northerly route skirting to the north of Larkhill. However, this route was never considered to be a serious contender and was not shown at the April 1993 public consultation.

The *Scheme Review – Stage 1 Report* reviewed routes to the north of Larkhill. It was found that such routes would have major adverse impacts on the Salisbury Plain Special Area of Conservation (SAC), Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI). Options which would impact on sites of European importance (SAC and SPA) would have to be the subject of appropriate assessment which would need to demonstrate either that there would be no adverse effect on the integrity of the site or that there was no alternative solution and that the scheme was of overriding public benefit. Additionally, Salisbury Plain is the largest armoured vehicle and live-firing area in the country, and regarded by the MOD as

essential to training. Any route north of Larkhill would sever the link between the barracks and the training area and would impinge on the live firing area. The constraints to the north of Larkhill rule out further consideration of such northerly routes.

7.2.5 Southern Bypasses of Winterbourne Stoke

Nine respondents propose southern bypasses of Winterbourne Stoke, with most routes then continuing to cross the World Heritage Site to the south of Stonehenge. Some specific alignments were outlined, but in general these were conceptual in nature.

Alignments for a Winterbourne Stoke Bypass have been considered in the past, most recently in Halcrow's 1993 *Preliminary Appraisal Report*, which concluded that southern bypasses would have greater impacts on landscape, archaeology and the setting of the village, and so only northern bypasses were presented for consultation in 1994.

It remains the case that southern bypasses of Winterbourne Stoke would have greater adverse ecological, noise and visual effects than the Published Scheme on Winterbourne Stoke, and in particular on the Conservation Area around the church, and also on the northern edge of Berwick St James. It would be difficult to continue eastwards with a southern bypass of Winterbourne Stoke as the high ground south west of Longbarrow Crossroads with its buried archaeology acts as a significant constraint.

In addition, the principle of a northern Winterbourne Stoke Bypass passed through Public Inquiry without objection, so clearly residents of the village and surrounding area are supportive of this alignment.

Nevertheless, if a route to the south of Stonehenge is taken forward, then bypasses to the south of Winterbourne Stoke could be worthy of further consideration, given the potential for avoiding Longbarrow Crossroads and the barrows there and the potential for creating a shorter overall route.

It is concluded that the consideration of a southern Winterbourne Stoke Bypass would not be justified on its own merit and does not warrant further assessment, but if a route south of Stonehenge was deemed worthy of further consideration, then the possibility of continuing on a southerly alignment to bypass Winterbourne Stoke could be investigated at the same time.

7.2.6 Near Southern Routes (across the World Heritage Site)

Local realignment of existing A303 adjacent to Stonehenge

Two respondents propose that the A303 through the WHS be improved mostly on-line but with minor realignment southwards by some 50m adjacent to Stonehenge (shown as route NSR1 on Figure 7.2). Such minor realignments have been considered before, notably in Halcrow's 1993 *A303 Amesbury-Berwick Down Preliminary Appraisal Report*. The Report found that although a southerly realignment would provide significant benefits with a reduction in visual intrusion from traffic adjacent to Stonehenge, traffic to the east would still be visible and the necessary high embankment across Stonehenge Bottom would result in significant adverse impacts. The proposal would also be in conflict with the aims of the *WHS Management Plan*. For these reasons such minor realignments have been rejected in the past and are not now recommended for further consideration.

Extended Southern Route to pass to the south of Amesbury

One respondent proposes that the Southern Route presented for consultation should be extended to pass to the south of Amesbury, cutting through Boscombe Down airfield between the runways and the buildings, then north-east along Byway Amesbury A34 (shown as route NSR2 on Figure 7.2). This route would be about 6km longer than the Southern Route, require a second crossing of the River Avon, disrupt Boscombe Down airfield, cut through Amesbury Down and remove 2km of existing byway. It would provide a second Amesbury bypass but this

is not an objective of the scheme. This route has no benefits over the Southern Route and is therefore not recommended for further consideration.

Minor Revision to Southern Route presented for consultation

Six respondents propose relatively minor realignments to the Southern Route as presented for consultation. These would comprise modifications to the proposed junction at Longbarrow Crossroads and minor adjustment of the route to the east of the junction with the aim of reducing the impact on certain archaeological features. Should the Southern Route be taken forward, then such minor realignments could be reviewed as part of its further development.

Southern bypass of Winterbourne Stoke and thence across the World Heritage Site, entirely above existing ground levels

One respondent proposes a southern bypass of Winterbourne Stoke that would cross the A360 2km south of Longbarrow Crossroads and then cross the World Heritage Site to rejoin the existing A303 to the east of The Avenue (shown as route NSR3 on Figure 7.2). The route includes a grade-separated junction with the B3083 south of Winterbourne Stoke, and improvements to the B3083 northwards to Shrewton. It is proposed that the A360 north of the junction with the realigned A303 up to Airman's Corner, and the existing A303 from Winterbourne Stoke to The Avenue, both be downgraded to a byway. It is also proposed that the A360 east of Shrewton and the A344 be downgraded for local/solstice access only.

