The Sizewell C Project

8.17/ 10.4 Completed Deed of Obligation - Scanned Copy - Part 3 of 6

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allowing operational workers to search for matches amongst their colleagues.

5.5.3 The selected car share scheme will need to enable SZC Co. to have its own restricted group for its staff, allowing workers to search for matches amongst their colleagues.

b) Car share priority parking paces

5.5.4 Priority car parking spaces will be provided at the operational car park in order to encourage operational workers to car share.

5.6 Parking measures

a) Parking provision

5.6.2 The permanent car park at the Sizewell C would provide 735 spaces for the 900 operational staff. On the basis that 810 of the 900 staff are predicted to be at work at any one time, the parking ratio would be one parking space per 1.1 operational staff.

5.6.3 A further 600 car parking spaces are planned for use by approximately 1,000 outage staff. This car park would not be available for use by operational staff from Sizewell B and Sizewell C.

5.6.4 An additional 35 spaces would be provided for visitors to the training facility located within the Operational Service Centre.

b) Electric vehicle parking

5.6.5 Active electric vehicle charging spaces are fully wired and connected, ready to use, charging points at parking spaces. Passive provision is when the necessary underlying infrastructure (e.g. capacity in the connection to the local electricity distribution network and electricity distribution board, as well as cabling to parking spaces) is in place to ensure simple installation and activation of a charging point at a future date.

5.6.6 It is proposed to provide 20% active and 20% passive electric vehicle charging spaces at the operational car parks. These proportions will be reviewed before submitting the **Operational Travel Plan** for approval, taking into account relevant local and national standards.

5.6.7 The demand for the electric vehicle parking spaces will be monitored by the Operational Travel Plan Co-ordinator and passive spaces converted to active spaces when there is 80% utilisation of the active spaces.

5.7 Communication Strategy

a) Induction process

5.7.2 All workers involved in the operation of Sizewell C will be required to attend an induction session prior to commencing work.

5.7.3 The induction process is proposed to cover a number of security and safety aspects of working at Sizewell C. A specific session during the induction process will cover the **Operational Travel Plan**.

b) Travel plan pack

5.7.4 At induction each worker will be issued with a Sizewell C Travel Plan Pack in electronic and paper format which will contain the following information:

- A summary of the information on the **Operational Travel Plan** presented at induction.
- Information on local bus services and rail timetables.
- Information on walk and cycle routes.
- Information on motorcycling and where people can park.
- Information to encourage and facilitate car sharing arrangements, including details of the car share scheme.
- Promotional literature within the Sizewell C Travel Plan Pack covering such things as the benefits of walking and cycling and cost saving associated with car sharing.
- Any other relevant information concerning the Operational Travel Plan.

5.7.5 Information in the Sizewell C Travel Plan Pack is proposed to be updated on a regular basis to ensure it continues to be accurate and relevant to the needs of the operational workforce. Updated information will be circulated electronically to the workforce.

c) Electronic communication

5.7.6 It is proposed that during the course of the operational phase, regular information will be made available to operational workers electronically both via email and on the SZC Co. intranet.

5.7.7 This information will include:

- updates on sustainable travel to/from Sizewell C;
- further details on car sharing or other promotional activity;
- results of monitoring of the **Operational Travel Plan**; and
- details on any issues and how they are being addressed.

5.7.8 Any other relevant information, news, or alerts with regards to the **Operational Travel Plan** shall be provided to the operational workforce electronically.

6 MONITORING AND REVIEW

6.1 Introduction

6.1.1 This section summarises the monitoring and review process.

6.2 Monitoring

6.2.1 The **Operational Travel Plan** will be monitored and reviewed on an annual basis for 5 years in line with the Suffolk County Council's Travel Plan Guidance.

6.2.2 Monitoring and review will be the responsibility of the Operational Travel Plan Co-ordinator.

6.2.3 An Annual Travel Plan Survey will be undertaken by the Operational Travel Plan Co-ordinator, within 3 months of Unit 1 fuel receipt date, or otherwise agreed with the Transport Review Group, and every year thereafter for 5 years from the end of the Construction Period.

6.2.4 The survey will:

- Monitor progress in achieving the Operational Travel Plan's targets and identify refinements to be made to the plan if it is not on course for achieving the targets; and
- Assess the effectiveness of the Travel Plan and the specific measures implemented as part of the plan for encouraging sustainable travel.

6.2.5 The Operational Travel Plan Co-ordinator will prepare a Monitoring Report after each Travel Survey, which will be submitted to the Transport Review Group or Suffolk County Council Travel Plan Officer. This concise report will include a summary of any measures implemented, the survey results with comparison to previous surveys and travel plan targets, and an updated action plan including revised targets if necessary.

6.2.6 Additional monitoring of the following will also be undertaken on a regular basis:

- Level of usage of cycle and motorcycle parking;
- Level of usage of electric vehicle charging parking spaces; and
- Comments received from employees and outage workers relating to the operation of the **Operational Travel Plan**.

6.3 Review

6.3.1 The results of the travel surveys will be issued to Suffolk County Council within a month of survey completion.

6.3.2 Suffolk County Council's Travel Plan Officer will review the Annual Monitoring Report and determine if:

- The **Operational Travel Plan** is meeting or on track to meet the mode share target and no amendments to the Action Plan or mode share targets are required;
- The **Operational Travel Plan** is not on track to meet the mode share target but it is considered that no further action should be taken either because there are remedial actions already in train or because any reasons for divergence from the likely achievement of the mode share targets are considered reasonable and legitimate;
- The **Operational Travel Plan** is not on track to meet the mode share targets and Suffolk County Council's Travel Plan Officer considers that remedial measures are necessary and additional measures should be implemented. In this case the remedial actions will be agreed between Suffolk County Council and SZC Co..

ANNEX K
CONSTRUCTION TRAFFIC MANAGEMENT PLAN

CONTENTS

TABLES

FIGURES

None provided

APPENDICES

Glossary of Terms

Term	Definition
Abnormal Indivisible Load (AIL)	A vehicle having one or more of the following characteristics on any part of the vehicle combination: i. a gross vehicle weight of more than 44,000kg; ii. an axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle; iii. a width of more than 2.9 metres; iv. a rigid length of more than 18.65 metres; v. the vehicle load projects over the front or rear of the vehicle by more than 3.05m or more than 305mm over the side of the vehicle; or vi. is a Part 2 vehicle combination (N3 vehicle and trailer) of greater than 25.9m total length.
Heavy Goods Vehicle (HGV)	A goods vehicle >3.5 tonnes and ≤ 44 tonnes gross vehicle weight (maximum allowable total weight when loaded).
Heavy Duty Vehicle (HDV)	HGVs and buses
Light Goods Vehicle (LGV)	A goods vehicle with a maximum gross weight of up to 3.5 tonnes.
Early years	For freight traffic this is defined as the construction period up until the Sizewell link road and two village bypass are available for use

1 INTRODUCTION

1.1 Background

1.1.1 SZC Co. is proposing to build a new nuclear power station at Sizewell in East Suffolk, known as Sizewell C. Located to the north of the existing Sizewell B power station, the Sizewell C site is located on the Suffolk coast, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

1.1.2 Once operational, Sizewell C will be able to generate enough electricity to supply approximately six million homes in the United Kingdom (UK). The Sizewell C Project will also generate significant economic benefit for the local area.

1.1.3 SZC Co. recognises that the scale of the Sizewell C Project means that care needs to be taken with the way in which it is designed, constructed and operated.

1.1.4 Level 1 control documents will either be certified under the DCO at grant or annexed to the Deed of Obligation (DoO). All are secured and legally enforceable. Some Level 1 documents are compliance documents and must be complied with when certain activities are carried out. Other Level 1 documents are strategies or draft plans which set the boundaries for a subsequent Level 2 document which is required to be approved by a body or governance group. The obligations in the DCO and DoO set out the status of each Level 1 document.

1.1.5 The **Construction Traffic Management Plan** (**CTMP**) (Annex K of the DoO Doc Ref. 8.17(H)) is a Level 1 document and a draft version accompanied SZC Co.'s application for a Development Consent Order (DCO) to the Planning Inspectorate for the proposed development of Sizewell C. This final **CTMP** (Annex K of the DoO 17(H)) is annexed to the **DoO** (Doc Ref. 8.17(H)) and the implementation of the **CTMP** is secured through an obligation in the **DoO** (paragraph 2 of Schedule 16 of the **DoO** (Doc Ref. 8.17(H)).

1.1.6 Where approvals are required, this plan states which body or governance group is responsible for the approval and/or must be consulted. Any approvals by East Suffolk Council, Suffolk County Council or the MMO will be carried out in accordance with the procedure in Schedule 23 of the dDCO. The DoO establishes the governance groups and sets out how these governance groups will run and, where appropriate, how decisions (including approvals) should be made. Any updates to these further documents or details must be approved by the same body or governance

group and through the same consultation and procedure as the original document or details.

1.1.7 Where separate Level 1 or Level 2 control documents include measures that are relevant to the measures within this document, those measures have not been duplicated in this document, but cross-references have been included for context. Where separate legislation, consents, permits and licences are described in this document they are set out in the Schedule of Other Consents, Licences and Agreements (Doc Ref. 5.11) [REP3-011].

1.1.8 For the purposes of this document the term 'SZC Co.' refers to NNB Nuclear Generation (SZC) Limited (or any other undertaker as defined by the dDCO), its appointed representatives and the appointed construction contractors.

1.2 Scope

1.2.1 This **CTMP** sets out SZC Co.'s proposals to manage freight traffic during the construction period of the Sizewell C Project.

1.2.2 This **CTMP** deals with the management of all freight traffic (i.e. heavy goods vehicles (HGVs), light goods vehicles (LGVs), and abnormal indivisible loads (AILs)) during the construction period of the Sizewell C Project.

1.2.3 The following elements of the construction traffic shall be managed through this **CTMP**:

- HGV movements to/from the main development site from the wider highway network, including the use of the freight management facility;
- HGV movements between the main development site and the Land East of Eastland Industrial Estate (LEEIE);
- HGV movements to/from the associated development sites during their construction and decommissioning;
- LGV movements to/from the main development site and postal consolidation facility; and
- AIL movements to/from the main development site.

1.2.4 The suite of management documents to be implemented for the Sizewell C construction works to complement the **CTMP** are as follows:

- **Construction Workforce Travel Plan** (**CWTP**) (Annex L of the DoO Doc Ref. 8.17(H)); and

- **Traffic Incident Management Plan** (**TIMP**) (Annex M of the DoO Doc Ref. 8.17(H)).

1.2.5 The implementation of the **CWTP** (Annex L of the DoO Doc Ref. 8.17(H)) and the **TIMP** (Annex M of the DoO Doc Ref. 8.17(H)) are also secured through the **DoO** (Doc Ref. 8.17(H)).

1.3 Objectives

1.3.1 The objectives of this **CTMP** are to:

- Minimise the volume of freight traffic associated with the construction of Sizewell C, so far as reasonably practicable.
- Maximise the safe and efficient movement of materials required for Sizewell C, so far as reasonably practicable.
- Minimise the impacts both for the local community and visitors to the area using the road network, so far as reasonably practicable.

1.4 Structure of plan

1.4.1 The remainder of this **CTMP** is structured as follows:

- **Section 2** sets out the management structure for the **CTMP**;
- **Section 3** summarises the freight movements expected to be generated by the Sizewell C Project during the construction period;
- **Section 4** summarises the proposed measures to manage HGV movements to/from the main development site during the construction period as well as the proposed management of HGVs between the LEEIE and main development site;
- **Section 5** summarises the proposed measures to manage HGV movements to/from associated development sites during their construction and decommissioning;
- **Section 6** summarises the proposed measures to manage LGV movements during the construction period;
- **Section 7** summarises the proposed measures to manage AIL movements to/from the main development site during the construction period;
- **Section 8** deals with monitoring and review of the **CTMP**; and

- **Section 9** deals with compliance and enforcement of the **CTMP**.

2 MANAGEMENT STRUCTURE

2.1 Introduction

2.1.1 Management structure for the **CTMP** and the responsibilities of each stakeholder.

2.2 Management structure

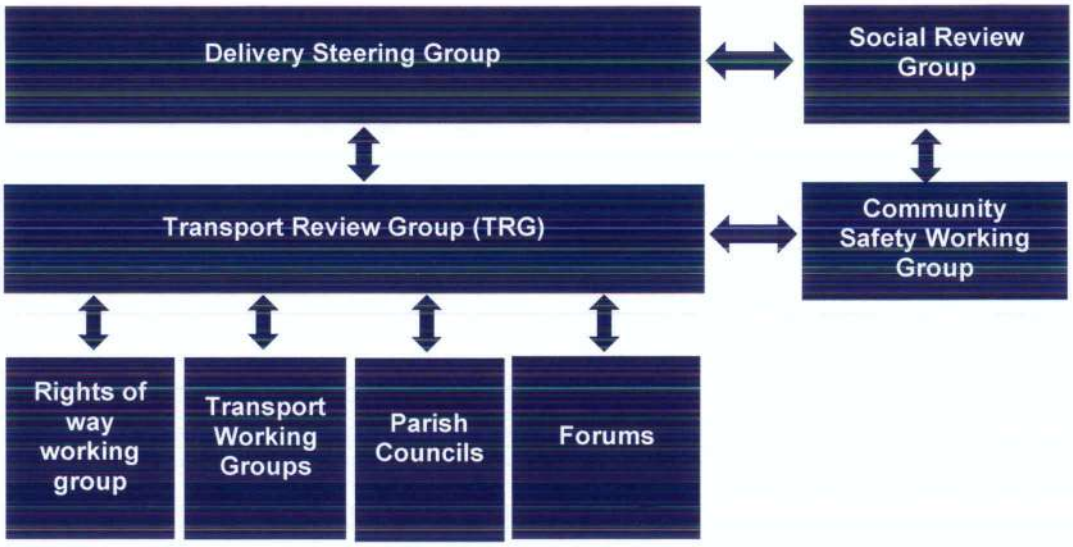
2.2.1 The overall management and implementation of the **CTMP** shall be the responsibility of SZC Co.

2.2.2 A number of groups are established under the DoO for the construction period of Sizewell C. The following groups and individuals shall be involved with the **CTMP**:

- Delivery Steering Group;
- Transport review group (TRG);
- Transport co-ordinator;
- Delivery co-ordinator;
- Community Safety Working Group;
- Rights of Way Working Group;
- Transport working groups and parish councils; and
- main development site forum, northern transport forum and southern transport forum.

2.2.3 **Figure 2.1** below shows the relationship between the TRG and other relevant working groups or sub-groups.

Figure 2.1 – Relationship between the TRG and other relevant groups



2.3 Delivery steering group

2.3.1 On or before commencement, SZC Co. shall establish the Delivery Steering Group which shall exist until the first anniversary of the end of the construction period. The Delivery Steering Group shall meet on a quarterly basis, or different frequency as agreed by the members.

2.3.2 The Delivery Steering Group shall comprise:

- a service director (or equivalent) from ESC;
- a service director (or equivalent) from SCC; and
- up to two representatives to be nominated by SZC Co, including SZC Co's Site Director.

2.3.3 The scope of the Delivery Steering Group shall be to:

- consider all implementation, progress and reports submitted to it by the Review Groups or Working Groups;
- monitor and assess the actions taken and decisions made by the Review Groups and/or Working Groups;
- provide assistance, guidance and advice on the action(s) that should be taken by the Review Groups and/or Working Groups;

- decide any areas of disagreement within the Review Groups or where a Review Group has failed to reach a decision;
- identify key risks, issues, interdependencies and opportunities for optimising the effectiveness and efficiency of the implementation and delivery of the Project; and
- facilitate communication on matters of strategic importance within the Review Groups and/or Working Groups.

2.3.4 Should the Transport Review Group refer an urgent matter to the Delivery Steering Group for resolution, the Delivery Steering Group shall meet as soon as reasonably practicable to resolve the relevant matter.

2.3.5 In the event that the Delivery Steering Group is unable to agree on any matters for its determination, it may be treated as a Dispute to be resolved in accordance with Clause 8 of the **DoO** (Doc Ref. 8.17(H)).

2.4 Transport review group

2.4.1 On or prior to commencement, SZC Co. shall establish a Transport Review Group (TRG) with members taken from the key transport stakeholders and SZC Co. The establishment of the TRG is secured through an obligation in the **DoO** (Doc Ref. 8.17(H)) (paragraph 3 of Schedule 16).

2.4.2 The scope of the TRG in relation to the **CTMP** is as follows:

- receive monitoring reports from SZC Co. relating to the implementation and operation of the **CTMP** and approve amendments to the monitoring report format if required;
- monitor the implementation of and compliance with the **CTMP**;
- agree actions from the transport co-ordinator for the continued implementation of the **CTMP**;
- consider the case for, and approve amendments to the **CTMP** put forward by the transport co-ordinator;
- consider the use of the Contingent Effects Fund if unmitigated significant adverse transport impacts arising from the monitoring require mitigation;

- advise SZC Co. on potential enhancements to the **CTMP**;
- consider the Community Safety Working Group and Public Rights of Way Working Group meeting minutes with respect to transport and any actions arising from the meetings for the TRG;
- consider the minutes of the Transport Working Group meetings insofar as they relate to transport matters which have been directed for the attention of the TRG;
- consider and decide any matter referred to it from the Transport Working Groups regarding outstanding disputes within those groups or any matter where those groups have failed to reach a decision;
- consider and provide guidance to SZC Co. and the Transport Working Groups on any matters where the TRG consider there are interfaces between those groups that need a more strategic approach;
- consider the views and opinions with regards to transport of the parish councils, forums and local community when carrying out its role;
- where necessary, report to and refer matters to the Delivery Steering Group, particularly where there are interface issues across topics that require a more strategic approach or where the TRG fails to reach a decision; and
- notify the members of the Delivery Steering Group in the event that the TRG considers that a matter needs to be referred to the Delivery Steering Group for urgent resolution. The TRG shall have further duties with regards to the **CWTP** (Annex L of the DoO Doc Ref. 8.17(H)) and **TIMP** (Annex M of the DoO Doc Ref. 8.17(H)), which are set out in those documents.

2.4.3 The TRG members shall comprise:

- the transport co-ordinator;
- one representative to be nominated by SCC;
- one representative to be nominated by National Highways;
- one representative to be nominated by East Suffolk Council;

- one representative to be nominated by Suffolk Constabulary; and
- three representatives, in addition to the transport co-ordinator, to be nominated by SZC Co.

2.4.4 Membership of the TRG does not fetter the members' planning and other statutory duties. The SCC, ESC, National Highways and Suffolk Constabulary nominated TRG representatives shall be an officer from each authority with knowledge of the transport aspects of the Sizewell C Project.

2.4.5 The TRG shall operate by consensus and all members of the TRG must participate in the TRG and perform the obligations of the governance group. Schedule 17 paragraph 2 of the **DoO** (Doc Ref. 8.17(H)) requires this of ESC, SCC and SZC Co. and the Deed of Covenants with National Highways and Suffolk Constabulary will also require this. If required from time to time, TRG representatives from SCC, ESC, National Highways and Suffolk Constabulary shall be able to nominate an alternative representative from their authority if they are unable to attend a TRG meeting.

