

Leiston-cum-Sizewell Town Council Written Representation Issue Specific Hearing 3 – Traffic and Transport

- An Issue Specific Hearing on Traffic and Transport (Part 1) to include:
 - o Freight Management Strategy.
 - o Transport Strategy relating to Associated Development Sites.
 - o Transport Assessments approach and modelling.
- An Issue Specific Hearing on Traffic and Transport (Part 2) to include:
 - o Consideration of the proposed monitoring and control mechanisms relating to traffic and transport.
 - o Consideration of local transport impacts.

We will give evidence in Part 2.

1. Leiston-cum-Sizewell Town Council are extremely concerned about the traffic impacts on the town and its surrounds should this project proceed. With the vast majority of the project taking place within the parish and the majority of workers on the project predicted to live within the parish, whether that be the caravan site, the campus or in Homes of Multiple Occupation, there will be a huge increase in vehicular movements within the town itself. Even with the data supplied it is difficult to judge or anticipate the number of extra journeys that would use the town or would transit to and from Sizewell C through the town centre. The traffic increase experienced currently during an outage gives a clear indication of the gridlock that can be expected to occur and the inconvenience this causes to residents.
2. It is also clear, even over and above anecdotal submissions, that many workers, coming from outside Leiston before the main Park and Rides are established will be tempted to avoid the trek down Abbey Road to Lovers Lane and will choose to go straight through town. The bleed from the predicted journeys in the presented documentation for Waterloo Avenue and via Knodishall will be substantial too. This will be exacerbated in the early years by the LEEIE park and ride having an entrance onto King Georges Avenue. The daily 600 cars accessing this site and the other traffic heading to the Sizewell Gap site entrance on top of the current Sizewell A and B traffic would put intolerable strain on the towns highway infrastructure if no action is taken. Fly parking in the town and other parking issues related to HMO's will also exacerbate this.
3. The town centre suffers from narrow pavements and a three-way traffic signal set up at the town centre crossroads which increases waiting time at the traffic lights. The pavements around this area are only just capable of being navigated by a pushchair, and wheelchair users are particularly disadvantaged by the lack of width, exacerbated by the street furniture needed for the pedestrian crossings.
4. An increase in traffic through the town centre will increase air and noise pollution and inconvenience residents and tourists alike who navigate the narrow pavements in very close proximity to the moving vehicles, especially near the queues waiting at the traffic lights.

5. Outside of the town centre Lovers Lane is a single-carriageway, rural road which joins the Sizewell Gap Road at Crown Farm, becoming from there, the only access to Sizewell A and B and the beach. There are also residential properties and holiday accommodation at Sizewell who depend on this road as well as it being a designated emergency route for the Nuclear Sites. It accommodates the entrance to the household waste site which is a much-needed local amenity and which must remain in Leiston but, as it is already a traffic hazard at peak times, it will need changes to the road layout. The massive increase in traffic and HGVs on this road will be a shock and make transit to the beach by residents for recreation potentially dangerous and undesirable, especially at Crown Farm corner.
6. Buses to and from the town for workers living in Leiston and to and from the Leisure Centre could become a hazard, particularly close to the local schools and during peak times.
7. The cycle strategy is evolving locally and has provision to combine with the routes proposed in the DCO. If mitigation is not provided in the Town Centre however the increase in traffic would negate this essential initiative.

In summary, the Town Centre is completely unsuitable for the predicted increase in private vehicle movements that are unregulated by the DCO outside the freight strategy. Mitigation for this, specifically to make transit through the town undesirable, and monitoring of the increase in numbers using the feeder roads through the residential areas around the centre should be put in place and air pollution around junctions in the Town predicted to receive exponential use must be put in place too. It is crucial, as part of the mitigation, that the Transport Strategy being proposed for Leiston by the Town Council is fully supported and funded to lessen the impact.