The new road across the World Heritage Site would be built entirely above existing ground levels. A 'marker layer' would indicate the transition from existing ground to new construction, to facilitate removal at a later date, thus retaining all existing undisturbed archaeology. Noise bunds, of unspecified nature, are proposed on either side of the carriageway to minimise noise and visual intrusion.

This proposal would increase predicted traffic flows on the new B3083 north of Winterbourne Stoke and on the A303 between Winterbourne Stoke and the A360, and would lead to rat-running via the A345 and The Packway, increasing flows through Larkhill. Proposed improvements to the narrow country lane that is the B3083 would go some way to ameliorating the worst effects of traffic on most residential properties west of Winterbourne Stoke and south of Shrewton, but it is likely that there would be adverse effects that would raise a considerable degree of objection.

This option has superficial attraction in allowing the removal of the existing A303 to the east of Winterbourne Stoke and part of the A360, thus greatly improving the setting of the group of barrows at Longbarrow Crossroads. However, the alignment of the option near the Lake group of barrows is difficult topographically, and offers fewer benefits than the Southern Route. The attractions of removing substantial lengths of existing roads are easily outweighed by the disadvantages attached to the B3083 extension past Shrewton which would impact severely on the village in terms of noise and visual intrusion, and would require another crossing of the River Till SAC in a much more sensitive location than any of the consultation routes.

Although the proposed noise bunds may succeed partially in screening the road from archaeological monuments, English Heritage has indicated that they would object to the construction of new earthworks within the WHS, and therefore the scheme would be unlikely to gain their support. Despite the potential for buried archaeological remains to be preserved beneath the route, the direct impacts arising from the construction of embankments would result in extensive damaging effects through the WHS.

This alternative proposal is not deemed worthy of further consideration because of its adverse effects.

Four other respondents propose a route along a similar horizontal alignment, but on a normal vertical alignment that would include cuttings as well as embankments. Such a route would also be very damaging and so is not recommended for further consideration.

Southern route across the World Heritage Site entirely above existing ground levels with wall/bund to northern side

One respondent proposes a similar above-ground alignment across the World Heritage Site to the previous option, but following a line closer to the Southern Route put forward for consultation (shown as route NSR4 on Figure 7.2). The new road would be built following existing ground levels. To avoid the road and traffic being seen and heard from the monument a concrete wall would be laid alongside the road and the ground made up behind it to model the typical terrain and vegetation (refer to sketches at Appendix K). The walls would be of prefabricated units, in the order of 5m high and would be topped with a 2m high noise barrier plus hedge. On the other side a 2.5m noise barrier would be provided and both walls/barriers would incorporate storm water drainage collection systems.

This route crosses the grain of the landscape south of Stonehenge, and the topography is such that to comply with design standards it would cross Stonehenge Bottom on a large embankment, perhaps 12m high. The visual effects of this feature in full view of Stonehenge, combined with an artificial bund and a hedge on top, would alone be sufficient to eliminate this option from further consideration. It would share the Southern Route's adverse effect on Stone Curlews.

Similarly to the previous proposal, the potential for buried archaeological remains to be preserved beneath the route would be outweighed by the direct impacts arising from the construction of embankments, resulting in extensive damaging effects through the WHS.

This route generally would be extremely damaging and is not considered worthy of further assessment.

One other respondent proposes a route along a similar alignment, but on a normal vertical alignment that would include cuttings as well as embankments. Such a route would have no net benefit over the above-ground-level version and so is not recommended for further consideration.

Revised Southern Route, avoiding Normanton Down RSPB Reserve

One respondent proposed an alternative Southern Route (shown as route NSR4A on Figure 7.2), that would skirt the southern boundary of the RSPB's Normanton Down reserve.

One of the major concerns relating to the Southern Route would be its effect on Stone Curlews in the RSPB reserve. However, research indicates that Stone Curlews can be adversely affected up to 5km from major roads, and therefore moving the route to a position just outside the boundary of the reserve, as NSR4A does, would not avoid the adverse effect on Stone Curlews within the context of the Special Protection Area population. The RSPB reserve is also managed for the benefit of other wildlife, and there would therefore be some benefits in avoiding the reserve from this point of view, but these would be slight in view of the fact that the reserve is recently established, and that comparable conditions could therefore be recreated elsewhere in a relatively short period of time.

In avoiding the RSPB reserve, NSR4A would bisect the North Kite Scheduled Monument, a large prehistoric (probably late Neolithic/early Bronze Age) earthwork, enclosing both settlement and ceremonial features, which extends south as far as the Lake group of barrows, one of the key groups in the World Heritage Site, and overlaps the RSPB reserve to the north. The route would result in a Severe Adverse direct effect on this Site. NSR4A would also be closer to and thus have greater adverse cultural heritage and visual effects on the Lake group of barrows than the Southern Route. In addition, its alignment south of the RSPB reserve would put it very close to the line of Scheduled barrows extending south from Normanton Down. More detailed design and assessment would be necessary to determine whether this would actually result in a direct impact.

NSR4A would have the same beneficial effects as the Southern Route in the central part of the World Heritage Site, but it would also share most of its disadvantages, including a new line of severance in a remote and tranquil part of the World Heritage Site and its severance of the

ancient route from Lake past Springbottom Farm. Surface routes within the World Heritage Site are opposed by English Heritage.