2.4.6 In addition to the TRG members, specialist ad-hoc attendance can be called upon by the TRG to discuss particular agenda items. This could be either specialist representatives from SCC, ESC, National Highways or Suffolk Constabulary or other specialist representatives from bodies such as transport providers, other emergency services and lead contractors.

2.4.7 The TRG must be formed on or prior to commencement of construction and must meet every month for the first 3 months of the construction period and every 3 months thereafter during the construction period unless the TRG decides to meet at a different frequency. The TRG will be able to delegate issues or functions to a sub-group if it decides to.

2.5 Transport co-ordinator

2.5.1 A transport co-ordinator must be appointed by SZC Co. and be in place on or before commencement of construction and throughout the construction period of the Sizewell C Project. The transport co-ordinator must be responsible for the management of the **CTMP** and the other transport management plans (i.e. **CWTP** (Annex L of the DoO Doc Ref. 8.17(H)) and **TIMP** (Annex M of the DoO Doc Ref. 8.17(H))). The appointment of the transport co-ordinator is secured through the **DoO** (Doc Ref. 8.17(H)) (paragraph 3 of Schedule 16).

2.5.2 The transport co-ordinator must have the following transport-related responsibilities related to the **CTMP**:

- promote the objectives and benefits of the **CTMP** to encourage compliance with its contents;
- monitor the success of the **CTMP** against the thresholds;
- report the monitoring of the **CTMP** to the TRG to allow consideration of appropriate actions as required;
- report to the TRG on transport related feedback from the Community Safety Working Group, Rights of Way Working Group, Transport Working Groups, parish councils, forums and local community;
- implement actions agreed with the TRG;
- propose **CTMP** updates to the TRG as required and make any approved amendments;
- if requested by the TRG, investigate potential unmitigated significant adverse transport impacts and, if required, put forward recommendations for mitigation to be funded by the Contingent Effects Fund;
- resolve issues and problems through liaison with other parts of SZC Co. and its contractors.

2.5.3 The transport co-ordinator role must be appointed at an appropriate senior level. They could either be an employee of SZC Co. or an independent consultant but they must sit outside of the SZC Co. delivery team.

2.6 Delivery co-ordinator

2.6.1 In addition to the recruitment of the transport co-ordinator role, SZC Co. must appoint a delivery co-ordinator for the duration of the construction of the Sizewell C Project. This appointment is secured through an obligation in Schedule 16 of the **DoO** (Doc Ref. 8.17(H)). SZC Co. must also employ a delivery team to assist the delivery co-ordinator with the delivery of the **CTMP** on a day-to-day basis as well as assist with the implementation of the **TIMP** (Annex M of the DoO Doc Ref. 8.17(H)) in the event of an incident in the Incident Management Area, as defined in the **TIMP.**

2.6.2 In relation to the **CTMP** the delivery co-ordinator and the delivery team must be responsible for:

- managing the delivery management system (DMS) in accordance with the **CTMP**;
- managing and co-ordinating AIL movements;
- investigating any non-compliance of the **CTMP**;
- planning delivery schedules in accordance with the Project programme and the **CTMP**; and
- collating monitoring data for the monitoring reports.

2.7 Other groups

a) Community Safety Working Group

2.7.2 There will be a need for synergy between the activities of the TRG and the Community Safety Working Group, which the emergency services will sit on.

2.7.3 In order to minimise overlap and resource demand on the emergency services, the Community Safety Working Group must be attended by the transport co-ordinator in order to facilitate an on-going transport agenda item that will provide a quarterly update on the monitoring of the transport management plans. With respect to the **CTMP**, the Community Safety Working Group shall be able to provide the transport co-ordinator with any feedback of the effectiveness of the **CTMP** in the context of freight traffic, including AILs, and community safety.

2.7.4 The minutes of the Community Safety Working Group must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

b) Rights of Way Working Group

2.7.5 On or before commencement, SZC Co. shall establish the Rights of Way Working Group which shall exist for the duration of the construction period, unless otherwise agreed by the members of the Rights of Way Working Group.

2.7.6 The minutes of the Rights of Way Working Group must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

2.7.7 The Rights of Way Working Group shall report to the TRG at least once every six months on matters including (but not limited to):

- any existing initiatives that the Public Rights of Way (PRoW) Fund has been applied towards and the effectiveness of such initiatives;
- any future initiatives that the Rights of Way Working Group has agreed will be funded by the PRoW Fund; and
- any material changes to the timing or delivery of the Project that may impact upon any existing or proposed initiatives that have been or are agreed by the Rights of Way Working Group to be funded by the PRoW Fund.

2.7.8 In the event that the Rights of Way Working Group considers that a matter needs to be referred to the TRG for urgent resolution, it shall notify the members of the TRG to invoke the urgency resolution process.

2.7.9 The transport co-ordinator shall report to each TRG meeting:

- any non-Project-related PRoW issues identified within the community that may have the potential to influence the Project's workforce and infrastructure;
- evidenced effects of the Project and its workforce on PRoW;
- use of financial contributions to implement PRoW and cycle measures; and
- any material impacts to PRoW that might arise as a result of changes in Project milestones, and any concerns relating to the delivery of the Project which may affect PRoW.

c) Transport Working Groups

2.7.10 The following transport working groups have already been or must be established under the DoO on or prior to commencement of construction:

- the Wickham Market working group;
- the Leiston working group;
- the Marlesford and Little Glemham working group;

- the Theberton and Middleton Moor working group;
- the B1125 working group; and
- the Yoxford working group.

2.7.11 The working groups will be sub-groups of the TRG, once the TRG is formed, and the transport co-ordinator must report to the TRG on a quarterly basis providing a summary of the progress of the transport schemes being developed in consultation with the working groups and any issues for the attention of the TRG.

2.7.12 The working groups shall continue to meet at a frequency agreed by the individual working groups until the detailed design of the scheme concerning each working group has been approved by SCC, at which point the working group will be disbanded, unless otherwise agreed by the TRG.

d) Forums

2.7.13 A main development site forum, northern transport forum and southern transport forum will be established on commencement of construction as secured in the DoO (Doc Ref. 8.17(H)) (Schedule 17, paragraph 5). The forums will form the key link between the TRG and the wider community and provide an indication of any transport related issues that are impacting the general public. The forums will meet within the first three months from the commencement date and thereafter on a quarterly basis.

2.7.14 The purpose of the forums will be to provide project information of relevant construction issues and progress, enable the forums to ask questions and raise issues of concern, and help inform SZC Co. on key issues affecting the local community and to find ways to minimise the impacts and maximise the benefits of the Project to those living and working nearby.

2.7.15 The minutes of the forum meetings must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

e) Parish councils

2.7.16 The parish councils not included as part of the forums, already meet on a regular basis and they will be able to provide feedback to the TRG, which will provide an indication of any transport related issues that are of concern to the wider community.

2.7.17 The parish councils must be provided with the contact details of the transport co-ordinator and would be able to raise any transport related issues with them, a summary of which must be provided by the transport co-ordinator to the TRG as part of the TRG meeting agenda pack of information for consideration by the TRG.

2.8 Transport liaison and communication with other stakeholders and the wider community

2.8.1 Prior to commencement of construction SZC Co. must establish an email notification process whereby interested parties and stakeholders can register for email notifications with regards to transport updates for the Sizewell C Project during the construction period. In addition, SZC Co. will set up a twitter feed for the Sizewell C construction period. The email notification and twitter feed will provide transport related updates for the Sizewell C Project during the construction period. It will include, but not be limited to, programme updates for planned highway improvements, details of any road closures, diversions or other temporary traffic management measures and timing of any Special Order and VR1 AIL movements by road and the proposed AIL route to be utilised.

2.8.2 SZC Co. must provide Royal Mail with no less than one month's notice of any road closures, diversions or other temporary traffic management measures being put in place that may affect the local highway network, with particular regard to Royal Mail's operational facilities as shown in the plan included as **Appendix B** of this **CTMP**. The Royal Mail notification process will be incorporated into the email notification process set out above.

2.8.3 In addition, SZC Co. has a Sizewell C information office within Leiston as well as a freephone community number that is already established and will continue to operate throughout the construction period. Any member of the public can either visit the information office in Leiston or call the freephone number to raise any concerns with regards to the Sizewell C Project. A summary of transport related issues raised by the local community will be included by the transport co-ordinator in the monitoring reports.

2.8.4 SZC Co. communication team will regularly review transport related issues raised by the local community and will notify the TRG in the event that SZC Co. considers that a matter needs to be referred to the TRG for urgent resolution. Likewise, any member of the TRG shall be able to call an emergency TRG meeting to discuss any urgent matter that needs resolving, which could include issues raised by the local community. The TRG notification process is detailed in Section 8 of this **CTMP**.

3 FREIGHT MOVEMENTS

3.1.1 This section summaries the freight movements that are estimated to occur during the construction of the Sizewell C Project, in terms of types of vehicles, estimated number of movements and routing. Further detail is provided in the **Consolidated Transport Assessment** [REP2-052].

3.2 Vehicle classification

3.2.1 The vehicle classifications referred to in this **CTMP** are defined as follows:

- An HGV is defined as all goods vehicles, other than AILs, exceeding a maximum gross weight of 3.5 tonnes (t) (maximum allowable total weight when loaded). These include medium goods vehicles, which have a maximum gross weight between 3.5t and 7.5t. It should be noted that SZC Co. has chosen to adopt a very broad definition of HGVs for the **CTMP**, which is any goods vehicle greater than 3.5t. This is much broader than is conventionally the case as an HGV driving licence is only required for vehicles over 7.5t. SZC Co.'s proposed management measures for HGV movements therefore capture a proportion of freight vehicles that would not normally be classified as HGVs.

- An LGV is defined as a van with a maximum gross weight of up to 3.5t.

- An AIL is a vehicle that has one or more of the following characteristics on any part of the vehicle combination:

  - a gross vehicle weight of more than 44,000kg
  - an axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle
  - a width of more than 2.9 metres
  - a rigid length of more than 18.65 metres
  - the vehicle load projects over the front or rear of the vehicle by more than 3.05m or more than 305mm over the site of the vehicle; or
  - a Part 2 vehicle combination (N3 vehicle and trailer) of greater than 25.9m total length.

- Road based AILs fall into three principal classifications:

- Special order for the heaviest, widest or longest loads. Any AIL greater than 150 tonnes gross vehicle weight or over 6.1m wide or over 30m long is classified as a Special Order load.
- Special type General Order (STGO) for loads not in the Special Order category, but which are over the weight limit for the number of axles, wider than 4.3m or longer than 27.5 m. STGO are sub-divided into three categories (Cat 1, 2 or 3) depending on the gross weight and axle weight. A further STGO category is used for loads over 5m wide, which are referred to as VR1 loads.
- Construction and Use (C&U) for loads that are not in the STGO category but do not qualify as an HGV movement due to their size (width, length or overhang).

3.3 Freight movements

a) HGV movements

3.3.2 During the early years[1], prior to the implementation of the two village bypass and Sizewell link road, SZC Co. estimates there would be up to 600 two-way heavy duty vehicle (HDV, which include HGVs and buses) movements per day (i.e. 300 HDV movements in each direction) travelling from the wider highway network to/from the main development site. It is envisaged that prior to the proposed main development site roundabout access being operational, the majority (circa 75%) of the HGVs travelling to/from the main development site will route via the Sizewell B entrance, with the remaining HGVs accessing/egressing the main development site via the secondary site entrance.

3.3.3 In addition, during the early years, there will be up to 280 two-way HGV movements per day (i.e. 140 HGV movements in each direction) shuttling between the Land East of Eastlands Industrial Estate (LEEIE) and the main development site. Prior to the main development site access being operational, the HGVs routing between the LEEIE and the main development site will access the main development site via the secondary site entrance.

3.3.4 During the peak construction period, once the two-village bypass and Sizewell link road are operational, the number of HGVs travelling from the wider highway network to/from the main development site on the busiest day would be 700 two-way HGV movements (i.e. 350 HGV movements in

[1] The definition of early years is provided at the beginning of this document

each direction). On a typical day it is expected that there would be 500 two-way HGV movements per day (i.e. 250 HGV movements in each direction).

3.3.5 In addition, there would be up to 140 two-way HGV movements per day (i.e. 70 HGV movements in each direction) shuttling between the LEEIE and the main development site at peak construction.

3.3.6 At peak construction the majority of HGVs would access/egress the main development site via the main site access roundabout on the B1122. However, it is likely that the secondary site entrance would continue to be used by some HGVs from the LEEIE and would remain available to be used as an alternative access in the event of an event or incident disrupting the use of the main site access roundabout.

3.3.7 During the construction of the associated development sites, there would be the following peak number of HGV two-way movements per day routing to/from each of the associated development sites:

- Two village bypass – 120 two-way HGVs per day;
- Sizewell link road – 200 two-way HGVs per day;
- A12 / B1122 roundabout, Yoxford – 20 two-way HGVs per day;
- Northern park and ride – 42 two-way HGVs per day;
- Southern park and ride – 42 two-way HGVs per day; and
- Freight management facility – 42 two-way HGVs per day.

b) LGV movements

3.3.8 LGVs will undertake small-scale deliveries to the main development site during the early years of construction.

3.3.9 During the early years there are estimated to be up to 250 two-way LGV movements per day (i.e. 125 LGV movements in each direction) to/from the main development site.

3.3.10 During the peak construction period, once the two-village bypass and Sizewell link road are operational, LGVs would undertake small-scale deliveries to the main development site and postal deliveries would be required to use the postal consolidation facility located at the southern park and ride site, instead of going to the main development site. The number

of LGV movements estimated to be generated per day during the construction peak are:

- Total: 700 two-way LGV movements per day (350 deliveries):
  - main development site: 75% (525 two-way LGV movements); and
  - postal consolidation facility: 25% (175 two-way LGV movements).

3.3.11 4 two-way LGV movements per day (2 LGVs each way) are expected to transfer the consolidated postal deliveries between the postal consolidation facility and the main development site via the A12 and Sizewell link road.

c) AIL movements

3.3.12 There are two types of AILs to be delivered for the Sizewell C Project:

- Permanent equipment required for the power station; and
- Temporary construction equipment required for the construction of the main development site.

d) Permanent equipment AILs

3.3.13 There is a need to deliver a number of large AILs to the main development site, which are permanent elements of the power station. These are referred to as 'permanent equipment' AILs within this **CTMP**. There are forecast to be 389 permanent equipment AILs delivered to the main development site during the construction period.

3.3.14 A permanent beach landing facility (BLF) is proposed to be constructed at the main development site to provide the ability to deliver the permanent equipment AILs by sea throughout the construction period to remove heavy and oversized loads from the road network. The permanent BLF will also be used infrequently during the operational phase for the delivery of AILs.

3.3.15 Once construction of the permanent BLF is complete, annual campaign periods (approximately April to October) are expected for a total of approximately four years, which would result in approximately 400 beach landings at the permanent BLF within the course of the construction period.

e) Temporary construction AILs

3.3.16 In addition to the permanent equipment AILs, there will also be a need for temporary equipment (e.g. excavators, cranes, dump trucks etc) to be delivered for the construction of the main development site, which are referred to as temporary construction AILs within this **CTMP**.

3.3.17 With regards to the temporary construction AILs, as a worst case, these have all been assumed to be transported by road in order to agree robust police escort requirements with Suffolk Constabulary, which is summarised in **Section 7** of this **CTMP**. However, SZC Co. shall adhere to the Department for Transport's water preferred policy, which requires Special Order and VR1 loads to be delivered via a coastal or inland waterway route instead of road, where it is feasible.

3.3.18 The precise number of temporary construction AILs per year required for the construction period of the Sizewell C Project is not known at this stage but the most accurate data available is from Hinkley Point C for the construction to date and this has been used to inform this **CTMP**.

3.3.19 **Table 3.1** provides a summary of the category of Hinkley Point C temporary construction AIL two-way movements (i.e. both in and out of the site) completed during the years 2017 – 2020:

- the 2017 and 2018 AIL data from Hinkley Point C is considered to be representative of the early years of the Sizewell C Project, prior to the delivery of the Sizewell link road and two village bypass (i.e. these will all route along the existing A12 (north or south) and the B1122); and
- the 2019 and 2020 AIL data from Hinkley Point C is considered to be representative of the peak construction period of the Sizewell C Project once the Sizewell link road and two village bypass are operational.

Table 3.1 – Category of temporary construction AILs forecast for Sizewell C (two-way movements)

AIL Category	Early years AILs via B1122		Peak construction AILs via Sizewell link road	
	Y1 (HPC 2017)	Y2 (HPC 2018)	Y3 (HPC 2019)	Y4 (HPC 2019)
Special Order	2	7	6	1
VR1	31	20	3	1
STGO 3	169	189	454	243
STGO 2	308	202	470	312
STGO 1	55	141	191	122
C&U	1,598	432	429	399
Total	**2,163**	**991**	**1,553**	**1,078**

3.3.20 **Table 3.1** shows that there are expected to be 2-33 Special Order/VR1 AIL movements per year to/from the main development site, which equates to 0.2-2.7% of annual temporary construction AILs. The vast majority of the AILs are expected to be classified as STGO or C&U loads.

3.3.21 **Table 3.2** provides a breakdown of the widths of the temporary construction AILs.

Table 3.2 – Width of temporary construction AILs forecast for Sizewell C (two-way movements)

AIL Width	Early years AILs via B1122		Peak construction AILs via Sizewell link road	
	Y1 (HPC 2017)	Y2 (HPC 2018)	Y3 (HPC 2019)	Y4 (HPC 2019)
>5.0m	31 (1.4%)	24 (2.4%)	9 (0.6%)	0 (0%)
>4.4m – 5.0m	14 (0.6%)	21 (2.1%)	3 (0.2%)	15 (1.4%)
>3.5m – 4.4m	1,005 (46%)	67 (7%)	119 (8%)	83 (8%)
>2.9m – 3.5m	953 (44%)	661 (67%)	931 (60%)	635 (59%)
≤ 2.9m	160 (7%)	218 (22%)	491 (32%)	345 (32%)
Total	**2,163**	**991**	**1,553**	**1,078**

3.3.22 **Table 3.2** shows that 0.8 – 4.5% of the temporary construction AILs are expected to be >4.4m wide. In year 1, 46% of the temporary construction AILs are forecast to be 3.5-4.4m wide, which reduces to 7 or 8% in subsequent years. In year 1, 51% of the temporary construction AILs are forecast to be 3.5m wide or less, which increases to 89-92% in subsequent years.

3.3.23 **Table 3.3** summarises the number of days that temporary construction AIL movements occur on as well as the average and maximum number of AIL movements.

Table 3.3 – Frequency of temporary construction AIL movements

	Early years AILs via B1122		Peak construction AILs via Sizewell link road	
	Y1 (HPC 2017)	Y2 (HPC 2018)	Y1 (HPC 2017)	Y2 (HPC 2018)
Number of days AIL movements occur	280	207	258	244
% days with AIL movements	77%	57%	70%	67%
Average AIL movements on days they occur	7	5	6	4
Average AIL movements per day (365 days)	6	3	4	3
Maximum AIL movements per day	23	20	26	17
Total	**2,163**	**991**	**1,553**	**1,078**

3.3.24 It can be seen from **Table 3.3** that 57–77% of the days may have temporary construction AIL movements. On the days that the AIL movements occur there is expected to be an average of 4-7 AIL movements with a peak of 26 movements in a day. However, as shown in **Table 3.2**, the majority of these AILs will be 3.5m wide or less.

