

10 Good Reasons We Oppose The Northern Route.

1 We have seen no compelling case for this Route.

The rationale given is not robust or consistent. Since the 2016 report Ipswich Northern Route Study, Suffolk County Council has declared a climate emergency. We believe this document to be out of date and overtaken by wider events. There urgently needs to be better strategic thinking on roads and housing in Suffolk rather than “flying lots of kites”.

2 There would be wide destruction of beautiful countryside, quiet country lanes, ancient hedgerow, rivers and wildlife habitat which would have far reaching consequences.

The outer route passes closely to a nature conservation site. This site and the surrounding fields are homes to a myriad of wildlife, many of which are protected and red-listed like greater crested newts, bats, nightingales, redwing, yellowhammer and many more. The inner and middle routes cross the Fynn Valley.

3 Impacts of road schemes on landscape and biodiversity are long lasting.

The impact of generating more traffic means there is a substantial increase in carbon emissions. (source CPRE Impacts of Road Schemes in UK 2017) . Yet, SCC has declared a climate emergency and purports to be the greenest county.

4 We will destroy our rural way of life.

by splitting villages in half, destroying centuries of rural heritage and the Suffolk way of life.

5 Air pollution can have harmful effects on health, the environment and the economy, and is the largest environmental risk to the public's health.

The major air pollutant of concern across much of Suffolk is nitrogen dioxide (NO₂), the primary source of which is emissions from road transport. There is evidence that living in greener areas can reduce health inequalities. (Source: State of Suffolk 2019).

6 We risk the tranquility of Suffolk and our USP.

There is powerful evidence that tranquility matters. Exposure to nature has been shown to reduce blood pressure, reduce heart attacks, increase mental performance and soothe anxiety, and have a positive impact on a child's development, and they are less likely to be obese. Tranquility underpins the economy of rural areas. It is this reason people visit Suffolk. Defra state that 58% of people view the most positive aspect of the countryside as tranquility.

7 Road schemes create traffic.

Evidence from 13 road schemes showed an average increase over the long term (8-20 years) was +47% (source CPRE).

8 There is good evidence that road building does not lead to growth,

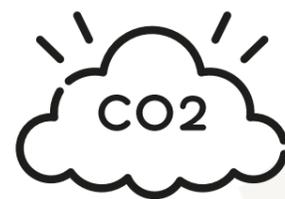
but that it does lead to housing development in car dependent locations, causing rapid traffic growth and congestion on both the original road scheme and pre existing road network. (source CPRE)

9 There is no good evidence of impact for a spend likely to exceed £1bn of public money.

We feel money could be better spent on public transport, hospitals, social care, education and skills.

10 This proposal appears to be a Trojan Horse for a large new town north of Ipswich.

This is entirely inappropriate and unacceptable.



more roads =
more cars =
more congestion =
more CO₂

with no evidence of
economic growth

+

destruction of our
beautiful countryside