In summary, whilst NSR4A would avoid the RSPB reserve at Normanton Down, it would not avoid impact on the Stone Curlew population, and would not materially change the impact on biodiversity. It would have greater adverse effects on cultural heritage, in particular on the North Kite and Lake Group Scheduled Monument, and would have greater adverse visual effects than the Southern Route. It is therefore concluded that the Southern Route would be a better offline option to the south of the existing A303 and further consideration of this alternative alignment is not recommended at this stage. Such variations in alignment to the Southern Route could be explored further should this option be taken forward from the Review.

Southern route through Wylde valley and then along Avon valley to A303 at Vespasian's Camp

One respondent proposes a route that would comprise a new road along the Wylde valley north of Steeple Langford and Stapleford, then continuing eastwards across the A36 and turning north-east to follow the Avon valley to rejoin the existing A303 at Vespasian's Camp (shown as route NSR5 on Figure 7.2) A similar route was considered as route S1(B) in the *A303 Amesbury-Berwick Down Preliminary Appraisal Report* (Halcrow, 1993). The Report concluded that remote southern routes such as this would provide benefits in terms of taking traffic well away from Stonehenge. However, the existing A303 would have to remain open for local traffic and the routes themselves would have more severe environmental effects than local corridors. It was thus considered that these routes were unacceptable and should not be considered further. There is no reason to change that assessment and no further work is recommended on this route.

7.2.7 Far Southern Routes (South of the World Heritage Site)

The Jackson Route (AR2)

This route (see Figure 7.1), which was presented at the 2004 Public Inquiry as Alternative Route AR2, has been resubmitted as an option by one respondent during the consultation period with support from one other respondent. This route would pass through Boscombe Down airfield, requiring its closure, and would cross the Woodford valley south of Great Durnford to join the existing A36 at Stapleford.

In his Report the Inspector summarised that due to the impact on Boscombe Down airfield, the route's poor value for money and the damage that would be caused to the landscape, heritage and ecology, the route did not warrant further investigation.

This route was reconsidered during Stage 1 of the Scheme Review and its costs and economic benefits were updated. Otherwise the evidence presented at the Public Inquiry can be relied upon for its consideration.

The Parker Route (AR4)

Twenty eight respondents have expressed support for the Parker Route (see Figure 7.1), which was presented as Alternative Route AR4 at the 2004 Public Inquiry, though two people have expressed opposition to it. This route is 25km long, runs to the north of Salisbury, and includes an Eastern Link to provide a notional bypass of the A36 around Salisbury.

The Parker Route was assessed for the Public Inquiry and examined by the Inspector. In his Report the Inspector noted that Wiltshire County Council objected to the route because it would be contrary to the adopted Structure Plan and would not support the proposed Eastern Link. He also noted the significant environmental damage that the route would cause in the Bourne and Woodford valleys and its poor economic performance. The Inspector summarised that these disadvantages significantly outweighed the benefits that the alternative could deliver.

This route was also reconsidered during Stage 1 of the Scheme Review and its costs and economic benefits were updated. Otherwise the evidence presented at the Public Inquiry can be relied upon for its consideration.

The Case Route (AR7)

This route (see Figure 7.1), which was also presented at the 2004 Public Inquiry, as Alternative Route AR7, has been resubmitted as an option during the consultation period. Like the Parker Route above, it would comprise a long bypass, crossing the River Avon north of Salisbury. Unlike the Parker Route it would join an upgraded A36 at Steeple Langford, but it would also include an Eastern Link to act as a bypass for the A36 around Salisbury.

The Case Route was assessed in detail at the Public Inquiry and examined by the Inspector. In his Report the Inspector stated that this route would be in serious conflict with the Development Plan, and would cause environmental and cultural heritage damage. He also noted that its economic viability would rely upon the Eastern Link road, which the responsible highway authority would not wish to build. He concluded that as an A303 diversion, the route would provide very poor value for money and that overall the disadvantages would significantly outweigh the benefits the route could deliver.

This route was also reconsidered during Stage 1 of the Scheme Review and its costs and economic benefits were updated. Otherwise the evidence presented at the Public Inquiry can be relied upon for its consideration.

The Lawrence Alternative

Two respondents offer support for the Lawrence Alternative (see Figure 7.1) that was also presented at the Public Inquiry, though not as an official Alternative Route. In his Report the Inspector summarised that the route's poor value for money, and damage to the environment of a substantial area of open countryside would outweigh the benefits it could deliver.

The evidence presented at Public Inquiry can be relied upon for any consideration of this route.

Lawrence Alternative/Parker Route combination

One respondent suggests a route (shown as route FSR1 on Figure 7.1) that is similar to the Lawrence Alternative in the west and the Parker Route in the east, including a link to the A36 to act as a Salisbury Bypass, similar to that proposed with the Parker Route. This route would also cause extensive adverse environmental impacts and would result in a poor economic performance, and is therefore not considered worthy of further consideration in this Review.

