

From: [REDACTED]
To: [A303 Stonehenge](#)
Subject: Stonehenge Tunnel
Date: 26 September 2022 10:07:01

To: Secretary of State for Transport, the Rt Hon Anne-Marie Trevelyan MP

From: Steve Dawe, Coordinator, Extinction Rebellion Oxford, Media and Messaging working group (personal capacity)

26th September 2022

STONEHENGE TUNNEL

I have read the [report of the Advisory Mission](#) and agree with its principal finding, i.e. that the scheme would have an adverse impact. Since new road building has been known since the 1920s to induce more and longer traffic journeys, the amount of road space nationally would need to shrink for the Government to reduce transport emissions and actively discourage an overall growth in the number of vehicles of any type on our roads. Such an approach is consistent with expanding active travel, stopping pavement parking, increasing public transport use, and cutting emissions from the transport sector: the largest sector for greenhouse gas emissions in the UK.

National Highways has simply reiterated many of the arguments it has raised previously to justify a scheme which is clearly unacceptable to:

Government's independent specialist examiners, UNESCO's World Heritage Committee, and the former Transport Secretary himself who agreed with the examining panel that the scheme would be "significantly adverse" overall.

– The High Court judgment quashed the DCO in part because the Transport Secretary had not given proper consideration to alternatives.

– National Highways' response fails to alleviate any of the above concerns.

– I object to the proposals and hope that the scheme will be abandoned.

– Should the Transport Secretary intend to proceed with the scheme, I trust that it will be subject of another formal public Examination so that all of the new information submitted by National Highways and others since 2020 may be fully and openly discussed, and taken into account and advised upon by the Government's independent Planning Inspectorate. More generally, contrary to the Government's apparent approach, environmental measures which prevent new road building and widening will conserve funds for more valuable approaches to transport such as:

FREE BUSES: Costing about c£6bn a year taking into account bus fares, and converting the bus fleet to all-electric.

ELECTRONIC ROAD PRICING: as supported by the RAC, many transport academics and the House of Commons Transport Cttee: Road Pricing, HC 789, 4th February 2022. See also, under REPORTS, Electronic Road Pricing for Oxford, at [REDACTED]

ACTIVE TRAVEL: which is under-funded, essential for public health and vital for curbing vehicle growth and reducing greenhouse gas emissions AND Non-Exhaust

Emissions from traffic.