3.3.25 The management of AILs is summarised in **Section 7** of this **CTMP**.

3.4 HGV origins and routes

a) HGV origins

3.4.2 For concrete making materials, the strategy is to replicate, as far as practical, experience at Hinkley Point C. The bulk materials are proposed to be delivered by rail or sea except for smaller quantities, specialist materials or more reactive material requirements, which are better suited to road.

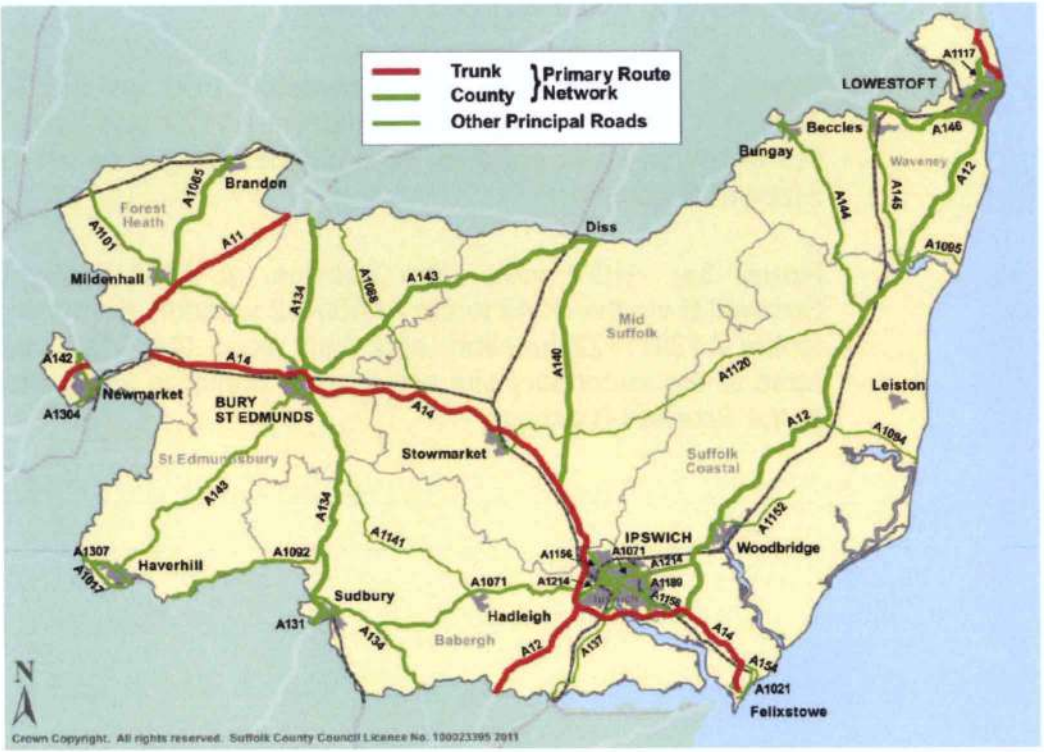
3.4.3 SZC Co. has been working with the Suffolk Chamber of Commerce to develop the local supply chain. As such, there is expected to be some HGVs originating from the local area. This could include items such as consumables, general stores, catering/food supplies, skips, small plant etc. The monitoring of all HGV movements during the construction period, including any from the local area, is summarised in **Section 4** of this **CTMP.**

3.4.4 It is envisaged that the majority of HGVs would arrive from the A12 (south), with a small proportion arriving from the north via the A12 (north) or A145.

b) Suffolk principal transport network

3.4.5 SCC's Local Transport Plan Part 1 (Ref 3.1) provides information on Suffolk's highway network. **Plate 3.1** shows the trunk, county, and other principal roads in Suffolk. The A14 and A12 south of the A14 form part of the trunk road network and are managed by National Highways. In the vicinity of the Sizewell C main development site, the A12, A144 and A145 all form part of the County primary route network.

Plate 3.1: Trunk, county and other principal roads in Suffolk



c) Sizewell C construction HGV routes

3.4.6 This section of the **CTMP** summarises the proposed HGV routes to and from the main development site during the construction period of the Sizewell C Project. The proposed HGV routes utilise trunk and county roads that form part of the primary route network as set out in **Plate 3.1**. The exception to this is the B1122, which is classified as a zone distributor route (i.e. a road within a zone serving as a route directly to a location).

3.4.7 During both the early years and peak of the construction period, HGVs arriving from the south will be required to route via the Strategic Road Network (SRN) on their journey to/from the main development site (with the exception of using the local highway network between their origin and their nearest access to the SRN). The SRN in the vicinity of the freight management facility is identified on **Plates 3.2** and **3.3**.

3.4.8 In terms of the HGV routes on the local highway network, HGVs to and from the main development site must use the following HGV routes during the early years, which are illustrated in **Plate 3.2**:

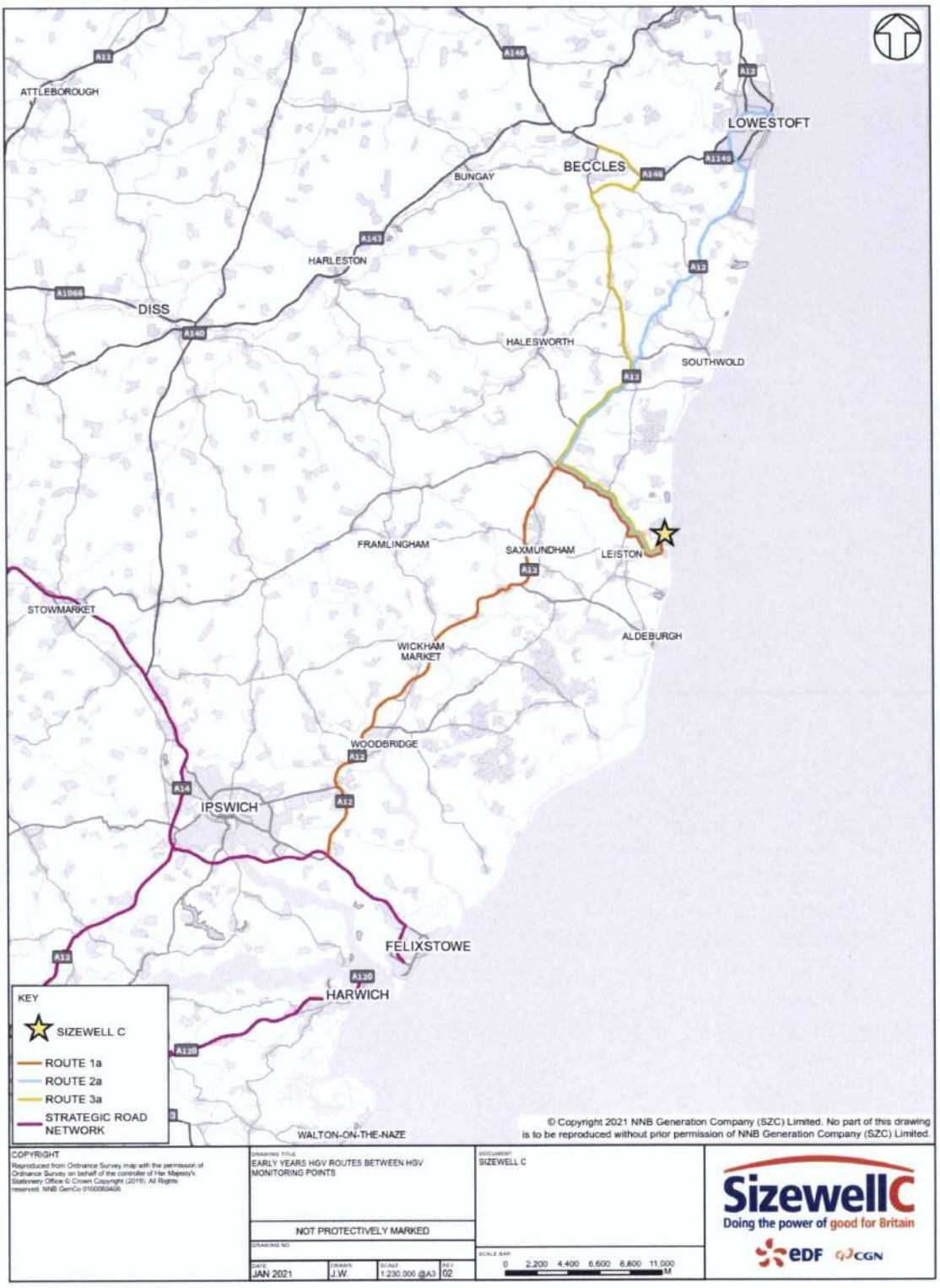
- **Route 1a:** HGV route from the A12/A14 junction at Seven Hills via the A12 to the A12/B1122 junction and then along the B1122 and

Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.

- **Route 2a:** HGV route from Lowestoft Port via the A12 to the A12/B1122 junction and then along the B1122 and Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.

- **Route 3a:** HGV route from Beccles (at A145/A146 junction) to Sizewell B via the A145 to the A145/A12 junction, then along the A12, to the A12/B1122 junction, and then along the B1122 and Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.

Plate 3.2 – Early Years HGV routes prior to two village bypass and Sizewell link road



3.4.9 In terms of the HGV routes on the local highway network once the two village bypass and Sizewell link road are operational, HGVs to and from the main development site must use the following HGV routes, which are illustrated in **Plate 3.3**:

- **Route 1b:** HGV route from the A12/A14 junction at Seven Hills via the A12 (two village bypass) to the junction of A12/Sizewell link road and then along the Sizewell link road to the main development site.
- **Route 2b:** HGV route from Lowestoft Port via the A12 to the A12/B1122 junction and then along the B1122 to the Middleton Moor link road, which connects to the Sizewell link road and then along the Sizewell link road to the main development site.
- **Route 3b:** HGV route from Beccles (at A145/A146 junction) via the A145 to the A145/A12 junction, then along the A12 to the A12/B1122 junction, and then along the B1122 to Middleton Moor link road which connects to the Sizewell link road and then along the Sizewell link road to the main development site.

Plate 3.3 – Peak construction period HGV routes once two village bypass and Sizewell link road are operational

3.5 AIL origins and routes

3.5.1 The vast majority of the permanent equipment AILs will originate from Europe. The temporary construction AILs will primarily originate from the UK from a wide number of sources. SZC Co. shall adhere to the Department for Transport's water preferred policy, which requires Special Order and VR1 loads to be delivered via a coastal or inland waterway route instead of road, where it is feasible. The permanent BLF will be utilised for the delivery of AILs by sea in accordance with the water preferred policy.

3.5.2 With regards to road based AIL movements, an extract of the National Highways map of preferred routes for high and heavy AIL movements (Ref 3.2) is provided as **Plate 3.4** below.

Plate 3.4 – Highways England heavy load route

3.5.3 Lowestoft to Sizewell forms heavy load route 100 (HR100), which is Category D with 260te gross on 12 axles and 295te gross on 14 axles.

3.5.4 Wynns, an AIL specialist consultancy, has been commissioned by SZC Co. to undertake an assessment of the AIL routes. Consideration has been given to AIL routes from the north and south of the main development site.

3.5.5 The AIL route from the south will be as follows:

- Road based AILs that originate from the south of the main development site would route via the A14/A12 Seven Hills junction, A12 (south) and the B1122 in the early years and the Sizewell link road once operational.

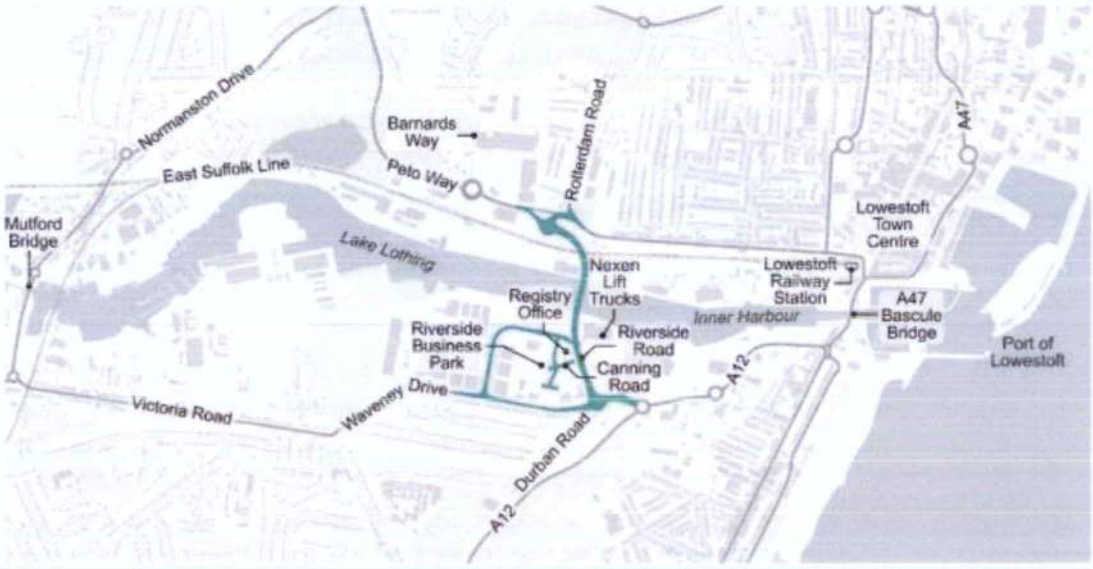
3.5.6 There are options for routing road based AILs from the north, depending on their category. As part of the Wynns study, Lowestoft Port has confirmed that Belvedere yard is now within their ownership, which could be utilised for the delivery of heavy AILs from the port to the main development site. Belvedere yard is on the south bank of the Inner Harbour and Lake Lothing. SCC has confirmed that the route from Belvedere yard and A12 to the main development site is capable of accommodating C&U and STGO loads. Structural surveys shall be undertaken by SZC Co. and approved by SCC to confirm its use for AILs as secured in Schedule 16 of the **DoO** (Doc Ref. 8.17(H)).

3.5.7 Alternative AIL routes from the North Quay at Lowestoft are limited in terms of weight restrictions at the Bascule Bridge, which has a gross weight limit of 88 tonnes and Mutford Lock Bridge on the A1117, which has a gross weight limit of 80 tonnes.

3.5.8 SCC is currently constructing a new crossing at Lake Lothing, which is due to be completed in 2023. It is understood to be able to accommodate SOV 196 loadings. Therefore, the bridge would have a gross weight limit of circa 196 tonnes, depending on the exact vehicle configuration proposed. This will offer additional options for AILs to be transported from Lowestoft North Quay to the main development site.

3.5.9 **Plate 3.5** illustrates the proposed Lake Lothing crossing currently being constructed and also the existing crossings at Bascule bridge and Mutford Lock bridge.

Plate 3.5 – Lake Lothing Crossing, Lowestoft



3.5.10 In summary, the AIL route options from Lowestoft port will be as follows, depending on the AIL category and exact vehicle configuration proposed:

- Belvedere yard at Lowestoft port, A12 and B1122 in the early years and the A12/B1122 Yoxford roundabout, B1122, Middleton Moor link and Sizewell link road, once operational; or
- North quay at Lowestoft port, via Bascule bridge/ Mutford lock bridge/ Lake Lothing Crossing, A12 and B1122 in the early years and A12/B1122 Yoxford roundabout, B1122, Middleton Moor link and Sizewell link road, once operational.

4 FREIGHT STRATEGY PRINCIPLES

4.1 Introduction

4.1.1 This section first summarises the overarching freight strategy principles and then sets out measures to minimise the volume of freight by road.

4.1.2 This section goes on to summarise the management measures that SZC Co. must implement as part of the **CTMP** to manage HGV movements to/from the main development site from the wider network during the construction period.

4.1.3 Finally, this section summarises the management measures for HGV movements between the LEEIE and main development site during the construction period.

4.2 Freight strategy principles

4.2.1 Construction of Sizewell C will require large volumes of freight to be transported to the main development site. The principles informing SZC Co.'s overall strategy for managing materials and freight movements are as follows:

- First, wherever practical and cost effective, SZC Co. has sought to reduce the volume of material that requires movement off-site, either through the re-use of excavated material as fill, landscaping, or via the deployment of the borrow pit to both source material on-site and deposit of other material.
- Secondly, where materials must be imported to, or exported from the main development site, SZC Co. has sought to seek to move bulk materials by sea or rail where this is practical and cost effective.
- Thirdly, where movement of materials by road remains necessary, SZC Co. will manage this in a way which reduces local impacts via the use of defined routes for HGVs, and the implementation of systems which can monitor and manage HGV movements to/from the main development site.

4.3 Measures to minimise the volume of freight by road

1.1.1 The freight strategy for the Sizewell C Project seeks to minimise the volume of traffic associated with the construction of the Sizewell C Project as far as

reasonably practical, through the delivery of the following measures and infrastructure:

- Re-use and storage of excavated material;
- the permanent and temporary BLFs;
- Saxmundham to Leiston branch line rail improvements;
- rail siding at LEEIE; and
- green rail route.

4.3.1 The freight strategy is intended to result in 60% of the construction materials being delivered to site by rail or sea, with the remaining 40% of material being delivered by road over the course of the construction period.

a) Re-use and storage of excavated material

4.3.2 Where possible, excavated materials must be kept on-site and re-used in order to minimise HGV traffic on the highway network.

4.3.3 Any HGV movements associated with waste being taken on or off the main development site must be included in the proposed daily HGV limits.

b) Beach landing facilities

4.3.4 SZC Co. will construct a permanent and temporary BLF at the main development site to allow for the delivery of AILs throughout the construction period and during the operational phase in accordance with the Department for Transport's water preferred policy.

4.3.5 In addition to the permanent BLF, SZC Co. proposes to provide a temporary BLF at the main development site to deliver bulk construction materials, such as aggregate, by sea in order to reduce the amount of construction material delivered by road.

c) Saxmundham to Leiston branch line rail improvements

4.3.6 During the early years of construction, SZC Co. will carry out upgrades to the track and, where necessary, level crossings on the Saxmundham to Leiston branch line so that the Saxmundham to Leiston branch line is able to handle the freight trains required for the Sizewell C Project.

d) Rail siding at LEEIE

4.3.7 Prior to the green rail route being operational, SZC Co. proposes to construct a temporary single railway track with railway sidings and a passing loop for the locomotive within the LEEIE. This will enable two trains per day to be brought in via the Saxmundham to Leiston branch line in the early stage of the construction period. Freight will then be transferred by road using HGVs between the LEEIE and the main development site. This will reduce the number of HGVs on the wider highway network travelling to/from the main development site.

e) Green rail route

4.3.8 The green rail route will involve the construction of a temporary rail extension which will branch off the upgraded Saxmundham to Leiston branch line into the main development site. The purpose of the green rail route is to facilitate the delivery of up to four trains per day (eight movements) direct into to the main development site during peak construction.

4.4 Measures to manage HGVs to/from the main development site

4.4.1 The freight strategy for the Sizewell C Project seeks to manage HGV deliveries to/from the main development site from the wider highway network through the implementation of the following measures:

- Monitoring of rail/marine and road freight mode share;
- prescribed HGV routes;
- capping of HDV/HGV movements;
- monitoring of HDV/HGV targets;
- HGV timing restrictions;
- delivery management system (DMS);
- freight management facility;
- signage strategy;
- driver induction and rules;

- welfare facilities and use of laybys;
- best practice in fleet operations;
- HDV emission standards; and
- communications strategy.