Case Route/Parker Route combination

One respondent suggests a route that would be similar to the Case Route but on a more southerly alignment, and including the same link to the A36 proposed with the Parker Route to act as a Salisbury Bypass. This route would also cause extensive adverse environmental impacts and would have a poor economic performance. It is therefore not considered worthy of further consideration in this Review.

More northerly Case Route/Parker Route combination

Another respondent suggests a route that would be similar to the above Case Route/Parker Route combination but with a more northerly crossing of the Avon, and also including a link to the A36 to act as a Salisbury Bypass (shown as route FSR3 on Figure 7.1). Again, this route would cause extensive adverse environmental impacts and would have a poor economic performance. It is therefore not considered worthy of further consideration in this Review.

Southern bypass of Winterbourne Stoke, then across the Woodford valley and south of Amesbury

Two respondents suggest a southern bypass of Winterbourne Stoke followed by a route across the Woodford valley and thence south of Amesbury, though no specific alignment was proposed. A route of this type was considered in the *A303 Amesbury-Berwick Down, Preliminary Appraisal Report* (Halcrow, 1993), being a combination of the two major options identified as S1 and S2. The Report concluded that such remote southern routes would provide benefits in terms of taking traffic well away from Stonehenge. However, the existing A303 would have to remain open for local traffic and the routes themselves would have more severe environmental effects than local corridors. It was thus considered that these routes were unacceptable and should not be considered further. There is no reason to change that assessment and no further work is recommended on this route.

Southern (or northern) bypass of Winterbourne Stoke, then south of Great Durnford and south of Amesbury, passing under Boscombe Down airfield.

One respondent proposes such a route (shown as route FSR2 on Figure 7.1), following a line broadly similar to the S1/S2 option identified in Halcrow's 1993 *Preliminary Appraisal Report*. This route would have the benefit of passing south of the World Heritage Site, but would result in severe environmental damage and would provide poor economic returns. An additional major problem with this route would be the proposed cut & cover tunnel under the length of the existing Boscombe Down airfield. Not only would this be extremely expensive, it would also have significant and unacceptable operational impacts on this important military site. This route has few merits and need not be considered further.

7.2.8 Split Carriageways

Split carriageways to north and south of Stonehenge

One respondent proposes splitting eastbound and westbound carriageways to the north and south of Stonehenge as shown on Figure 7.2. The eastbound carriageway would continue from the Winterbourne Stoke Bypass to cross the A360 to the north of Longbarrow Crossroads, and run briefly along the line of the existing A344 before heading eastwards alongside The Avenue to rejoin the existing A303 close to Vespasian's Camp. The westbound carriageway would follow a similar line to the Southern Route presented for consultation.

This same option was suggested to the 2004 Public Inquiry, though towards the end and so it was not considered in detail. The Inspector considered it briefly in his Report however, but concluded thus: "*I did not consider that the proposal had sufficient substance to justify consideration at the Inquiries as a late alternative*".

Options that would result in two new roads through the World Heritage Site would have two sets of adverse effects, and it is difficult to see the benefits that would arise from isolating Stonehenge within these roads. The route is thus not considered worthy of further consideration.

Eastbound carriageway north of Stonehenge and westbound carriageway following existing A303

One respondent proposes that westbound traffic could continue to follow the existing A303, with eastbound traffic following an "*upgraded local road to the north of Stonehenge*". It is unclear which is the local road referred to, but perhaps the existing A344 or existing roads through Larkhill were intended. Whatever was intended, permanent solutions that involve new roads through the World Heritage Site but do not remove the existing A303 traffic adjacent to Stonehenge, would be unacceptable and this option is not recommended for further consideration.

7.2.9 Junction Options

Roundabout around Stonehenge

One respondent suggests that a large roundabout, approximately one mile in diameter with Stonehenge at its centre, would resolve the traffic and access issues at Stonehenge (refer to sketch at Appendix K). The roundabout would have three arms, one each for the A303 eastbound and westbound and one for the A344. An underpass would be provided for access to a new Visitor Centre to the north-east.

Clearly this proposal would have significant new impacts on Stonehenge itself and other features surrounding it, including The Avenue. It would also do nothing to resolve the congestion problems along the A303. It does not warrant further consideration.

New A303 to pass under Countess Roundabout rather than over

One respondent proposes this alternative, which would be very similar in plan to the Published Scheme, but with the A303 dropping into an underpass instead of being raised on bridges over the existing Countess Roundabout.

It is feasible in vertical and horizontal alignment terms to create a grade-separated junction by going under, rather than over the existing roundabout. However, the costs associated with an underpass solution will be greater than the Published Scheme for the following reasons.

Significant lengths of retaining wall would be required, most of which would be embedded below the road level (contiguous bored pile or diaphragm walls), and would be relatively expensive. There would also be additional costs associated with drainage as the underpass would be below the level of the adjacent River Avon and pumping would be required in order to discharge surface water run-off from the highway.

