

Road-Led, either way



What does Sizewell C&D's heavy traffic mean?

Pollution
Noise
Congestion
Risk of accidents
Vibration damage

No jetty means even more on the road:

EDF says it cannot build a jetty quickly enough...

So 5.2 million tonnes of construction materials must get to the site by other means.

What's the Answer?

A token Theberton by-pass still places an unfair burden on Yoxford and Middleton.

A direct route is vital, but EDF's proposed Link Road is:

- too close to many homes
- needs substantial embankments and cuttings
- breaks up communities
- makes some local farms unviable.

A proper Relief Road would have much less impact on communities than the proposed Link Road, and be built before construction starts.

It would provide a positive legacy for Leiston and the area, by providing a better link to the A12 and reducing congestion in Saxmundham.

EDF's 'Rail-led' vs 'Road-led' Strategies

- In reality, both rely mainly on road transport, with different levels of rail support.
- EDF admits it cannot be certain its 'rail-led' strategy is feasible or can be delivered on time.
- In the 'early years' 600 lorries a day would use the current B1122 before any roads or Park & Rides are ready.

With Theberton by-pass only ('Rail-led')

- Up to 900 lorries a day, plus park & ride buses, 700 light goods vehicles (LGVs) on B1122 through Yoxford and Middleton Moor.
- 7am - 11pm, every day.

With new Link Road ('Road-led')

- Up to 1,500 lorries and 700 LGVs a day.
- Potential for 24 hour working



Our Communities deserve a better Relief Road