4.4.2 AILs are excluded from the above measures and a package of separate management measures are proposed in **Section 7**.

a) Monitoring of rail/marine and road freight mode share

4.4.3 SZC Co. must monitor the mode of delivery of construction materials in terms of rail, marine or road with the use of the delivery management system, which is detailed later in this section.

4.4.4 The freight strategy is intended to result in 60% of the construction materials being delivered to site by rail or sea, with the remaining 40% of material being delivered by road over the course of the construction period. Where cost effective and practicable, SZC Co. will aspire to achieve a greater than 60% mode share of construction materials delivered by rail or sea. Monitoring of the freight mode share will be provided to the TRG on an annual basis as set out in **Section 8** of the **CTMP**.

b) HGV routes

4.4.5 HGVs travelling to/from the main development site from the wider highway network must comply with the HGV routes set out in **Section 3**. The HGV routes in the early years are Routes 1a, 2a and 3a (**Plate 3.2**) and the HGV routes are Routes 1b, 2b and 3b (**Plate 3.3**) in the peak construction period, once the two village bypass and Sizewell link road are operational. In addition, HGVs arriving/departing to/from the south must route via the SRN as shown in **Plates 3.2** and **3.3**.

4.4.6 All HGVs must be tracked using GPS technology to monitor compliance with the proposed HGV routes. The specification for the GPS tracking system is set out later in this section.

4.4.7 There are expected to be some HGVs originating from the local area, which could include items such as consumables, general stores, catering/food supplies, skips, small plant etc. Any HGVs originating from the local area, must be tracked using GPS technology and comply with the HGV routes. The routes utilised by any local supplier HGVs to access the HGV routes must be approved by the TRG.

4.4.8 The **Consolidated Transport Assessment** [REP2-052] assessed 85% of HGVs to/from the south and 15% to/from the north. Monitoring data of the actual split of HGV routes will be provided to the TRG as part of the monitoring reports, as summarised in **Section 8** of this **CTMP**.

c) Daily caps and targets on HDV/HGV movements to/from the main development site

4.4.9 SZC Co. must control the number of HDV/HGV movements to/from the main development site from the wider highway network that are permitted as part of the Sizewell C construction works. SZC Co. must limit the number of HDV/HGV movements in accordance with the Sizewell C HDV/HGV limits set out in this section. These Sizewell C HDV/HGV limits have been derived based on the HDV/HGV movements set out in the **Consolidated Transport Assessment** [REP2-052].

i. Daily HDV/HGV caps

- Monday to Friday:
  - **Early years daily HDV cap**: during the early years, unless and until the Sizewell link road and two village bypass are available for use, there will be no more than 600 two-way HDV (i.e. HGVs and bus) movements per day (300 HDVs each way) associated with Sizewell C routing through Theberton and Middleton Moor on the B1122. This includes HGVs for the construction of the main development site (including construction of LEEIE), Sizewell B relocated facilities, Green Rail Route, and Lover's Lane improvements, water tankers associated with the desalination plant, and any HGVs for the construction of the Sizewell link road. In addition, any Sizewell C park and ride or direct buses are also included in the early years daily HDV cap.
  - **Peak construction daily HGV cap**: during the remainder of the construction period, there will be no more than 700 two-way HGV movements per day (350 HGVs each way) associated with Sizewell C routing along the Sizewell link road. This includes HGVs for the construction of the main development site as well as any HGVs from the wider network routing to/from the LEEIE.

- Saturday:
  - **Early years daily HDV cap**: during the early years, unless and until the Sizewell link road and two village bypass are available for use, there will be no more than 500[2] two-way HDV (i.e. HGVs and bus) movements per day (250 HDVs each way) associated with Sizewell C routing through Theberton and Middleton Moor on the B1122.
  - **Peak construction daily HGV cap**: during the remainder of the construction period, there will be no more than 500[3] two-way HGV movements (250 HGVs each way) associated with Sizewell C per day routing along the Sizewell link road.
- Sundays and public holidays:
  - There will be no Sizewell C HDV movements to/from the main development site from the wider highway network on Sundays or on public holidays, unless otherwise agreed with ESC and SCC.

4.4.10 Monitoring and enforcement of the early years daily HDV caps will be achieved by use of a GPS geofence on the B1122 located to include Theberton and Middleton Moor. Monitoring and enforcement of the peak construction daily HGV caps will be achieved by use of a GPS geofence on the Sizewell link road, east of the junction with the Middleton Moor link road. The HDV/HGV caps must be monitored via the delivery management system (DMS), which is summarised later in this section.

4.4.11 HGVs from the wider highway network to/from the LEEIE shall be controlled via the maximum daily HDV/HGV cap, however, HGVs shuttling between LEEIE and the main development site are not included in the maximum daily HDV/HGV limits and the management of these HGVs is summarised later in this section. Likewise, AIL movements to/from the main development site are excluded from the maximum daily limits on HGV movements and shall be managed and monitored separately as set out in Sections 7 and 8 of this **CTMP**.

[2] This includes HGVs for the construction of the main development site (including construction of LEEIE), Sizewell B relocated facilities, Green Rail Route, and Lover's Lane improvements, water tankers associated with the desalination plant, and any HGVs for the construction of the Sizewell link road. In addition, any Sizewell C park and ride or direct buses are also included in the early years daily HDV cap.

[3] This includes HGVs for the construction of the main development site as well as any HGVs from the wider network routing to/from the LEEIE.

4.4.12 SZC Co. must implement and monitor compliance with the Sizewell C daily HDV/HGV limits. **Section 8** sets out the monitoring and review strategy for this **CTMP**.

4.4.13 Individual contractors shall be allocated capping limits by SZC Co. and compliance with allocated capping limits will be a condition of their contract. These contractual limits will be an incentive for the contractors to maximise the efficiency of their deliveries in order to keep within their daily HGV allocation (e.g. by maximising payload, using empty space of return journeys from site, and minimising waste both on-site and at source).

ii. Daily quarterly average HGV target

4.4.14 Once the Sizewell link road and two village bypass are operational, there will be a quarterly average HGV target of an average of 500 two-way HGV movements per day in any given quarter (e.g. 3 month rolling period from Sizewell link road first being available). This quarterly average daily HGV target must be applied to all HGV movements associated with Sizewell C routing along the Sizewell link road until the end of the construction period.

4.4.15 Not meeting the target on a persistent basis would trigger a review by the TRG, including consideration of the marine/rail/road split, and whether any action should and can practically and reasonably be taken. As set out in **Section 8**, the TRG is to be provided with a weekly summary of the DMS data, which would provide early warning to the TRG of risk of not meeting the daily quarterly average HGV target and other commitments in this **CTMP**.

iii. Peak hour HDV / HGV caps

4.4.16 Sizewell C HDV / HGV movements are subject to the following caps during the weekday network peak hours of 08:00-09:00 and 17:00-18:00:

- **Early years peak hour HDV caps:** during the early years, unless and until the Sizewell link road and two village bypass are available for use, there must be no more than 57[4] two-way HDV movements during the weekday morning peak hour (08:00 - 09:00) and 34 two-way HGVs during the weekday evening peak hour (17:00 - 18:00) associated with Sizewell C routing through Theberton and Middleton Moor on the B1122; and

[4] This includes HGVs for the construction of the main development site (including construction of LEEIE), Sizewell B relocated facilities, Green Rail Route, and Lover's Lane improvements, water tankers associated with the desalination plant, and any HGVs for the construction of the Sizewell link road. In addition, any Sizewell C park and ride or direct buses are also included in the early years daily HDV cap.

- **Peak construction peak hour HGV caps:** during the remainder of the construction period, there must be no more than 63[5] two-way HGV movements during the weekday morning peak hour (08:00 - 09:00) and 42 two-way HGV movements during the weekday evening peak hour (17:00 - 18:00) associated with Sizewell C routing along the Sizewell link road.

iv. Shoulder peak hour HDV / HGV targets

4.4.17 In addition to the peak hour HDV / HGV caps, Sizewell C HDV / HGV movements are subject to the following targets during the weekday shoulder peak hours of 07:00-08:00 and 16:00-17:00:

- **Early years shoulder peak hour HDV target:** during the early years, unless and until the Sizewell link road and two village bypass are available for use, there will be a target of 47 two-way HDV movements during the weekday morning shoulder peak hour (07:00 - 08:00) and 42 two-way HDVs during the weekday evening shoulder peak hour (16:00 - 17:00) associated with Sizewell C routing through Theberton and Middleton Moor on the B1122; and

- **Peak construction shoulder peak hour HGV target:** during the remainder of the construction period, there will be a target of 52 two-way HGV movements during the weekday shoulder morning peak hour (07:00 - 08:00) and 53 two-way HGV movements during the weekday evening shoulder peak hour (16:00 - 17:00) associated with Sizewell C routing along the Sizewell link road.

d) HGV timing restrictions

4.4.18 In addition to the daily and peak hour caps and targets on the number of HGV movements set out above, the Sizewell C HGV movements are subject to the following timing constraints for the start and end of the day:

- **Monday to Friday:** During the early years, there must be no HGVs associated with Sizewell C routing through Theberton and Middleton Moor on the B1122 after 23:00 and before 07:00. In addition, throughout the entire construction period there must be no HGVs associated with Sizewell C routing on the HGV routes within the

[5] Peak construction period HGVs to/from the main development site are based on 4 trains per day and the temporary BLF for the delivery of bulk materials and the busiest day assessment. It includes HGVs for the construction of the main development site as well as any HGVs from the wider network routing to/from the LEEIE.

Suffolk boundary north of the A12/A14 Seven Hills junction after 00:00 and before 06:00.

- **Saturday:** Sizewell C HGVs must be limited to arrive at the main development site between the hours of 08:00-13:00. The latest departure of Sizewell C HGVs from the main development site must be 14:00. In addition, throughout the entire construction period there must be no HGVs associated with Sizewell C routing on the HGV routes within the Suffolk boundary north of the A12/A14 Seven Hills junction after 00:00 and before 06:00.

- **Sundays and public holidays:** There shall be no Sizewell C HGV movements to/from the main development site from the wider highway network on Sundays or on public holidays, unless otherwise agreed with ESC and SCC.

4.4.19 These HGV timing restrictions will not apply to AILs. Further details on the management of AILs, including timing restrictions, are provided in **Section 7**.

e) Delivery management system

4.4.20 SZC Co. must implement a web-based delivery management system (DMS), which will control bookings of HGV, LGV and AIL deliveries to/from the main development site as well as track HGVs to monitor compliance with the HGV routes to/from the main development site. The DMS shall also be used to monitor the number and routing of HGVs to/from the associated development sites during their construction, which is summarised in **Section 5** of this **CTMP**.

4.4.21 Within this **CTMP** the vehicle booking system is referred to as DMS-booker and the HGV tracking solution is referred to as DMS-tracker. Jointly the DMS-booker and DMS-tracker is the DMS.

4.4.22 The DMS will be used to achieve the following objectives:

- Minimise the impact of the construction of the Sizewell C Project on the local community;

- Demonstrate compliance with the **CTMP** through the provision of accurate monitoring data; and

- Effectively plan all HGV movements to/from the main development site and associated development sites in accordance with the construction programme to maximise construction and site efficiency.

4.4.23 The DMS will achieve the objectives by enabling the following to be undertaken:

- Regulate the flow of HGVs to/from the main development site by providing a set number of delivery slots per day and hours (in accordance with the Sizewell C HDV/HGV limits and timing restrictions set out above).
- Actively monitor compliance with the HDV/HGV limits, targets and timing restrictions;
- Actively monitor compliance of the HGV routes to/from the main development site and the associated development sites during their construction.
- Actively monitor compliance with EURO VI standards for HDVs travelling to/from the main development site and the associated development sites.
- Actively monitor the number of LGV and AIL movements to/from the main development site each day.
- Actively monitor the number of HGV movements to/from the associated development sites each day during their construction.

4.4.24 The DMS must be operational from commencement of the construction period of the Sizewell C Project and for the duration of the construction period. The use of the DMS must be a requirement of contracts with contractors.

4.4.25 Such systems have proven effective in controlling the flow of traffic on construction projects by reducing the number of vehicles that arrive at any given time, especially at peak times. In addition, they have reduced the element of vehicle queuing at sites that is associated with the "arrive anytime" scenario.

4.4.26 This section of the **CTMP** sets out the requirements the DMS must achieve. Prior to commencement of construction, details of the procured DMS, including the extent of GPS geofences and GPS solution for smaller suppliers, must be submitted to and approved by SCC, in consultation with

ESC and National Highways. The DMS technical specification is referred to as the 'traffic management and monitoring system' (TMMS), which is secured through an obligation in Schedule 16 of the **DoO** (Doc Ref. 8.17(H)).

4.4.27 **Appendix A** summarises the process of an HGV movement to/from the main development site and the key tasks and responsibilities. All of the tasks will be required for HGV movements and some will be required for LGV and AIL movements to/from the main development site. **Appendix A** identifies the tasks required for HGV, LGV and AIL movements to/from the main development site.

i. DMS-booker

4.4.28 SZC Co. must require contractors to pre-book all HGV, LGV and AIL deliveries to the main development site and associated development sites (during their construction) during the construction period through the DMS-booker by providing details of the planned delivery. Bookings must be able to be made by contractors up to a predefined period in advance of the delivery day.

4.4.29 The details of the planned delivery to be recorded in the DMS-booker must include:

- Delivery date and time;
- Driver details (e.g. name, driving licence number, expiry date and country);
- Vehicle details (e.g. vehicle classification, vehicle registration, haulage company, vehicle emission standards); and
- Movement details (e.g. origin, destination, HGV route).

4.4.30 Bookings will require approval by SZC Co. and contractors must be issued with confirmation and a unique reference code for their booking. The specifics of the DMS must include:

- mandatory advance booking (i.e. no booking, no admittance to the main development site or associated development site);
- confirmed booking to relate to a specific vehicle (i.e. vehicle registration number);

- capability to amend bookings in advance of the delivery (up to a predefined period in advance of the delivery day); and
- capability to cancel bookings and if a scheduled delivery is cancelled, it shall not be counted against the HDV/HGV caps as no delivery/movement will have occurred.

4.4.31 The DMS-booker will provide SZC Co. with a daily schedule of the expected HGV, LGV and AIL deliveries to the main development site on a specified day.

4.4.32 The DMS-booker will record the planned and actual arrival time HGV, LGV and AIL deliveries as well as the actual departure time.

4.4.33 The DMS-booker will include a live movement counter of HGVs into and out of the main development site to ensure DCO compliance with freight movements.

f) DMS-tracker

4.4.34 The purpose of the DMS-tracker is to monitor compliance with the HGV routes to/from the main development site. The DMS-tracker must utilise GPS technology to:

- track HGVs on the HGV routes to/from the main development site;
- provide live notifications to SZC Co. of HGVs not adhering to the HGV routes;
- enable auditing to allow investigation into why any HGVs deviate from the HGV route;
- enable auditing of compliance with the HGV caps, targets and timing limits based on GPS geofences; and
- enable communication with drivers via sub-contractors/ hauliers in the event of an incident on the highway network requiring the activation of the **TIMP** (Annex M of the DoO Doc Ref. 8.17(G)).

4.4.35 In order to meet the above objectives, the DMS-tracker will need to:

- be able to be used by all contractors operating HGVs to/from the main development site and associated development sites during their construction;

- enable HGVs to be designated a HGV route at the time of booking a DMS slot, depending on their origin;
- provide a mapping interface to give real time visibility of Sizewell C HGV locations to monitor movement on the HGV routes;
- use geofences, a virtual boundary, to alert the delivery team in the event of a driver deviating from a HGV route, confirming location, vehicle, driver, date and time of occurrence;
- use geofences to give real time visibility of HGVs on the strategic road network on their approach to/from the main development site, the extent of the geofence to be agreed with SCC, in consultation with National Highways and ESC, as part of the approval of the TMMS;
- enable HGVs arriving from the south to only route to the freight management facility en-route to the main development site but not on the return journey;
- enable HGVs arriving from the north to be tracked without needing to route via the freight management facility or another facility.

4.4.36 The DMS-tracker system has not been procured yet but through discussions with potential providers, a potential solution that would meet the specification set out in this **CTMP** would be to:

- Integrate the DMS-tracker via an application programming interface (API) with existing GPS tracking solutions already within HGVs. API is a software intermediary that allows two applications to talk to each other. Based on experience, the larger supply chain partners will already have GPS technology within their HGV fleet. It would be possible for the DMS-tracker to connect into the existing GPS feed of the HGVs to track their journey to/from the main development site and associated development sites.
- Smaller supply chain partners may not have GPS technology fitted within their HGV fleet and therefore one possible solution could be the development of a smart phone app to allow integration with the DMS-tracker and for HGV movements to be tracked.

g) Freight management facility

4.4.37 SZC Co. must provide a freight management facility at Seven Hills to manage HGVs during the construction period of the Sizewell C Project.

4.4.38 Prior to the freight management facility being operational, the management of HGVs must be through the DMS.

4.4.39 The purpose of the freight management facility is to:

- Allow a controlled pattern of deliveries to the main development site;
- Verify/approve driver details and the delivery booking in the DMS;
- Perform security checks on vehicles;
- Undertake additional HGV driver induction for all HGVs for their first delivery to the main development site (i.e. beyond the electronic induction as set out later in this section); and
- Hold vehicles in the event of an on- or off-site incident requiring HGV movements on the road network to be temporarily suspended. This is dealt with further in the **TIMP** (Annex M of the DoO Doc Ref. 8.17(G)).

4.4.40 Not all HGVs will be required to route via the freight management facility on their journey to the main development site and no HGVs will be required to route via it on their outbound journey from the main development site. Only those HGVs arriving via the strategic road network (i.e. A14/A12), which will be the majority of HGVs, will be required to route via the freight management facility. However, all HGV movements to/from the main development site must be tracked via the DMS-tracker, regardless of whether they route via the freight management facility or not.

h) Signage strategy

4.4.41 Prior to commencement of construction, SZC Co. must submit a signage strategy for the approval of SCC, in consultation with National Highways and ESC. The purpose of the signage strategy will be:

- to provide details of the temporary signs to direct Sizewell C construction traffic to the main development site and associated development site during their construction. The signs will conform with the Traffic Signs Regulations and General Directions (TSRGD) regulations. The temporary signs must include:

- signs installed on the A14 to direct all Sizewell C traffic to route via the A14 in order to reduce Sizewell C car and LGV related traffic on the B1078 corridor.
- signs to direct HGVs along the proposed HGV routes to the main development site;
- signs to direct traffic along the proposed HGV routes to the associated development sites during their construction; and
- signs to direct Sizewell C traffic to the freight management facility, southern park and ride and northern park and ride during their operation.

- to provide details of changes to permanent traffic signs as a result of changes to the highway network (e.g. two village bypass and Sizewell link road).

i) Driver induction and rules

4.4.42 All HGV drivers must be required to adhere to Driver Rules on their journey to/from the main development site and associated development sites. The Driver Rules must be provided within an electronic Driver Handbook at the time of booking a delivery slot within the DMS, which will also act as an electronic induction prior to a HGV driver's first delivery.