In landscape terms the alternative would avoid the visual severance caused by the A303 flyover proposed with the Published Scheme. The flyover would interrupt views between Countess Road North, Countess Farm and the northern edge of the town of Amesbury and Amesbury Abbey park and, although the existing A303 has already disrupted the historic relationships, the flyover would increase the sense of dislocation. The effect on the Urbanised Floodplain landscape character type with the flyover has been assessed as minor adverse, again resulting from the fact that it was in comparison with the existing situation, and from the fact that in this enclosed landscape it is possible to maintain most of the character by planting on the flyover sideslopes. The alternative underpass would allow a more coherent planting scheme around the roundabout, with faster growth rates as embankment planting is always stressed. Through traffic would be hidden in the underpass, and pedestrian access across the roundabout would be in the open.

This alternative would provide lower noise levels for adjacent properties in comparison with the Published Scheme, noticeably by 4.4dB(A) at Countess Farm, 4.0dB(A) at Bowles Hatches and by 3.3dB(A) at Lords Croft and Abbey Mews. More modest reductions would be experienced at the rear facades of properties on Countess Road (-1.5 to -2.5dB(A)).

However, these benefits need to be weighed against risks of pollution that deep construction in this area would bring to groundwater and to the River Avon.

This alternative would provide some environmental benefits by, for example avoiding the visual impact of the A303 flyover and reducing noise at adjacent properties. These would need to be balanced against the risks of groundwater pollution and pollution to the River Avon that construction below the water table in this area would bring. It would also require significant additional funding to provide long lengths of deep retaining wall in difficult construction conditions and would require a permanent pumped drainage system.

The flyover proposal of the Published Scheme has passed through the Public Inquiry and the aim of this Review process is to identify options that could present better value for money than

the Published Scheme. On balance, such a difficult and costly scheme could not be justified for the relatively modest environmental benefits that could be gained.

Cloverleaf junction at Countess Roundabout

One respondent proposes a more extensive grade-separated cloverleaf-shaped junction at Countess Roundabout instead of the flyover proposed for the Published Scheme. Such an option would require numerous structures and significant land acquisition, and would have major impacts on Listed Buildings nearby. Such an extensive solution is not needed and does not justify further consideration in this Review.

7.3 Conclusions

Approximately 430 respondents have suggested or supported a range of alternative proposals, ranging from entirely new routes, to modifications of previously proposed routes and alternative junction arrangements. These have been assessed to determine whether any are worthy of further consideration.

On the basis of this assessment no entirely new routes are recommended for further work. However, the National Trust's northern corridor through Larkhill has been assessed in further detail. The detailed assessment is included in the *Scheme Review – Stage 2 Detailed Assessment of Options Report* and the results are summarised in the *Scheme Review - Stage 2 Report*.

Also, should it be decided to proceed with the Southern Route, then modifications proposed at Longbarrow Crossroads could be further considered so as to reduce impacts on the archaeology in the area.

Finally, a number of 'Do-Minimum' suggestions were made, the closure of the A344 junction being the only specific proposal that would seem to have merit, though it would have significant disadvantages as well. Should it be decided not to proceed with a full scheme then such short-term measures could be further assessed together with improvements to the existing Longbarrow Crossroads and Countess Roundabout junctions.

8 Summary of Results

8.1 Introduction

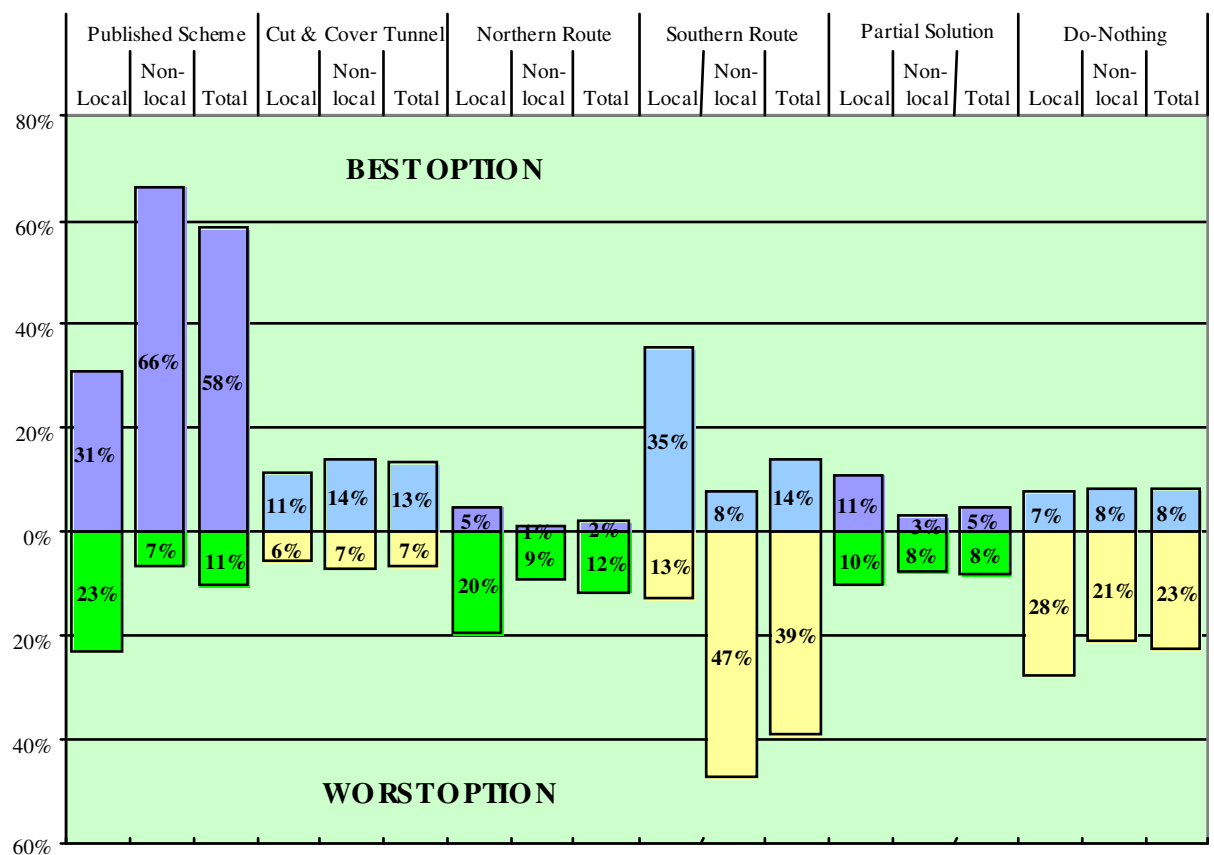
A total of 4658 questionnaires and 178 written responses (letters and emails) were received through the consultation period, though 31 of the written responses were from respondents that also submitted a questionnaire, so the actual total number of respondents was 4805. Of these 4805 responses, 1105 were from local respondents and 3603 were from non-locals. The 97 responses that were from unknown locations have been analysed with the non-local responses.

