

Taken together, this long-term programme will transform the route into an Expressway to the South West. Full implementation of these proposals will run beyond the first Road Period in 2019/20, and we intend that subsequent Road Investment Strategies will fund the remaining improvements.

Steve Hindley, Chairman of the Heart of the South West Local Enterprise Partnership

“Transformation of the A303/A30/A358 route to the South West will revolutionise the perceptions of the region’s accessibility, bring about a step change in unlocking our area’s competitive potential and deliver a more prosperous and productive economy.”

National Trust and English Heritage

“Designed well, putting the A303 into a tunnel is a huge opportunity for the Stonehenge World Heritage Site and to connect people with this inspirational place. It will reunite a landscape shaped by 5,000 years of human history, rich in archaeological treasures, create space for nature and improve its tranquillity. Visitors will be able to hear the sounds of skylarks singing rather than the constant noise of traffic.”

For further information:

This is one of a series of six feasibility studies carried out across England during 2014. The government has been working with local partners to identify solutions to some of the most notorious and longstanding road hotspots in the country.

<https://www.gov.uk/government/collections/road-investment-strategy#feasibility-studies>

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A303/A30/A358 Corridor Study



Why we need to take action

The A303 corridor is a vital connection between the South West and London and the South East.

While the majority of the road has been dualled, there are still over 35 miles of out-dated single carriageway. This results in:

- congestion, particularly during the summer months and at weekends
- delays to traffic travelling between the M3 and the South West
- unreliable journey times for road users

The A303 passes through the Stonehenge World Heritage Site, separating the iconic stones from other prehistoric monuments and severely limiting the enjoyment of the wider site. Further west the road passes through the Cranborne Chase and Blackdown Hills Areas of Outstanding Natural Beauty.

What we plan to do

We recognise the damage that the existing road does to the setting of numerous Scheduled Monuments and Stonehenge itself, and so we intend to construct a tunnel at least 1.8 miles long to take traffic away from the surface, reuniting the landscape of the World Heritage Site.

We intend to upgrade all remaining sections of the A303 between the M3 and the A358 to dual carriageway standard, together with a new dual carriageway link from the M5 at Taunton to the A303, as part of a long-term commitment to creating a new Expressway to the South West.

We intend to start this process with three major improvements:

- A303 Amesbury to Berwick Down dualling – construction of a twin-bored tunnel at least 1.8 miles long as the road passes Stonehenge and a bypass for Winterbourne Stoke to link the existing dual carriageway around Amesbury with the dual carriageway at Berwick Down
- A303 Sparkford to Ilchester dualling – dualling the 3 mile single carriageway section between Sparkford and Ilchester
- A358 Taunton to Southfields dualling – creating a dual carriageway link between the M5 at Taunton and the A303

In some places the new dual carriageway will be on the line of the existing carriageway; elsewhere it will take a new alignment.

We will also set aside funding for smaller-scale improvements to the A303/A30 section between Southfields and Honiton to improve safety and journey quality for road users recognising that large-scale improvements would be challenging given the protected features and landscape surrounding the route. This includes some small-scale work in the Blackdown Hills Area of Outstanding Natural Beauty, taking account of the environmental sensitivity of the area.