4.4.43 HGVs arriving via the strategic road network (i.e. A14/A12), which will be the majority of HGVs, will be required to route via the freight management facility. In addition to the electronic induction set out in the Driver Handbook, all first time drivers to the main development site must be required to undertake an induction on arrival at the freight management facility to ensure that the driver understands the requirements they must adhere to when travelling to/from the main development site.

j) Welfare facilities and use of laybys

4.4.44 Welfare facilities must be provided at the main development site and freight management facility for drivers to use, which will act to minimise the use of laybys on the HGV routes.

4.4.45 As part of the Driver Handbook, HGV drivers will be notified of the welfare facilities at the freight management facility and main development site and advised not to use laybys on the local highway HGV routes unless for highway safety reasons.

k) Best practice in fleet operations

4.4.46 The Fleet Operator Recognition Scheme (FORS) is a national accreditation scheme for fleet operators. Its aim is to raise the level of quality within fleet operations, by recognising efficient and safe vehicle operators, such as fuel efficiency, carbon emissions, road safety and driver training. FORS accredited firms are expected to deliver continual improvements in these areas.

4.4.47 Companies need to pass an independent assessment of their operation to gain accreditation, which covers an effective risk management process covering their drivers, vehicles and operations. There are three levels of FORS accreditation, which reward excellence: bronze, silver and gold. The FORS database provides information about the status of each accredited organisation.

4.4.48 SZC Co. shall ensure that all contractors are FORS Silver accredited where possible and FORS Bronze as a minimum, unless otherwise agreed with the TRG. Compliance with the FORS accreditation must be monitored through the DMS and reported to the TRG through the monitoring reports.

l) Construction Logistics and Community Safety (CLOCS)

4.4.49 The CLOCS standard is a national industry standard, which defines the primary requirements placed upon the key stakeholders associated with a construction project and places responsibilities and duties on the regulator, the client, the principal contractor controlling the construction site and the supply chain including the operator of any road-going vehicles servicing that project.

4.4.50 SZC Co. must adhere to the CLOCS standard and must ensure compliance of the CLOCS standard through the supply chain.

m) HDV emission standards

4.4.51 EURO Standards are European emission standards that define the acceptable limits for exhaust emissions of new vehicles sold in EU member states. The emission standards are defined in a series of European Union directives staging the progressive introduction of increasingly stringent standards.

4.4.52 SZC Co. must ensure that all HDVs will comply with the requirements of Euro VI emission standards unless it is an exempt vehicle. A formal exemption process will be used for certain HDVs which may be exempt due to being a specialist vehicle; unforeseen circumstances; triviality (i.e. a small number of visits); or being used by a community / local supplier. Any

exempt vehicle must meet Euro V standards where possible, and where not achieved additional information will be provided to the TRG. The totality of the exemptions will account for no more than 8% of HDVs on an annual basis.

4.4.53 Compliance with the EURO emission standards must be monitored through the DMS and reported to the TRG through the monitoring reports.

n) Communication strategy

4.4.54 SZC Co. must distribute an electronic information pack to all contractors involved in the construction period of the Sizewell C Project to be issued to their HGV drivers.

4.4.55 The pack must include key information on the following aspects of the **CTMP**:

- HGV restrictions;
- HGV routes;
- DMS;
- HGV holding locations in the event of an incident;
- default mechanisms for non-compliance;
- location of appropriate rest stops to prevent the use of inappropriate routes/facilities and ensure drivers' needs are appropriately catered for;
- contact information for the delivery team; and
- what to do/not to do if unable to meet their DMS slot.

4.4.56 Any complaints received with regards to Sizewell C freight traffic during the construction period must be summarised by the transport co-ordinator within the monitoring reports as well as any action taken.

4.4.57 SZC Co. must hold regular meetings with its contractors to discuss the management of freight, any issues that arise and how they can be addressed.

o) HGV movements between the LEEIE and main development site

4.4.58 Land East of Eastlands Industrial Estate (LEEIE) is proposed to be used to support construction on the main platform and temporary construction area (TCA). HGVs will shuttle along Lover's Lane between LEEIE and the secondary site access to deliver materials to the main development site.

p) Delivery management system

4.4.59 It is expected that the HGVs shuttling between the LEEIE and the secondary site access would be a dedicated and regular fleet of HGVs. They would be on a fixed circa 1km route along Lover's Lane. These HGVs shall not be tracked via the DMS-tracker but the number of HGV movements per day must be recorded via the DMS-booker and summarised within the monitoring reports issued to the TRG.

q) LEEIE HGV timing restrictions

4.4.60 The HGVs shuttling between the LEEIE and secondary site access must be subject to the following timing constraints:

- **Monday to Friday:** Sizewell C HGVs between LEEIE and the secondary site access must be limited to arrive at the main development site between the hours of 07:00-21:00. The latest departure of Sizewell C HGVs from the main development site must be 23:00.

- **Saturday:** Sizewell C HGVs between LEEIE and the secondary site access must be limited to arrive at the main development site between the hours of 08:00-13:00. The latest departure of Sizewell C HGVs from the main development site must be 14:00.

- **Sundays and public holidays:** There must be no Sizewell C HGV movements on the local highway network on Sundays or on public holidays, unless otherwise agreed with ESC and SCC.

r) Other management measures

1.1.2 The following management measures set out in **Section 4** of this **CTMP** must also apply to HGVs shuttling between LEEIE and the main development site:

- Signage strategy;

- Driver induction and rules;
- Best practice in fleet operations; and
- HDV emission standards.

5 ASSOCIATED DEVELOPMENT SITE HGVS

5.1 Introduction

5.1.1 This section summarises the measures proposed to manage HGV movements to/from the associated development sites during their construction and decommissioning.

5.2 Measures to minimise the volume of freight by road

5.2.1 HGV movements to/from the associated development sites during their construction /decommissioning are proposed to be minimised through the following measures:

- Earthworks must be designed to maximise cut and fill balance in order to prevent material being sent off-site;
- Where associated development sites are to be decommissioned, topsoil and subsoil must be stored on-site in landscape bunds for reuse during the removal and reinstatement works;
- Where buildings are proposed at the associated development sites, waste generation must be further minimised through the use of modular units for proposed buildings; and
- Contractors must also be required to investigate opportunities to minimise and reduce waste generation.

5.3 Management measures for associated development site HGVs

a) HGV routes

5.3.2 HGVs associated with the construction and decommissioning of the associated development sites must adhere to the HGV routes within **Plate 3.1** and **Plate 3.2**. Compliance with the HGV routes will be monitored via the DMS-tracker.

5.3.3 SZC Co. must agree appropriate temporary construction signage with the highway authorities and must provide this signage prior to the start of construction/decommissioning of each of the associated development sites in order to direct HGVs on the appropriate routes.

b) Delivery management system

5.3.4 The number of HGV movements per day to/from the associated development sites during their construction and decommissioning must be recorded via the DMS-booker and summarised within the monitoring reports issued to the TRG.

5.3.5 The DMS shall also enable details of HGV movements per hour to/from the associated development sites during their construction and decommissioning to be made available to the TRG if required.

5.3.6 The TRG will have the remit to consider action if the associated development site HGV movements during their construction consistently exceed the HGV movements assessed.

c) Associated development HGVs included in HDV early years cap

5.3.7 The HDV limits and targets set out in **Section 4** for the number of two-way HDV movements during the early years include HDVs that route through Theberton and Middleton Moor on the B1122 associated with the following activities:

- the construction of the main development site (including construction of LEEIE);
- water tankers associated with the desalination plant;
- Sizewell B relocated facilities;
- Green Rail Route;
- Lover's Lane improvements;
- any HGVs for the construction of the Sizewell link road; and
- any Sizewell C park and ride or direct buses are also included in the early years daily HDV cap.

5.3.8 Therefore, the HGVs for the construction of the associated development sites that route through Theberton and Middleton Moor are included in the caps.

d) HGV timing restrictions

5.3.9 Construction and decommissioning of the associated development sites must ordinarily take place during Monday to Saturday 07:00 to 19:00 hours, with no working on Sundays or bank holidays. However, some activities may require work outside of these hours. Where this is the case, East Suffolk Council must be notified in advance.

e) Temporary traffic management

5.3.10 The majority of the construction and, where proposed, decommissioning, of the associated development sites will be off-line (e.g. not on the highway network). For example, the northern and southern park and ride facilities and freight management facility will be constructed off the public highway and it is only the proposed accesses that will affect the highway itself. Likewise, the two village bypass and Sizewell link road will be constructed away from the public highway but will need to be tied into the existing highway at the proposed junctions. Where possible accesses have been designed to ensure minimum duration of tie into the existing highway network in order to minimise impacts.

5.3.11 During the construction / decommissioning of the associated development sites, there will be a need for temporary traffic management when the proposed junctions are being constructed and tied into the existing highway network. This will be done through the process set out in Article 22 of the **dDCO**.

5.3.12 Contractors must also be required to adhere to the following guidance:

- The Safety at Street Works and Roadworks: A Code of Practice (the Safety Code)
- Chapter 8 of the Traffic Signs Manual
- The Traffic Signs Regulations and General Directions (TSRGD)

5.3.13 Designers and contractors must seek to re-provide facilities such as walkways or dedicated cycling facilities during roadworks to maintain routes for vulnerable road users with minimal disruption.

f) Other management measures

5.3.14 The following management measures set out in **Section 4** of this **CTMP** will also apply to HGVs associated with the construction and decommissioning of the associated development sites:

- Signage strategy;
- Driver induction and rules;
- Welfare facilities and use of laybys;
- Best practice in fleet operations;
- HDV emission standards; and
- Communication strategy.

6 LGV MOVEMENTS

6.1 Introduction

6.1.1 There will be two types of LGVs associated with the construction period of the Sizewell C Project:

- LGV movements associated with the construction of the main development site; and
- LGV movements associated with postal/courier deliveries to the main development site.

6.1.2 This section summarises the measures proposed to manage both of these types of LGV movements during the construction period.

6.2 Management of LGVs to/from the main development site

a) Classification of freight vehicles for monitoring purposes

6.2.2 Whilst LGVs and HGVs have been assessed in the DCO based on standard classifications, for monitoring purposes through this **CTMP**, SZC Co. has adopted a definition of an HGV to be any goods vehicle between 3.5t and 44t. This means that the SZC Co.'s proposed controls on HGV movements to/from the main development site set out in **Section 4** of this **CTMP** will capture a proportion of freight vehicles that would not normally be classified as HGVs.

b) Delivery management system

6.2.3 Evidence from Hinkley Point C demonstrates that the level of LGV movements that have been assessed travelling to/from the main development site are robust.

6.2.4 The number of LGV movements per day to/from the main development site during the construction period must be recorded via the DMS-booker and summarised within the monitoring reports issued to the TRG. This will enable the actual level of LGV movements to/from the main development site to be compared against the assessed level of LGVs.

6.2.5 LGV movements to/from the main development site have been assessed with route choice in a similar way to existing LGVs on the highway network. Therefore, LGV movements to/from the main development site have been assessed and mitigated through the proposed package of highway works and transport funding within the **DoO** (Doc Ref. 8.17(H)).

6.2.6 Should there be consistent exceedances of LGV movements to/from the main development site compared to the assessed level of LGVs, the TRG have the remit to direct additional demand management measures including LGV route monitoring via a phone app.

c) Signage strategy

6.2.7 Whilst LGV movements to/from the main development site will not be tracked via the DMS-tracker, they will be encouraged to adhere to the signage strategy summarised in **Section 4** of this **CTMP** as part of the Driver Rules.

d) Driver induction and rules

6.2.8 All LGV drivers must be required to adhere to Driver Rules on their journey to/from the main development site and associated development sites. The Driver Rules must be provided within an electronic Driver Handbook at the time of registering within the DMS, which will also act as an electronic induction prior to an LGV driver's first delivery.

6.2.9 In addition to the electronic induction set out in the Driver Handbook, all first time drivers to the main development site must be required to undertake an induction on arrival at the main development site to ensure that the driver understands the requirements they must adhere to when travelling to/from the main development site.

6.3 Management of postal LGVs

a) Postal consolidation facility

6.3.2 Trips can be seen to fall into two main categories - primary trips (new trips on the network) and secondary trips (trips already on the network).

6.3.3 The vast majority if not all of the LGV movements associated with postal/courier deliveries will be classed as secondary trips and will already be on the highway network making other postal deliveries. Notwithstanding this, in order to provide a worst-case assessment, it was assumed in the **Consolidated Transport Assessment** [REP2-052] that all of the postal LGV movements would be new trips.

6.3.4 Secondary trips can be further sub-divided into:

- pass-by trips – existing vehicles already present on the road network, which will route directly adjacent to the proposed development access; or

- diverted trips – existing vehicles already present on the network, which would need to divert from their route in order to access the proposed development before returning to their original route.

6.3.5 Whilst the postal deliveries for Sizewell C during the construction period will be predominately if not all secondary trips, given the location of the main development site, it is likely that many of the trips would need to divert from their original route in order to make the postal delivery to the main development site. Therefore, it is proposed to provide a postal consolidation facility at the southern park and ride facility, which is just off the A12 corridor at Wickham Market, in order for the postal deliveries to be classified as pass-by trips rather than diverted trips.

6.3.6 SZC Co. must then consolidate the post onto 2 LGV deliveries per day (4 two-way LGVs) from the postal consolidation facility to the main development site. These LGVs must route via the A12 and Sizewell link road.

b) Monitoring postal LGVs

6.3.7 The postal deliveries to the postal consolidation facility will not be able to be booked into the DMS system as there will be no contractual arrangement in place. Therefore, a log of the number of deliveries per day will be kept by the postal consolidation facility and a summary of the data provided to the TRG in the monitoring reports.

7 AILS MANAGEMENT

7.1 Introduction

7.1.1 This section summarises the proposed management of AILs to and from the main development site. It has been informed by experience at Hinkley Point C and discussions with Suffolk Constabulary and the highway authorities.

7.2 AILs by marine

a) Water preferred policy

7.2.2 The Department for Transport has adopted a 'water-preferred' policy for the transport of AILs. This means that, where an application is sought for the movement of a Special Order or VR1 category load by road, the Department for Transport, via National Highways, will reject the application where it is feasible for a coastal or inland waterway route to be used instead of road. National Highways advise that this decision is based on a number of factors including whether the load is divisible, the availability of a suitable route, the amount of traffic congestion that is likely to be caused, and the justification for the load to be moved. The AIL strategy proposed by SZC Co. will adhere with the water preferred policy.

b) Permanent beach landing facilities

7.2.3 SZC Co. will construct permanent and temporary BLFs at the main development site to allow for the delivery of AILs throughout the construction period and during the operational phase in accordance with the Department for Transport's water preferred policy.

c) Muster port

7.2.4 It is envisaged that a local port would be used as an AIL muster port for the temporary storage of some of the AILs ahead of final delivery to the permanent BLF when needed. This would provide further resilience to the permanent BLF as it would avoid just in time AIL deliveries and minimise risks associated with bad weather.

7.3 AILs by road

7.3.1 As set out above, SZC Co. shall adhere to the Department for Transport's water preferred policy. However, in order to provide a worst-case basis for this **CTMP** consideration has also been given to some of the largest AILs delivered by road, should they be needed.

7.3.2 This section summarises the management measures proposed for the delivery of AILs by road.

a) AIL routes

7.3.3 SZC Co. must utilise the AIL routes from the north and south on the local highway network summarised in **Section 3** of this **CTMP**.

b) AIL structural survey and improvements

7.3.4 As part of the Wynns study, SCC confirmed that the highway structures on the AIL route from the A14 via the A12 and the AIL route from Lowestoft Port (Belvedere yard) via the A12 are capable of accommodating C&U and STGO AILs. Notwithstanding this, the condition of highway structures may deteriorate prior to them being used by Sizewell C AILs and therefore structural surveys must be undertaken by SZC Co. and any necessary highway structural improvements must be approved by SCC prior to either of the AILs routes being used by AILs. Any approved structural improvements to the highway structures to accommodate the Sizewell C AILs must be implemented by SZC Co. prior to the transport of any AILs by road along an AIL route. This is secured in Schedule 16 of the **DoO** (Doc Ref. 8.17(H)).

c) AIL route scheme

7.3.5 The Wynns study has identified areas on the existing local highway network forming part of the proposed AIL routes that would potentially require changes to street furniture (e.g. dismountable signs).

7.3.6 In addition, based on engagement with Suffolk Constabulary and SCC, it is proposed to upgrade an existing layby within the highway boundary on the A12 in the vicinity of Wickham Market to act as a pick up point for any Sizewell C AILs up to 4.1m wide that need to be police escorted to the main development site.

7.3.7 Prior to commencement of construction, the scope of the proposed works to street furniture and layby(s) on the AIL routes must be approved by SCC. SZC Co. must undertake any approved changes to street furniture and laybys in respect of each AIL route before that route is used to transport AILs. This is secured through obligations in the **DoO** (Doc Ref. 8.17(H)) (paragraph 13 of Schedule 16). SZC Co. will enter into a S278 agreement with SCC to deliver the AIL route scheme within the highway boundary.

d) Design of highway infrastructure to accommodate AILs

7.3.8 The proposed highway improvements along the AIL routes (i.e. two village bypass, Sizewell link road, northern park and ride facility site access, A12/B1122 Yoxford roundabout, main development site roundabout and Lover's Lane improvements are all being designed to accommodate AIL movements by road associated with the Sizewell C Project as well as ensure that any AILs associated with Sizewell B could route safely to site.

7.3.9 For the largest AILs which must be police escorted, it is proposed for AILs to route through the centre of the proposed new roundabouts and street furniture to either be located outside of the AIL corridors within the roundabout or be dismountable. Should there be a need for AILs to route through the centre of the roundabouts, the haulage company must be required to make arrangements for the route to be prepared, including street temporarily removed, ahead of the AIL movement being made and police assistance may be required as set out later in this section.

e) Delivery management system

7.3.10 All AIL deliveries to the main development site must be required to be booked into the DMS-booker. The following information must be input to the DMS-booker for all AIL deliveries:

- Movement order in place – this will need to be confirmed before the DMS booking is approved;
- Specific vehicle information (width, length, height, axle weight, spacing etc.). It should be noted that movement orders can be used for multiple AIL deliveries and show maximum dimension limits, however all DMS bookings will require each specific vehicle dimension;
- Date and time of delivery;
- Proposed AIL route;
- Haulage company and their contact details; and
- Escort requirements (i.e. police-escort, self-escort, no escort) and contact details of self-escort if required.

7.3.11 All AIL movements in and out of the main development site must be recorded via the DMS-booker. Where a vehicle movement is classified as

an AIL in one direction but an HGV in the other direction (i.e. if the vehicle arrives/departs the main development site unloaded), the vehicle movement must be classified as an HGV and included within the HGV limits set out in **Section 4** of this **CTMP**.

7.3.12 All AIL movements to/from the main development site must be tracked on the AIL routes via the DMS-tracker as set out in **Section 4** of this **CTMP**. This will enable the delivery team to know when an AIL movement is approaching the main development site and, depending on the size, will provide the ability for them to hold HGVs at the plaza if required in order to minimise conflicts on the AIL route. This will be particularly useful during the early years when the AILs will route via the B1122. Once the Sizewell link road is in use there will be less need to hold HGVs at the plaza when AILs approach the main development site but it shall still be required for wider AILs. Holding of HGVs at the main development site is set out later in this section.