This Chapter summarises the main results of the response analysis that has been discussed in more detail in Chapters 4, 5 and 6 of this report. The geographical areas from which respondents have been categorised as local are illustrated in Figure 2.2 at the end of the report.

8.1 Option preferences

Figure 8.1 below illustrates the route preferences indicated by all respondents.

Figure 8.1 Option preference of all respondents



The Published Scheme was the most popular option, gaining support from 66% of non-local respondents and 58% of all respondents. However, these figures have been significantly influenced by questionnaires submitted in response to the RSPB's campaign and drop to 43% and 50% respectively with the RSPB influence excluded. The main reasons stated for such a preference were all related to minimising impact on biodiversity, cultural heritage, Stonehenge, the World Heritage Site and landscape. Local opinion of the Published Scheme is somewhat split, attracting support from 31% of respondents but with 23% of respondents judging it their worst option. Referring to Figures 4.2 and 4.3 at the end of the report, it can be seen that support for the Published Scheme is greatest in local areas away from the existing A303 with the greatest opposition coming from residents of Amesbury. Local respondents also indicate minimising environmental impacts as reasons for their support, but cite solving existing traffic

problems as their second most important reason. Notably, local respondents (27%) indicate that the cost of the tunnel is their main reason for selecting it as their worst option.

The Cut & Cover Tunnel is the second most favoured option overall, but with a far lower 13% of respondents supporting it. It is also selected by least respondents as their worst option. Most non-local respondents indicate minimising environmental impacts as their main reason for favouring this option, whereas local respondents consider it a cost-effective tunnel solution.

The Northern Route gains little support, with only 2% of respondents selecting it as their favoured option. A significant proportion (20%) of locals oppose the route, with the majority of opposition coming from residents of Larkhill and Durrington, who would be most affected by this option, and its proximity is the most common reason stated for considering it the worst route.

The Southern Route is the most favoured by local respondents (35%), but is judged the worst option by non-local respondents (47%) largely due to the influence of the RSPB campaign, and overall it is the least favoured option (39%) for the same reason. Non-local opposition drops to 17% and overall opposition to 14% with the RSPB influence excluded. Notably, most local support for it comes from residents of Larkhill, Durrington and Amesbury, with stated reasons being its value for money and its minimal impact on local residents. Local opposition for the route comes largely from residents of the Woodford valley, who would be most affected by the option. The main reason stated for opposing the option is the protection of Normanton Down reserve to preserve Stone Curlew breeding sites.

The Partial Solution gains little support, with only 5% of respondents judging it their favoured option and 8% judging it their worst. The main reason stated in favour of this option is its value for money, whilst the main reason to oppose it is that it would do little to reduce the existing congestion.

The Do-Nothing option is not favoured by local or non-local respondents, with 23% of all respondents judging it their worst option. Apart from stating simply that ‘something must be done’, the main reasons stated are that this option will not relieve the existing traffic problem and that doing nothing will perpetuate the ‘national disgrace’ at Stonehenge.

The Statutory Environmental Agencies indicated the Published Scheme to be their favoured option and the Northern Route to be their worst option.

Responses from the various local, regional and national Government organisations were varied. Wiltshire County Council, Salisbury District Council and Winterbourne Stoke Parish Council all agree that the Published Scheme is the best solution, though Barford St. Martin Parish Council supports the Southern Route. Berwick St. James and Durrington Parish Councils support none of the options presented and instead favour an on-line solution. The South West of England Regional Development Agency (SWRDA) and the South West Regional Assembly do not express a view on which of the options would be favoured, but agree that the Partial Solution would be the worst in that it would not achieve the commitment to deliver a second Strategic Route to the South West. Likewise Defence Estates do not identify a best route, but indicate that the Northern Route would be the worst due to its impact on the viability of the existing MOD facility at Larkhill.

