

# Road-Led, whichever way



## Sizewell C&D's heavy traffic will mean:

- Pollution
- Noise
- Congestion
- Risk of accidents
- Vibration damage

## EDF has to transport 10 million tonnes to the site

### 'Rail-led' vs 'Road-led' vs 'Integrated'

- In reality, all three 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/day would use the B1122 before new roads or Park & Rides are ready.

### 'Road-Led' Plan (New Link Road and Bypass)

- Up to 1,150 lorries a day, plus park & ride buses, 700 light goods vehicles (LGVs) and 2 trains a day.
- "Extended hours' (possibly 24/7) every day.

### 'Integrated' Plan (New Link Road and Bypass)

- As above but up to 1,000 HGVs, potentially 24 hours a day, and 3 trains a day.

### 'Rail-Led' Plan (Theberton Bypass only)

- This plan depends on 5 trains a day, which EDF doubts is possible, but it would mean 700 HGVs a day on B1122 through Yoxford and Middleton Moor between 7am and 11pm.



## What is 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 farms unviable.

**A proper Relief Road** from the A12 south of Saxmundham would be much better, in many ways, than the proposed Link Road. It would provide:

- A positive legacy for Leiston and the local area
- A proper direct link to the A12
- Less congestion in Saxmundham
- Long term traffic relief at Yoxford A12/B1122 junction

EDF is consulting on whether the new road should be temporary. If a road is to be built, it would be better to choose a route with long term value in the first place.

## Our Communities deserve a better Relief Road