7.3.13 The number of AIL movements per day to/from the main development site during the construction period must be recorded via the DMS-booker and summarised within the monitoring reports issued to the TRG, including a summary of number of police escort, self-escort and no escort AIL movements.

f) AIL time limits

7.3.14 The Norfolk and Suffolk Constabulary AIL guidance (Dec 2016) does not permit AILs to be moved on bank holiday weekends or periods when a major event has been planned, unless otherwise agreed with the Constabulary. In addition, the guidance does not permit the movement of AILs in the hours of darkness or in weekday network peak hours of 07:30-09:00 and 16:30-18:00.

7.3.15 SZC Co. must adhere to the time limits set out in the Norfolk and Suffolk Constabulary AIL guidance (Dec 2016). AILs shall be permitted to travel before 07:30 and after 18:00, subject to it being daylight, as well as between 09:00-16:30.

g) Forward scheduling of AILs

7.3.16 The transport co-ordinator will provide the TRG, the Community Working Safety Group and ScottishPower Renewables with a schedule of AIL movements on a monthly basis. The schedule will be subject to further refinement and statutory notifications, but it will provide a useful indication for the stakeholders regarding potential AIL requirements and facilitate forward planning.

7.3.17 In addition, the Community Safety Working Group and ScottishPower Renewables will be provided with a schedule of AILs movements on a weekly basis in order to facilitate the management of AIL movements and co-ordination with ScottishPower Renewables with regards to East Anglia 1 North (EA1N) and East Anglia 2 (EA2). Again, the weekly AIL schedules will be subject to statutory notifications but will provide a more accurate schedule than the monthly schedule.

7.3.18 Monthly and weekly AIL schedules shall only be provided to ScottishPower Renewables during the period that the Sizewell C construction period coincides with the construction of EA1N and EA2.

h) Notifications

7.3.19 Application for notification of AIL deliveries must be made by transport (haulage) operators, preferably through the Electronic Service Delivery for Abnormal Loads (ESDAL2) system. If the ESDAL2 system is not used, application for AIL movement must be submitted in adequate time to allow consultation, planning and further notification. **Table 7.1** summarises the required notifications for each type of AIL.

Table 7.1: AIL notification requirements

Vehicle classification	Movement order notification	Number of days' notice to Highways and Bridge Authorities	Number of days' notice to Suffolk Constabulary	VR1 form to National Highways	Special Order form to National Highways
Vehicle weight					
< 44 tonnes	X	X	X	X	X
44-80 tonnes	✓	2 days	X	X	X
80-150 tonnes	✓	5 days	2 days	X	X
> 150 tonnes	✓	5 days	5 days	X	10 weeks
Vehicle width					
< 2.9m	X	X	X	X	X
2.9m - 3.5m	✓	2 days	2 days	X	X
3.5m - 4.4m	✓	2 days	2 days	X	X
4.4m - 5m	✓	2 days	2 days	X	X
5m - 6.1m	✓	5 days	2 days	2 weeks	X
≥ 6.1m	✓	5 days	5 days	X	10 weeks
Vehicle length					
Rigid vehicle length					
< 18.65m	X	X	X	X	X
18.65m – 30m	✓	5 days	2 days	X	X
≥ 30m	✓	5 days	5 days	X	10 weeks
Articulated vehicle length					
< 25.9m	X	X	X	X	X
≥ 29.5m	✓	X	2 days	X	X

i) AIL escort requirements

7.3.20 Legislation does not contain any requirement for any AILs to be escorted by the police. The Norfolk and Suffolk Constabulary AIL guidance (Dec 2016) states that "Norfolk & Suffolk Constabularies will not escort Abnormal Loads which are up to 5.0 metres wide, except where no alternative arrangement can adequately ensure public safety."

7.3.21 Notwithstanding this, SZC Co. has engaged with Suffolk Constabulary to develop and agree a risk assessed escorting guide for the movement of AILs by road to/from the main development site during the early years (i.e. AILs that may require police escort, self-escort or no escort). The AIL escorting guide is in the form of a matrix and has been agreed with Suffolk Constabulary for the early years, prior to the delivery of the Sizewell link road and two-village bypass and is provided in Plate 7.1 below.

7.3.22 Each AIL movement will be considered by the statutory AIL consultees as part of the ESDAL2 notification process but the AIL escorting guide in **Plate 7.1** will act as useful guidance for the ESDAL2 consultees.

Plate 7.1: Early Years AIL Escort Guide for Sizewell C

SC AIL Escort Matrix

This Matrix provides a risk assessed guide for the movement of AILs during the SZC construction period.

All AIL movements are subject to review by the SC Abnormal Loads Officer; where the full extent of the route and specific load dimension will be assessed and the appropriate level of risk determined.

Key

High Risk (Red) – Recommended that vehicles should have Police Escort

Medium Risk (Amber) – Escort required. Although hauliers may choose to self-escort police escort is recommended as police assistance may be required at specific points.

Medium-Low Risk (Light Green) – Hauliers should consider Self-Escort for the vehicle

Low Risk (Dark Green) – No Escort Required

	A14	A12 Lowestoft to Yoxford	A12 Woodbridge to Yoxford	B1122 Lovers Lane
VR1				
Special Order				
STGO Cat 3				
STGO Cat 2				
STGO Cat 1				
>5m wide				
4.4m – 4.99m wide				
3.5m - 4.399m wide				
2.91m - 3.499m wide				
<2.9m wide				
Length <18.64m				
Length between 18.65m - 27.3m				
Length between 27.4m – 30m				

7.3.23 The peak construction AIL Escort Guide must be approved by the TRG prior to the Sizewell link road and two village bypass being operational, which is secured in Schedule 16 of the **DoO** (Doc Ref. 8.17(H)). It is expected that the police escort requirement at peak construction would be less than during the early years as a result of lower demand for AIL movements and an upgraded highway network, including the Sizewell link road and two village bypass, which bypass existing constraints for AILs identified by Suffolk Constabulary including Farnham bend and B1122.

7.3.24 The escort guides for the early years and peak construction will be subject to ongoing review during the construction period and refinements will be able to be made, subject to agreement of the TRG.

7.3.25 All private escort service providers must be required to comply with the Highways England 'Code of Practice Self-escorting of Abnormal Loads and Abnormal Vehicles' and demonstrate that they have appropriate insurance cover, which must specifically cover AIL escorting.

j) Dedicated police escort team

7.3.26 SZC Co. shall fund a dedicated AIL police escort resource during the construction period. During the early years, prior to the Sizewell link road and two village bypass being available for use, SZC Co. will fund 4 AIL police escort teams of 3 people. Providing an allowance for annual leave and sick leave, would equate to a total of 14 officers and 2 sergeants being funded as a dedicated police escort team for the Sizewell C Project.

7.3.27 As set out above, the police escort requirement at peak construction would be less than during the early years. SZC Co. shall continue to fund a dedicated AIL police team during peak construction, which must align with the peak construction AIL Escort Guide to be agreed with the TRG prior to the Sizewell link road and two village bypass being available for use. The funding for the peak construction dedicated AIL police escort resource must also be agreed with Suffolk Constabulary prior to the Sizewell link road and two village bypass being available for use.

7.3.28 When the dedicated Sizewell C police escort team are not escorting Sizewell C AILs, they shall undertake roads policing duties within the local area to Sizewell C, which will act as additional road safety mitigation.

k) Smoothing of AIL profile

7.3.29 SZC Co. will seek to smooth the profile of AIL deliveries where possible but AIL movements will not be capped. Construction of this scale and complexity involves a degree of planning and co-ordination for which there are few precedents in the UK. AILs form a major part of the project

sequencing. AIL deliveries will be booked into the DMS and any police escort AIL requirements beyond the daily dedicated police escort resource shall be provided by Suffolk Constabulary in the same way any other project is currently resourced.

7.3.30 Based on Suffolk Constabulary's Sizewell C escorting model, it is considered that the dedicated police escort resource funded by SZC Co. would have the capacity to escort the vast majority of the forecast demand and with the commitment by SZC Co. to seek to smooth the AIL profile, there is likely to be limited, if any, additional requirement for police escorting beyond what is dedicated to the Sizewell C Project.

l) Holding of HGVs

7.3.31 Suffolk Constabulary shall notify the delivery team at the main development site plaza when they are leaving the A12 AIL pick up layby near Wickham Market (or on the approach to the B1122 for AILs escorted from Orwell lorry park).

7.3.32 Under the instruction of Suffolk Constabulary, the delivery team at the main development site plaza will hold HGVs at the plaza to enable AILs to route through to site on the B1122 in the early years. This will act to minimise conflicts between HGVs and AILs on the B1122 and facilitate the delivery of AILs to the main development site.

7.3.33 There will be less requirement to hold HGVs at the main development site once the Sizewell link road is available but, where necessary and under the instruction of Suffolk Constabulary, HGVs will be held at the main development site plaza to facilitate AILs routing along the Sizewell link road.

m) Managing AILs over level crossings

7.3.34 There are two level crossings over the railway line on the AIL routes: at Darsham and on the B1122.

7.3.35 During the construction period only AILs from the north shall route over the Darsham level crossing. There are laybys either side of Darsham level crossing which form part of Heavy Route 100. The AIL must park in the layby prior to crossing the level crossing and call at the phone provided and await permission to cross the railway line. The AIL must park in the layby once they have crossed the railway line and make another phone call to confirm that they have crossed.

7.3.36 During the early years all AILs shall route over the B1122 level crossing but during peak construction, only AILs from the north shall route over the B1122 level crossing and all AILs from the south must route via the Sizewell

link road. There are no laybys on either side of the B1122 level crossing and therefore under the current arrangements the AIL would need to park on the B1122 in order to make the calls either side of the railway line. SZC Co. must agree a level crossing AIL protocol with Suffolk Constabulary, SCC and Network Rail prior to the use of the AIL routes, the objective of which will be to enable AILs to route across the B1122 level crossing without needing to wait either side of the level crossing on the B1122. It is considered that the protocol will be based around the dedicated AIL police escort team that is being funded by SZC Co. and the GPS tracking of AILs, which is required as part of this **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)).

n) Ongoing liaison with Suffolk Constabulary

7.3.37 In addition to the forward scheduling of AILs and statutory notifications, the delivery team will have ongoing day to day liaison with Suffolk Constabulary to discuss the delivery of AILs. In addition, a weekly meeting shall be established between the delivery co-ordinator and Suffolk Constabulary AIL officer to discuss any issues and forward plan.

o) Communication of AIL movements by road

7.3.38 As set out in **Section 2** of this **CTMP**, prior to commencement SZC Co. must establish an email notification process whereby interested parties and stakeholders can register for email notifications with regards to transport updates for the Sizewell C Project during the construction period. In addition, SZC Co. will set up a twitter feed for the Sizewell C construction period. The email notification and twitter feed will include notification of Special Order and VR1 AIL movements by road, including date, time and which route they will utilise.

8 MONITORING AND REVIEW

8.1 Introduction

8.1.1 This section summarises the monitoring and review mechanisms to be implemented by SZC Co. for the **CTMP**.

8.1.2 Compliance with the monitoring and review mechanism is secured through the obligation to implement this **CTMP** in the **DoO** (Doc Ref. 8.17(H)).

8.2 Monitoring Strategy

8.2.1 Monitoring must include:

- Ongoing monitoring during the construction period of compliance with the controls set out in this **CTMP**; and
- Provision of a monitoring report to the TRG on a monthly basis for the first 3 months of construction and thereafter every 3 months, unless otherwise agreed by the TRG in accordance with this **CTMP**.

a) Data collection

8.2.2 **Table 8.1** below summarises the controls, targets and commitments set out in this **CTMP** and the data proposed to be collected in order to monitor the **CTMP**, a summary of which will be included in the monitoring reports. With the exception of complaints / issues, all data in relation to the **CTMP** will be collected through the DMS.

Table 8.1: CTMP monitoring

Category	Control, target, commitment	Control / Monitor	Monitoring details
Road, rail, marine	% rail, marine and road to the main development site	Monitor	DMS-booker data on tonnage of materials by mode to enable summary of freight mode split to be provided to the TRG on an annual basis.
HGVs to/from main development site	HGV routes	Control	Compliance of HGV routes monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence

Category	Control, target, commitment	Control / Monitor	Monitoring details
	Directional split of HGVs	Monitor	Directional split of HGVs on HGV routes monitored via DMS-tracker
	Daily HDV/ HGV movement caps	Control	Compliance of daily HDV/HGV caps monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Peak construction daily quarterly average HGV target	Monitor	Daily HGVs averaged over a quarter during peak construction monitored via DMS-tracker
	Network peak hour HDV/HGV movement caps	Control	Compliance of network peak hour HDV/HGV caps monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Shoulder peak hour HDV/HGV targets	Monitor	Shoulder peak hour HDV/HGV targets monitored via DMS-tracker and exceedances reported to TRG within 24 hours of occurrence
	HGV timing restrictions	Control	Compliance of HGV timing restrictions via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Best practice fleet operation	Monitor	FORS and CLOCS accreditation monitored via DMS-booker
	HDV emission standards	Control	Compliance with HDV emission standards monitored via DMS-booker
HGVs between main development site and LEEIE	Daily HGV movement caps	Monitor	Compliance monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	HGV timing restrictions	Control	Compliance of HGV timing restrictions via DMS-tracker

Category	Control, target, commitment	Control / Monitor	Monitoring details
			and TRG notified of any breaches within 24 hours of occurrence
	Best practice fleet operation	Monitor	FORS and CLOCS accreditation monitored via DMS-booker
	HDV emission standards	Control	Compliance with HDV emission standards monitored via DMS-booker
HGVs to/from associated development sites during construction	HGV routes	Control	Compliance of HGV routes monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Daily HDV early years caps	Control	Associated development site HGVs that route through Theberton and Middleton Moor on B1122 included in daily HDV early years cap. Compliance monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Daily number of HGVs	Monitor	Number of daily HGVs to each of the associated development sites monitored via DMS-tracker
	HGV timing restrictions	Control	Compliance of HGV timing restrictions via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Best practice fleet operation	Monitor	FORS and CLOCS accreditation monitored via DMS-booker
	HDV emission standards	Control	Compliance with HDV emission standards monitored via DMS-booker
LGVs to/from main development site	Daily number of LGV movements	Monitor	Number of daily LGVs to the main development site monitored via DMS-tracker

Category	Control, target, commitment	Control / Monitor	Monitoring details
LGVs to/from postal consolidation facility at southern park and ride site	Daily number of LGV movements	Monitor	Log of postal deliveries to postal consolidation facility
AILs by road to/from main development site	AIL routes	Control	Compliance of AIL routes monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Daily AIL movements	Monitor	Number of AIL movements to/from main development site by road monitored via DMS-booker. Summary of % of AILs by category and loads unescorted, self-escorted and police escorted
	AIL timing restrictions	Control	Compliance of HGV timing restrictions via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
Complaints / issues related to any aspect of Sizewell C transport and traffic during the construction period		Monitor	Minutes from Community Safety Working Group, Rights of Way Working Group, Transport Working Groups and forums provided to TRG. Feedback from local community via Leiston information centre and SZC free phone.

b) Monitoring report

8.2.3 SZC Co. must prepare a monitoring report, summarising the data in **Table 8.1**, and submit it to the TRG for review along with the TRG meeting agenda. The TRG agenda must be provided to the TRG at least 10 working days in advance of the TRG meeting and the monitoring report must be available to TRG members at least five working days in advance of the TRG meeting, unless otherwise agreed with the TRG.

8.2.4 The TRG members will be able to notify the transport co-ordinator if there are any additional members of their organisation that should be issued the TRG monitoring report.

8.2.5 For the first 3 months of the construction period, monitoring reports must be submitted on a monthly basis and thereafter every 3 months unless otherwise agreed with the TRG.

8.2.6 The format of the monitoring report must be agreed with SCC and ESC, in consultation with National Highways and Suffolk Constabulary prior to commencement of the Sizewell C Project. The TRG will review the format of the monitoring reports from time to time, if necessary, agree any amendments.

8.2.7 The monitoring reports as well as TRG meeting minutes will be made publicly available on the East Suffolk Council website.

c) TRG notification

8.2.8 The focus of the TRG should be on risk of non-compliance of the **CTMP** and other transport management plans as well as any non-compliance. This section sets out the proposed process for monitoring risk of non-compliance and non-compliance and the responsiveness of the TRG, including urgent referrals if required.

i. Notification of breaches

8.2.9 SZC Co. must monitor the DMS on a daily basis against the requirements of the **CTMP** and the TRG will be notified of any breaches of HGV caps or routes within 24 hours of them occurring. By undertaking this monitoring on a daily basis, SZC Co. consider that any issues will be identified at an early stage and dealt with promptly. The compliance process is summarised in **Section 9** of this **CTMP**.

ii. Weekly summary of DMS data

8.2.10 In order for the TRG to monitor risk of non-compliance of the **CTMP**, a summary of the DMS data will be emailed to the TRG members on a weekly basis throughout the construction period. This will not include the same level of detail as the monitoring reports but will provide an overview of compliance with the commitments set out in this **CTMP**. This will enable the TRG to understand if there is likely to be a risk of non-compliance, for example the quarterly average HGV target, and for any action to be taken if required.

iii. Urgent TRG meeting

8.2.11 Based on the notification of breaches and weekly summary of DMS data any TRG member will be able to call an urgent TRG meeting to discuss the matters of concern and agree any action that must be taken by SZC Co.

1.2 Review

d) TRG review

i. TRG review process

1.2.1 The review process for the measures and commitments detailed within the **CTMP** will be through the TRG. SZC Co. considers that reviewing the results of the monitoring process is therefore essential to ensure that the **CTMP** delivers the required outcomes. Effective review mechanisms can avoid the need for invoking any default mechanisms.

1.2.2 The TRG will meet every month for the first 3 months and every 3 months thereafter throughout the construction period. The TRG meetings will discuss the monitoring report and agree any refinements to the **CTMP** that are required. The following will be discussed at each TRG meeting:

- consider the performance and effectiveness of the freight management measures;
- consider any issues or breaches of the **CTMP** and corrective action taken; and
- discuss and agree any required actions for the ongoing implementation of the **CTMP**.

8.2.12 The TRG, Community Safety Working Group, parish councils, forums and community will also play an important role in providing feedback on the implementation of the **CTMP** and any issues associated with it.

8.2.13 The governance, scope and authority of the TRG is secured through the **DoO** (Doc Ref. 8.17(H)).

ii. Action plan

8.2.14 As part of the monitoring report, an action plan must be provided, which must set out the proposed actions put forward by the transport co-ordinator and delivery co-ordinator for the subsequent quarter with regards to the **CTMP**.

8.2.15 The approved actions at each TRG meeting to ensure that the requirements of the **CTMP** are met are to be funded by SZC Co. and managed by the transport co-ordinator and delivery co-ordinator.

iii. Change log

8.2.16 Where it is considered by SZC Co. that, in the light of monitoring information or feedback, there is a need to amend or update the **CTMP**, SZC Co. must submit an amended **CTMP** to the TRG for approval.

8.2.17 The TRG shall not be entitled to approve any amendments to the **CTMP** unless it is reasonably satisfied that the amendments are unlikely to give rise to any materially new or materially different environmental effects in comparison with those assessed in granting the DCO.