A number of the other bodies that responded during the consultation express support for the Published Scheme. These include the Pagan and Druid Communities, the RAC, the RSPB, the Society of Antiquaries of London, Sustrans, the British Museum, the UK National Commission for UNESCO and the Wiltshire Wildlife Trust. Amongst other bodies there is little consensus on the best option, although a number oppose all five options presented and suggest the implementation of low-cost interim measures such as closure of the A303/A344 junction, together with traffic management and traffic calming measures, whilst a more sustainable solution is explored. This view is shared by the A36/A350 Corridor Alliance, the Council for British Archaeology, Friends of the Earth, ICOMOS-UK, the Avebury Society and Transport 2000. Other groups who oppose all of the options include Road Block who oppose all road

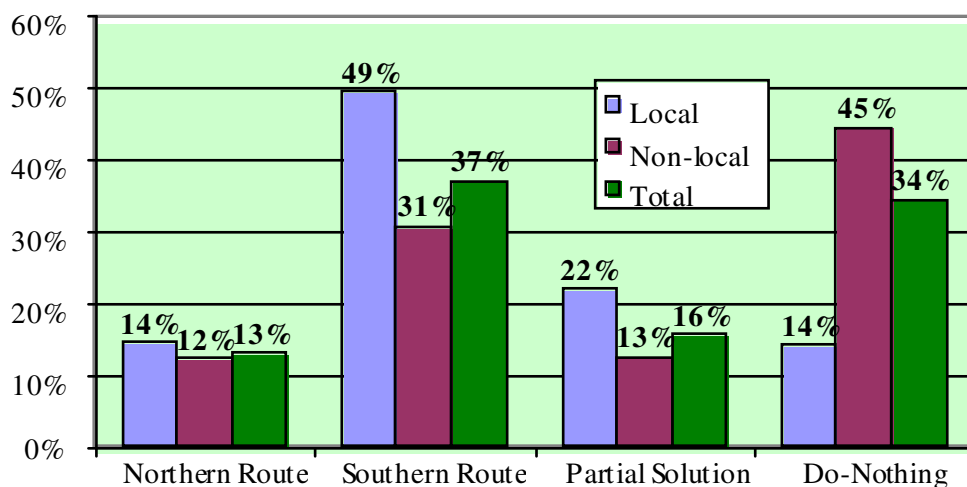
building, the National Trust who propose an alternative corridor to the north, the Prehistoric Society and the Royal Archaeological Institute.

Analysis of the corporate responses shows that 16 of the 39 bodies support the Published Scheme. Only four support specific options other than the Published Scheme, these being the Road Haulage Association, Barford St. Martin Parish Council and South West Tourism who support the Southern Route and the Trail Riders’ Fellowship who support the Cut & Cover Tunnel. Four bodies favour the Do-Nothing option and the other 15 do not indicate a ‘best’ solution. It is also worth noting that the Northern Route and the Partial Solution are the least favoured by all bodies, both attracting 23 ‘worst’ votes.

8.2 Non-tunnel option preference

Figure 8.2 below illustrates the non-tunnel route preferences indicated by all respondents.

Figure 8.2 Non-tunnel option preference of all respondents

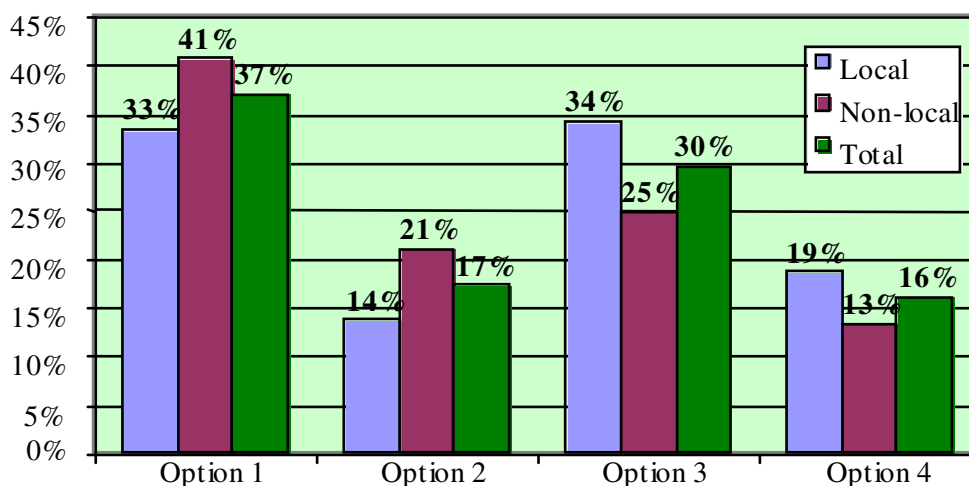


As can be seen, the Southern Route is the preferred option should a tunnel not be affordable, attracting support from 37% of respondents, though many respondents (34%) considered that it would be better to do nothing. It is worth noting that a large proportion of respondents did not complete this Question as they considered it to be leading in nature, a view that was encouraged by the RSPB campaign.