8.2.18 If any changes to the **CTMP** are made, a change log will be provided within the monitoring report to keep a record of any approved changes to the **CTMP**. The change log will be carried forward and updated as part of each monitoring report with any changes approved by the TRG at the previous TRG meetings recorded.

e) SZC Co. review

8.2.19 In addition to the TRG review process, SZC Co. must hold regular internal meetings with the Delivery Co-ordinator, delivery team and contractors to discuss the ongoing implementation of the **CTMP** to ensure continued compliance. The meetings shall take the following format:

- Monthly meetings: a review of compliance with the HGV limits, routes and timing restrictions and any issues in the previous month and adjustments to operations made if required for the subsequent month to ensure continued compliance with the **CTMP** and maximum efficiency.
- Weekly meetings: a review of the deliveries planned for the following week and ensuring that the priorities of the Sizewell C Project are being met.
- Daily meetings: a review of the deliveries expected the next day and incorporation of any changes required to the next three days' worth of deliveries.

9 COMPLIANCE MECHANISMS

9.1 Introduction

9.1.1 This section provides a summary of the mechanisms that will ensure compliance with the **CTMP**.

9.1.2 It is important to establish principles for default mechanisms so that all parties, including the contractors, are clear what may occur if the **CTMP** requirements are not met.

9.1.3 The enforcement of the **CTMP** is considered under the following headings:

- Legal compliance and enforceability: the controls and commitments set out in this **CTMP** are binding and enforceable.
- Best practice: SZC Co. is under scrutiny from stakeholders and the community to adhere to the requirements of the **CTMP** and to demonstrate best practice. SZC Co. must instigate management practices with its contractors to ensure compliance.
- Contractual conditions: SZC Co. must use contractual conditions to ensure compliance with the **CTMP** by contractors.
- Remedial actions: SZC Co. must fund the approved TRG actions to ensure the continued compliance with the **CTMP** requirements.
- Contingent effects fund: A contingent effects fund is secured through the **DoO** (Doc Ref. 8.17(H)) (paragraph 4.6 of Schedule 16). The contingent effects fund will be available to mitigate any significant adverse transport effects, should they arise during the construction period, which were not mitigated through the DCO.

9.2 Legal compliance and enforceability

9.2.1 Paragraph 2, Schedule 16 of the **DoO** (Doc Ref. 8.17(H)) requires SZC Co. to implement and act in accordance with the **CTMP** throughout the duration of the construction period.

9.2.2 The controls and commitments set out in this **CTMP** are therefore binding and enforceable.

9.3 Best practice

9.3.1 SZC Co. must use internal management procedures to ensure compliance with the requirements of the **CTMP** including:

- Contractor kick off meetings: contractors will be reminded of SZC Co. standards and expectations as set out in contract documentation.
- Site induction: driver induction to include briefing on aims and objectives of DMS, including booking system, designated routes, driver behaviour, and **TIMP** (Annex M of the DoO Doc Ref. 8.17(H)) procedures.
- Learning reports: incidences of non-compliance with the **CTMP** must be investigated. Learning reports from each incident must be raised and shared with the relevant contractor.

9.4 Contractual conditions

9.4.1 Upon appointment, each contractor must have within their contract a condition to comply with this **CTMP**.

9.5 Remedial actions

9.5.1 SZC Co. will take all reasonable steps to avoid a breach of the **CTMP** from occurring through the implementation of the management measures set out in **Sections 4** to **7** of this **CTMP**. In addition, actions must be approved by the TRG for the continued implementation of the **CTMP** to meet the requirements.

9.5.2 Notwithstanding this, it should be recognised that the Sizewell C Project is a major and complex construction project and if there are breaches of the Sizewell C HGV arrangements set out in this **CTMP** during the construction period, the default procedures are as follows:

- SZC Co. must notify the TRG of a breach of the Sizewell C HGV arrangements within 24 hours of when they occur.
- SZC Co. must issue a warning letter to the relevant contractor outlining what action will be taken in the event of a further breach.
- SZC Co. must report the details of the breach and the response to the TRG as part of the monitoring report.

9.5.3 Potential corrective actions include, but are not limited to:

- Improvements to the communication strategy.
- Replace HGV drivers if there are repeat instances of individual HGV drivers diverging from the HGV routes.
- Suspend booking delivery slots to contractors that repeatedly miss delivery slots until corrective action is demonstrated.
- Provision of additional signage on the HGV routes.

9.5.4 Corrective action must be commensurate with the nature of the breach. The approach adopted and potential sanctions in the event of further breaches will be considered by SZC Co. on a case by case basis depending upon the specific circumstances in question.

9.5.5 SZC Co. must report on breaches, provide information on any corrective action taken and where necessary submit details of proposed further corrective actions to the TRG. The TRG will monitor the default procedure and approve the response to breaches as well as any further actions that may be necessary. SZC Co. must then implement any approved further corrective actions.

9.5.6 If the TRG considers it reasonably necessary that further corrective actions are required to address the breach and these have not been proposed by SZC Co., the TRG will require SZC Co. to submit proposals for further corrective actions to the TRG for approval. If SZC Co. fail to propose the requested proposal, then the TRG will invite SCC or National Highways (as relevant) to submit a proposal.

9.5.7 Any TRG member will be able to call an urgent TRG meeting to discuss the urgent matters of concern and agree any action that must be taken by SZC Co..

9.6 Contingent Effects Fund

9.6.1 A Contingent Effects Fund is to be established to fund mitigation of any significant adverse transport effects, should they arise during the construction period, which were not mitigated through the DCO. The Contingent Effects Fund will be managed by the TRG. It is not confined to the **CTMP** and is more widely related to Sizewell C construction traffic (i.e. worker and freight traffic) and therefore applies to the **CWTP** (Annex L of the DoO Doc Ref. 8.17(H)) also.

9.6.2 SZC Co. does not consider that there are likely to be significant adverse transport effects which are not mitigated through the DCO. However, in order to provide further mitigation if it is required, the Contingent Effects Fund is to be secured via the **DoO** (Doc Ref. 8.17(H)). It could be called upon even if the controls and limits in the **CTMP** (and mode share targets in the **CWTP** (Annex L of the DoO Doc Ref. 8.17(H)) are met/complied with, for example if there is a significant adverse effect on the capacity of a junction, or significant adverse effect on road safety.

9.6.3 The scope of the Contingent Effects Fund, process for identifying a potential unmitigated significant adverse effect, developing mitigation and drawing down from the Contingent Effects Fund is set out in the following section.

a) Scope of the Contingent Effects Fund

9.6.4 The Contingent Effects Fund will be available to be drawn down by the TRG in the event that significant adverse transport effects arise that were not mitigated through the DCO affecting the junctions, highway corridors or areas identified in Annex O of the **DoO** (Doc Ref. 8.17(H)) as well as to fund proportionate improvements to bus stop infrastructure as part of the delivery of the direct bus strategy.

b) Collecting additional data

9.6.5 Potential Contingent Effects will be able to be raised at TRG meetings, based on ongoing monitoring data, feedback from the community, parish councils, the Community Safety Working Group, forums and TRG members themselves acting in their professional capacity.

9.6.6 Once a potential Contingent Effect has been raised, the TRG will agree if further investigation is required or not based on the monitoring undertaken to date.

9.6.7 If the TRG agree that the potential Contingent Effect is to be further investigated, the TRG will agree the level of evidence that is to be collated by the transport co-ordinator. The level of evidence required to be collated will depend on the significance of the potential effect and potential level of mitigation. Examples of the type of data that could be collected is as follows:

- On-site observations and meetings with stakeholders;
- Personal injury collisions (PICs) involving Sizewell C vehicles and review of PIC trends and causation factors;
- Observed traffic flows and/or speeds;

- Automatic Number Plate Recognition (ANPR) survey at a junction, link or cordon of roads to determine the level of Sizewell C construction traffic routing through the surveyed area as well as the level of background traffic. The ANPR survey would provide turning movements at the junction as well as queue data; and

- Journey time data from the DMS;

- A junction delay survey of the average time (seconds) of vehicles joining the back of the queue on a minor arm to entering the major arm of a junction.

c) Identifying potential unmitigated significant adverse effects

9.6.8 At the subsequent quarterly TRG meeting, the transport co-ordinator must provide a technical note summarising the evidence that has been collated and, based on the evidence, confirming whether the transport co-ordinator considers there to be a significant unmitigated transport effect on the road link or not. That analysis shall assess the extent to which any Contingent Effect relates to Sizewell C traffic. The TRG will review the technical note and suggest amendments or approve it.

9.6.9 The technical note may include the following types of assessment, depending on the type of potential Contingent Effect being investigated (e.g. severance, road safety, delay etc):

- **Environmental transport effects:** If the potential Contingent Effect is with regards to an environmental transport effect (e.g. severance, amenity etc), an ES assessment of the road link would be undertaken in accordance with the Guidelines for the Environmental Assessment of Road Traffic published by the Institute of Environmental Assessment in 1993 (now Institute of Environmental Management and Assessment (IEMA)), which was used for the DCO submission, or more up to date guidance to be agreed with the TRG. The ES assessment would be based on the same methodology as used for the DCO submission and would assess the environmental transport effects of Sizewell C traffic on the road link based on the ANPR data and compare it to the ES assessment undertaken as part of the DCO. Both the percentage change and absolute volumes of traffic would be considered as part of the assessment and comparison with the DCO to determine if the Sizewell C traffic is having a significant adverse effect or not (moderate and major adverse effects would be considered to be significant).

- **Road safety effects**: If the potential Contingent Effect is with regards to road safety, ANPR data may be used, coupled with the PIC data, to undertake a road safety assessment of the effect on Sizewell C traffic on road safety. The level of Sizewell C traffic and background traffic routing along the link or through the junction would be compared with that assessed in the DCO. The trend in PIC data will also be reviewed to determine if there has been an increase in PICs at the link or junction and what the causation factors have been, including if any of the PICs involved Sizewell C traffic. The road safety assessment could utilise the COBALT methodology utilised for the ES assessment, subject to agreement with the TRG.

- **Diverted traffic**: If the potential Contingent Effect is with regards to the diversion of traffic onto minor roads, an ANPR survey would need to be undertaken of the road or roads in question to determine the level and type of Sizewell C traffic as well as level of background traffic routing through the surveyed area. The data would be able to be compared against the assessment in the **Consolidated Transport Assessment** [REP2-052] to determine if there is a Contingent Effect.

- **Junction capacity/ driver delay**: If the potential Contingent Effect is with regards to junction capacity/ driver delay, the following assessment will be undertaken, subject to agreement with the TRG:

  - If the TRG agree that an investigation of a junction in Annex O of the **DoO** (Doc Ref. 8.17(H)) is required to assess the effect of Sizewell C traffic on junction capacity / delay, an ANPR survey will be undertaken at the junction for the peak periods (07:00-10:00 and 16:00-19:00 or otherwise agreed with the TRG) to determine the level of background traffic on each arm of the junction as well as the level of Sizewell C traffic routing through the junction.
  - The observed level of Sizewell C traffic and background traffic in the ANPR survey will be compared against the assessed Sizewell C traffic and background traffic in the DCO.
  - A 'driver delay' survey could be undertaken at the junction or the junction model used for the **Consolidated Transport Assessment** [REP2-052] could be utilised to inform the assessment.
  - If the evidence suggests that there is a significant increase in delay at the junction and that this is due to Sizewell C traffic,

the transport co-ordinator must put forward proposals for mitigating the impact.

9.6.10 The TRG must approve any direct bus routes as part of the **CWTP** ((Annex L of the DoO Doc Ref. 8.17(H)) and therefore, depending on the bus stops to be used by the direct bus services, there may be a need for some improvements to the bus stops, which the TRG would be able to draw down funding for from the Contingent Effects Fund.

9.6.11 SZC Co. shall undertake a review of a number of junctions local to Sizewell C in the final year of the construction phase to consider the impact of the Sizewell C Project on the performance of these junctions during the operational phase of the Sizewell C Project. The scope and extent of this review is to be determined by the TRG. Based on the outcome of this review as reported to the TRG by SZC Co, the TRG shall determine whether any additional mitigation from the Contingent Effects Fund is needed to address Contingent Effects. The junctions which shall be reviewed include:

- Saxmundham signal junction;
- A1094 / B1069 Snape Road junction; and
- B1069 Snape Road / B1078 junction.

d) Developing mitigation

9.6.12 The recommendations for mitigation put forward by the transport co-ordinator should be cognisant of the transport policy set out in National Policy Statement of Energy (EN-1), which states at paragraph 5.13.8 that "*where mitigation is needed, possible demand management measures must be considered and if feasible and operationally reasonable, required, before considering requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts.*" Paragraph 5.13.9 of EN-1 goes on to recognise that the decision maker should "*have regard to the cost-effectiveness of demand management measures compared to new transport infrastructure as well as the aim to secure more sustainable patterns of transport development when considering mitigation measures.*"

9.6.13 Therefore, demand management measures should be considered ahead of physical highway improvements in order to mitigate the significant adverse effects.

9.6.14 Examples of potential measures that the Contingent Effects Fund could fund are included in Annex O of the **DoO** (Doc Ref. 8.17(H)) and include but are not limited to:

- Dropped kerbs and tactile paving;
- Pedestrian refuge islands for uncontrolled crossing points;
- Pedestrian crossings;
- Footway widening or provision of new footway;
- Signage;
- Amendments to parking restrictions;
- Speed indicator devices;
- Traffic calming / gateway features;
- Speed limit changes and other traffic regulation orders; and
- Modifications to existing junctions.

e) Drawing down from the Contingent Effects Fund

9.6.15 The level of Contingent Effects Fund to be drawn down for the implementation of an approved scheme will be agreed by the TRG.

9.6.16 SZC Co shall implement any mitigation approved by the TRG unless it is agreed by the TRG that the mitigation will be carried out by SCC, as local highway authority.

9.6.17 The total payments payable by SZC Co. (or SCC) to address Contingent Effects shall not exceed the Contingent Effects Fund.

APPENDIX A: SUMMARY OF DELIVERY MANAGEMENT SYSTEM PROCESS

Activity	Description	Responsibility	HGV	LGV	AIL
Create delivery request	To create a booking movement request to transport assets or materials to or from site using the DMS.	Tier 1 Contractor	✓	✓	✓
Review Delivery Request	To ensure a booking movement request is part of the Tier 1 contractor's plans and does not conflict with any priorities or constraints identified at the daily DMS Co-ordination meeting.	Delivery Co-ordinator	✓	✓	✓
Amend Delivery Request	To amend a booking movement request using the DMS to ensure it is part of the Tier 1 contractor's plans and does not conflict with any priorities or constraints identified at the daily DMS Coordination Meeting.	Tier 1 Contractor	✓	✓	✓
Cancel Delivery Request	To cancel a booking movement request for a delivery that has yet to be completed.	Tier 1 Contractor	✓	✓	✓
Approve Delivery Booking Details	To approve a booking movement request using the DMS.	Delivery Co-ordinator	✓	✓	✓
Publish Delivery Schedule	To publish the Daily Delivery Schedule to the relevant stakeholders using the DMS	Delivery Co-ordinator	✓	✓	✓
Provide delivery confirmation details	To provide the haulage company (driver) with the delivery details and information via the DMS to ensure compliance with site access and vehicle delivery monitoring requirements.	Delivery team	✓	✓	✓

Activity	Description	Responsibility	HGV	LGV	AIL
Drive HGV to freight management facility	To ensure that the driver arrives at the freight management facility during the allocated delivery slot.	Driver	✓		
Perform delivery validation checks at freight management facility	To validate the delivery details for the assets or materials being delivered to site on arrival at the freight management facility using the DMS. Those HGVs exempt from routing via the freight management facility route direct to site where checks will be undertaken.	Delivery team	✓		
Confirm departure of HGV from freight management facility	To ensure that the vehicle exits from the freight management facility at the correct time in order to remain compliant with the **CTMP**.	Delivery team	✓		
Drive HGV / AIL to main development site	To safely drive to the main development site on the booked HGV / AIL route and comply with the Driver Rules.	Driver	✓		✓
Drive LGV to the main development site	To safely drive to the main development site complying with the Driver Rules	Driver		✓	
Verify vehicle details	To verify and reconcile the vehicle with the information provided in the delivery schedule.	Delivery team	✓	✓	✓
Perform security validation checks	To ensure the driver and vehicle comply with the site access rules.	Site security team	✓	✓	✓
Access main development site	To proceed into the main development site to deliver the asset or materials to the designated location.	Driver	✓	✓	✓

Activity	Description	Responsibility	HGV	LGV	AIL
Carry out exit search	To conduct a vehicle and driver search when exiting the main development site.	Site security team	✓	✓	✓
Perform booking delivery validation checks	To verify that the delivery vehicle can exit the main development site for their outbound journey using the DMS.	Delivery team	✓	✓	✓
Hold HGV until exit slot available	To hold HGV at the site plaza until an exit slot becomes available in order to maintain compliance with the CTMP limits.	Delivery team	✓		
Confirm vehicle exit	To confirm the time the vehicle exits the main development site using the DMS.	Delivery team	✓	✓	✓
Drive HGV / AIL from main development site	To safely drive from the main development site on the booked HGV/AIL route complying with the Driver Rules	Driver	✓		✓
Drive LGV from main development site	To safely drive from the main development site complying with the Driver Rules	Driver		✓	

APPENDIX B: CTMP ROYAL MAIL LOCATIONS MAP

Sizewell C

Scheme Boundary

- Scheme Boundary

Highway Improvement Works

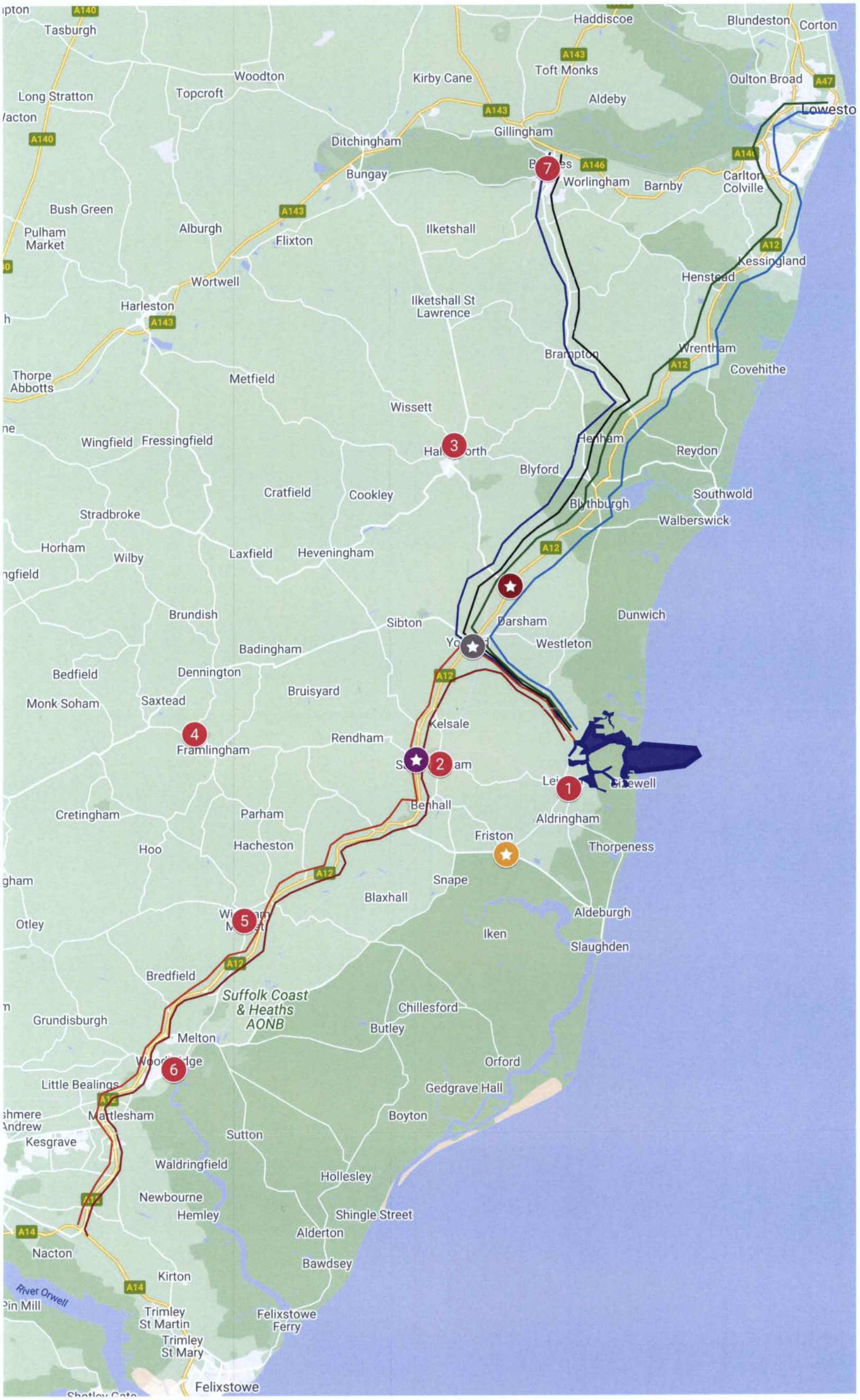
- YOxford Roundabout Highway Improvement Location
- A12/A144 Highway Improvement Location
- A12/B1119 Highway Improvement Locations
- A1094/B1069 Highway Improvement Locations