8.3 Partial Solution junction preference

Figure 8.3 below illustrates the Partial Solution junction preference indicated by all respondents.

Figure 8.3 Partial Solution junction preference of all respondents



As can be seen, junction Option 1, which comprises a simple at-grade roundabout, is favoured by both local and non-local respondents. Option 3, which would build on Option 1 by relocating the existing Longbarrow Crossroads roundabout and providing free-flow for A303 traffic at this location, is the second most popular option. Again it should be noted that a large proportion of respondents did not complete this Question as they considered it to be leading in nature, again encouraged by the RSPB campaign.

8.4 Comments

Table 8.1 below indicates the 10 most popular comments by all respondents.

Table 8.1 Most popular comments by all respondents

Comment	Local	Non-local	Total
The Published Scheme represents an 'exceptional environmental scheme' (RSPB encouraged response)	17	542	559
Neither Northern nor Southern Routes reduce huge impact of A303 on the WHS, the primary objective of the whole project (RSPB encouraged response)	11	348	359
Make a decision / get on with it!	103	103	206
Visitor Centre comment (Not analysed in detail)	113	58	171
Only the Published Scheme is acceptable - other options will cause damage to WHS/heritage/environment/biodiversity/habitat	15	153	168
Supports simple on-line dualling	118	26	144
Heritage / archaeology should take precedence over cost / traffic	8	117	125
Too much is being/has been spent in preparation/consultation etc. without action	49	71	120
Environment should prevail over all other factors including cost	4	112	116
We should get on and build the Published Scheme despite the cost to deliver long term benefits to Stonehenge/the WHS	20	90	111

The most popular comments by far were those submitted in response to the RSPB's campaign. The next most popular comment was simply to get on with implementing a solution. A large number of people took this opportunity to comment on aspects of the Visitor Centre, but that is not a part of this scheme nor was it covered by the consultation .

8.5 Alternative Proposals

Many respondents proposed alternative proposals to those presented for consultation. Many of these have been previously considered and rejected either before or during the Public Inquiry, whilst others were completely new ideas. However, only one alternative proposal , a northern corridor proposed by the National Trust (refer to Figure 7.2), has been assessed at this stage and the results can be found in the *A303 Stonehenge Improvement, Scheme Review – Stage 2 Report*.

9 Overall Findings

The overall findings from a total of 4805 questionnaires and written responses are summarised below.

The Published Scheme gained most support overall, even excluding the influence of the RSPB's campaign. The large proportion of this support was from non-local respondents; local support was lower and there was significant local opposition to the Scheme. Of the 39 corporate bodies that submitted a response, 16 express a preference for this option compared with 12 that oppose it, including the National Trust.

The Cut & Cover Tunnel received modest support from local respondents and non-local respondents making it the 3rd most popular option. It gained little opposition and was in fact the 'least worst' of the options presented. Only one corporate body supports this option and 17 oppose it, including the Pagan and Druid Communities who suggest that were this option pursued then protests would be inevitable.

The Northern Route gained minimal support and significant opposition, particularly from residents of Larkhill and Durrington. No corporate body supports it and 23 oppose it.

The Southern Route was the favoured option of local respondents and the second favourite of all respondents. However, it received significant non-local opposition that makes it the least popular option, largely as a result of the RSPB campaign. It gains support from 3 corporate bodies compared with 20 that oppose it.

The Partial Solution gained little support but attracted opposition. Of the 39 statutory bodies that responded to the consultation, 23 oppose it and none support it.

Overall the Do-Nothing option was the second most unpopular option, and would be the most unpopular were the RSPB influence excluded.

Glossary of Acronyms

AA	Automobile Association
AR	Alternative Route
BBCJV	Balfour Beatty-Costain Joint Venture
BCR	Benefit Cost Ratio
CBA	Council for British Archaeology
CBI	Confederation of British Industry
CLA	Country Land and Business Association
CoBDO	Council of British Druid Orders
CPRE	Campaign to Protect Rural England
EH	English Heritage
FNR	Far Northern Route
FSR	Far Southern Route
HA	Highways Agency
HAD	Honouring the Ancient Dead
HGV	Heavy Goods Vehicle
ICOMOS-UK	International Council on Monuments and Sites UK
MOD	Ministry of Defence
NSR	Near Southern Route
PEBBLE	Public Bodies Liaison for British Paganism
RAC	Royal Automobile Club
RAI	Royal Archaeological Institute
RES	Regional Economic Strategy
RHA	Road Haulage Association
RSPB	Royal Society for the Protection of Birds
RSS	Regional Spatial Strategy
SAC	Special Area of Conservation
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Systems
SWARMMS	London to South West and South Wales Multi-Modal Study
SWRDA	South West of England Regional Development Agency
SWT	South West Tourism
TDN	The Druid Network
TRF	Trail Riders Fellowship
UKNC	United Kingdom National Commission (for UNESCO)
UNESCO	United Nations Educational, Scientific and Cultural Organisation
WCC	Wiltshire County Council
WHS	World Heritage Site

Figures

Appendices