HGV Routes (A12)

- Route 1b
- Route 1a
- Route 2a
- Route 2b
- Route 3a
- Route 3b

Royal Mail Properties

1. LEISTON DO
2. SAXMUNDHAM DO/RET/PAR
3. HALESWORTH DO/PAR
4. IPSWICH PAR
5. WICKHAM MARKET PAR
6. WOODBRIDGE DO/RTW
7. BECCLES DO



ANNEX L
CONSTRUCTION WORKER TRAVEL PLAN

CONTENTS

TABLES

APPENDICES

Glossary of Terms

Term	Definition
Early years	For the workforce transport strategy this is defined as the construction period up until the northern or southern park and ride facility are available for use
Sizewell C Visitor	Anyone at the main development site less than 5 days per month (full time per day).
Visitor Centre Visitor	Anyone who books a visit to the Visitor Centre

1 INTRODUCTION

1.1 Background

1.1.1 SZC Co. is proposing to build a new nuclear power station at Sizewell in East Suffolk, known as Sizewell C. Located to the north of the existing Sizewell B power station, the Sizewell C site is located on the Suffolk coast, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

1.1.2 Once operational, Sizewell C would be able to generate enough electricity to supply approximately six million homes in the United Kingdom (UK). The Sizewell C Project would also generate significant economic benefit for the local area.

1.1.3 SZC Co. recognises that the scale of the Sizewell C Project means that care needs to be taken with the way in which it is designed, constructed and operated.

1.1.4 Level 1 control documents will either be certified under the DCO at grant or annexed to the Deed of Obligation (DoO). All are secured and legally enforceable. Some Level 1 documents are compliance documents and must be complied with when certain activities are carried out. Other Level 1 documents are strategies or draft plans which set the boundaries for a subsequent Level 2 document which is required to be approved by a body or governance group. The obligations in the DCO and DoO set out the status of each Level 1 document.

1.1.5 The **Construction Worker Travel Plan** (**CWTP**) (Annex L of the DoO Doc Ref. 8.17(H)) is a Level 1 document and a draft version accompanied SZC Co.'s application for a Development Consent Order (DCO) to the Planning Inspectorate for the proposed development of Sizewell C. This final **CWTP** will be annexed to the **DoO** (Doc Ref 8.17(H)) and the implementation of the **CWTP** is secured through an obligation in the **DoO** (Doc Ref 8.17(H)) (paragraph 2 of Schedule 16).

1.1.6 Where further documents or details require approval, this plan states which body or governance group is responsible for the approval and/or must be consulted. Any approvals by East Suffolk Council, Suffolk County Council or the MMO will be carried out in accordance with the procedure in Schedule 23 of the dDCO. The DoO establishes the governance groups and sets out how these governance groups will run and, where appropriate, how decisions (including approvals) should be made. Any updates to these further documents or details must be approved by the same body or

governance group and through the same consultation and procedure as the original document or details.

1.1.7 Where separate Level 1 or Level 2 control documents include measures that are relevant to the measures within this document, those measures have not been duplicated in this document, but cross-references have been included for context. Where separate legislation, consents, permits and licences are described in this document they are set out in the Schedule of Other Consents, Licences and Agreements (Doc Ref. 5.11) [REP3-011].

1.1.8 For the purposes of this document the term 'SZC Co.' refers to NNB Nuclear Generation (SZC) Limited (or any other undertaker as defined by the dDCO), its appointed representatives and the appointed construction contractors.

1.1.9 This **CWTP** is a comprehensive travel plan for the construction workforce and provides all of the details required for the management of worker travel behaviour.

1.2 Relationship between Transport Strategy and the CWTP

1.2.1 The Sizewell C Project is not a conventional project in terms of workplace travel planning as a result of the significant level of embedded transport mitigation and resultant high level of sustainable travel use by construction workers prior to any implementation of further travel plan measures. In addition, rather than giving encouragement to workers to use sustainable modes of transport, as would be the conventional approach to workplace travel planning, SZC Co.'s transport strategy will require that workers use a prescribed mode of travel.

1.2.2 At the heart of the transport strategy for construction workers is the provision of an accommodation campus at the main development site to enable workers to walk to work as well as park and ride facilities, which will consolidate car-based journeys for the construction workers onto buses. Along with direct bus services from key locations, this bus-based approach will allow the majority of the workforce to travel to and from the construction site by bus.

1.2.3 Therefore, the transport strategy delivers a very high non-car mode share even before the **CWTP** is implemented. A key focus of the **CWTP** is therefore on the measures which will be put in place to ensure successful delivery of a bus-based approach to the daily movement of the construction workforce during the Sizewell C construction works. These measures are designed to deliver confidence that the bus-based approach will be effectively delivered and that the impacts on the local transport network

would be managed and mitigated as set out in the **Consolidated Transport Assessment** [REP2-052].

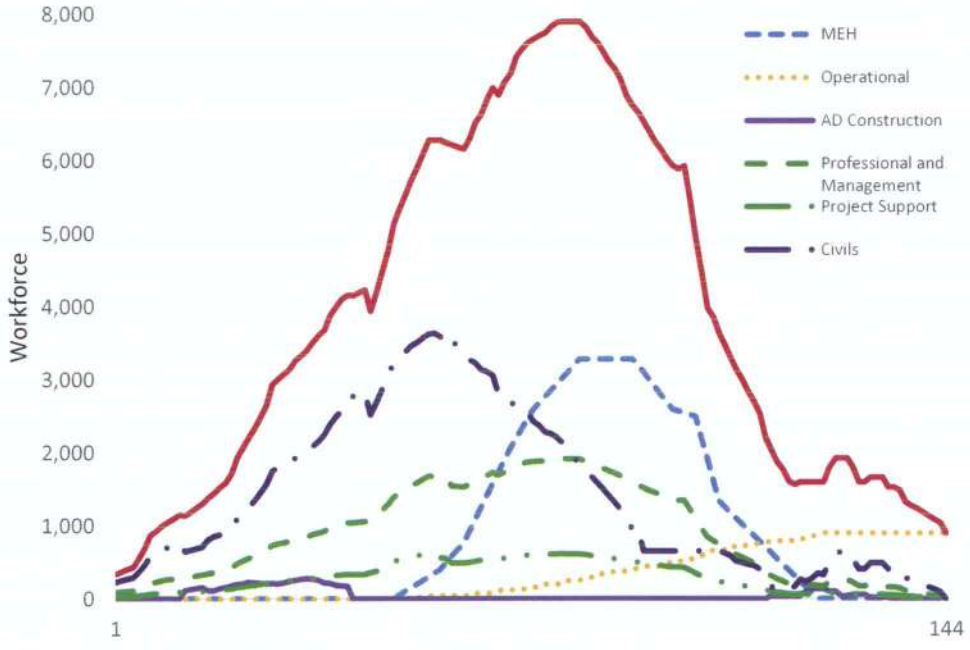
1.2.4 In addition, this **CWTP** also covers the approach to encouraging sustainable mode choice for non-work travel by the construction workforce.

1.3 Context

a) Estimated number of workers

1.3.2 The peak construction workforce for Sizewell C is estimated to be 7,900 workers at the main development site. There will be a further 600 staff undertaking non-construction roles at the main development site and associated development sites (e.g. security, maintenance, catering etc). 580 of the 600 non-construction workforce are expected to work at the main development site and 20 are expected to work at the northern and southern park and ride facilities and freight management facility. **Plate 1.1** shows the forecast workforce profile for the Sizewell C Project.

Plate 1.1 – Sizewell C workforce profile



b) Accommodation strategy

1.3.3 The workforce during the construction phase of the Sizewell C Project will comprise a mixture of:

- home-based workers who are already resident in the local area or region and who would commute to and from the main development site from their existing home daily; and

- non-home-based workers who do not currently live in the local area or region and would find accommodation in the area during the construction phase.

1.3.4 SZC Co. has developed an **Accommodation Strategy** (Doc Ref. 8.10) for the non-home-based workers, which makes use of existing local accommodation where possible, in addition to a proposed temporary accommodation campus on the main development site and a proposed temporary caravan site at Land East of Eastlands Industrial Estate (LEEIE) in Leiston.

1.3.5 The on-site campus will provide accommodation for up to 2,400 construction workers. A further 600 construction workers would live in 400 caravans (an average occupancy of 1.5 workers per caravan) located on LEEIE.

1.3.6 Based on the socio-economic studies and accommodation proposals the assessed peak construction workers are assumed to be made up of:

- home-based (2,016 workers or 25.5% of workforce); and

- non-home-based (5,884 workers or 74.5% of workforce) comprising:

  - 2,400 workers on campus
  - 600 workers in caravans
  - 2,884 workers living off site.

1.3.7 All associated development workers (600 workers) are assumed to be home-based.

1.4 Scope

1.4.1 Movements of the construction workforce to and from the Sizewell C main development site would represent the majority of construction workforce movements associated with the construction phase of the Sizewell C Project. **Table 1.1** below sets out the types of trips this **CWTP** must manage.

Table 1.1: Trips managed by CWTP

Facility	Details
Main development site.	Construction workers. Sizewell C visitors. Operational workers prior to the Operational Travel Plan being implemented.
Accommodation campus.	Campus residents and employees.
Park and ride facilities.	Construction workers using the park and ride facility and park and ride employees.
LEEIE.	LEEIE employees and construction workers using the park and ride facility
Construction of associated development site	Construction workers constructing/ decommissioning the associated development sites.
Visitor centre	Visitors to the visitor centre

1.4.2 The freight management facility is located near to the strategic road network in order to intercept HGV traffic en-route to the main development site and as such is not accessible by non-car modes. Given this, it is assumed that the small number of workers at the freight management facility would all travel to work by car and they are not included within the scope of this **CWTP.**

1.4.3 SZC Co. must prepare an Operational Travel Plan for the operational phase of the Sizewell C Project. The Operational Travel Plan must be submitted to and approved by Suffolk County Council, following consultation with East Suffolk Council and National Highways, prior to Unit 1 being operational. The Operational Travel Plan will be prepared in accordance with the Operational Travel Plan principles, annexed to the **DoO** (Doc Ref 8.17(H)) but will need to also be in accordance with prevailing planning guidance at the time of preparing the Operational Travel Plan as well as the local transport infrastructure and conditions. The preparation of the Operational Travel Plan is secured through an obligation in the **DoO** (Doc Ref 8.17(H)) (paragraph 2, Schedule 16).

1.4.4 The construction workers and any operational workers for the Sizewell C Project will be required to adhere to the **CWTP** until the Operational Travel Plan comes into force.

1.4.5 This document forms part of a package of transport management documents to assist in the control of transport movements for the Sizewell C construction works. The other transport management documents to be implemented for the Sizewell C construction works to complement the **CWTP** are as follows:

- **Construction Traffic Management Plan** (**CTMP**) (Annex K of the DoO Doc Ref. 8.17(H)); and
- **Traffic Incident Management Plan** (**TIMP**) (Annex M of the DoO Doc Ref. 8.17(H)).

1.4.6 Implementation of the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)) and the **TIMP** (Annex M of the DoO Doc Ref. 8.17(H)) will also be secured through the **DoO** (Doc Ref 8.17(H)) (paragraph 2, Schedule 16).

1.5 Structure of the plan

1.5.1 The remainder of this **CWTP** is structured as follows:

- **Section 2** summarises the management structure of the **CWTP**.
- **Section 3** summarises the **CWTP** objectives and targets.
- **Section 4** describes the measures to be implemented for the **CWTP.**
- **Section 5** deals with the monitoring and review of the **CWTP**.
- **Section 6** deals with enforcement of the **CWTP**.

2 MANAGEMENT

2.1 Introduction

2.1.1 This section sets out the management structure for the **CWTP** and the responsibilities of each stakeholder.

2.2 Management structure

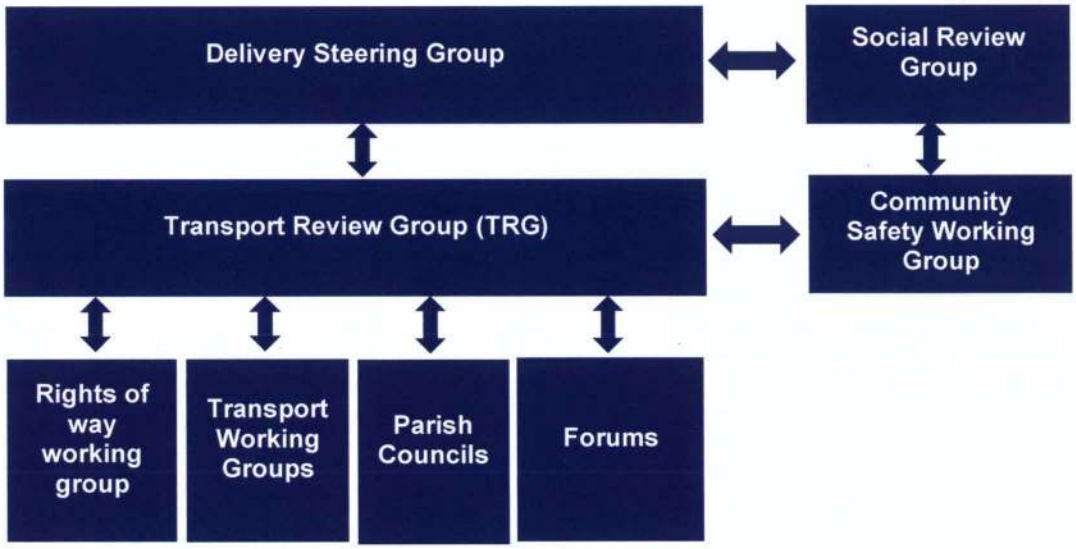
2.2.1 The overall management and implementation of the **CWTP** shall be the responsibility of SZC Co.

2.2.2 A number of groups are established under the DoO for the construction period of Sizewell C. The following groups and individuals shall be involved with the **CWTP**:

- Delivery Steering Group;
- Transport review group (TRG);
- Transport co-ordinator;
- Community Safety Working Group;
- Rights of Way Working Group;
- Transport working groups; and
- forums and parish councils.

2.2.3 **Figure 2.1** below shows the relationship between the TRG and other relevant working groups or sub-groups.

Figure 2.1 – Relationship between the TRG and other relevant groups



2.3 Delivery steering group

2.3.1 On or before commencement, SZC Co. shall establish the Delivery Steering Group which shall exist until the first anniversary of the end of the construction period. The Delivery Steering Group shall meet on a quarterly basis, or different frequency as agreed by the members.

2.3.2 The Delivery Steering Group shall comprise:

- a service director (or equivalent) from ESC;
- a service director (or equivalent) from SCC; and
- up to two representatives to be nominated by SZC Co, including SZC Co's Site Director.

2.3.3 The scope of the Delivery Steering Group shall be to:

- consider all implementation, progress and reports submitted to it by the Review Groups or Working Groups;
- monitor and assess the actions taken and decisions made by the Review Groups and/or Working Groups;
- provide assistance, guidance and advice on the action(s) that should be taken by the Review Groups and/or Working Groups;

- decide any areas of disagreement within the Review Groups or where a Review Group has failed to reach a decision;
- identify key risks, issues, interdependencies and opportunities for optimising the effectiveness and efficiency of the implementation and delivery of the Project; and
- facilitate communication on matters of strategic importance within the Review Groups and/or Working Groups.

2.3.4 Should the Transport Review Group refer an urgent matter to the Delivery Steering Group for resolution, the Delivery Steering Group shall meet as soon as reasonably practicable to resolve the relevant matter.

2.3.5 In the event that the Delivery Steering Group is unable to agree on any matters for its determination, it may be treated as a Dispute to be resolved in accordance with Clause 8 of the **DoO** (Doc Ref. 8.17(H)).

2.4 Transport review group

2.4.1 On or prior to commencement, SZC Co. must establish a Transport Review Group (TRG) with members taken from the key transport stakeholders and SZC Co. The establishment of the TRG is secured through an obligation in the **DoO** (Doc Ref. 8.17(H)) (paragraph 3 of Schedule 16).

2.4.2 The scope of the TRG in relation to the **CWTP** is as follows:

- receive monitoring reports from SZC Co. relating to the implementation and operation of the **CWTP** and approve amendments to the monitoring report format if required;
- monitor the implementation of and compliance with the **CWTP**;
- agree actions from the transport co-ordinator for the continued implementation of the **CWTP**;
- consider the case for, and approve amendments to the **CWTP** put forward by the transport co-ordinator;
- consider the use of the Contingent Effects Fund if unmitigated significant adverse transport impacts arising from the monitoring require mitigation;

- advise SZC Co. on potential enhancements to the **CWTP**;
- consider the Community Safety Working Group and Public Rights of Way Working Group meeting minutes with respect to transport and any actions arising from the meetings for the TRG;
- consider the minutes of the Transport Working Group meetings insofar as they relate to transport matters which have been directed for the attention of the TRG;
- consider and decide any matter referred to it from the Transport Working Groups regarding outstanding disputes within those groups or any matter where those groups have failed to reach a decision;
- consider and provide guidance to SZC Co. and the Transport Working Groups on any matters where the TRG consider there are interfaces between those groups that need a more strategic approach;
- consider the views and opinions with regards to transport of the parish councils, forums and local community when carrying out its role;
- where necessary, report to and refer matters to the Delivery Steering Group, particularly where there are interface issues across topics that require a more strategic approach or where the TRG fails to reach a decision; and
- notify the members of the Delivery Steering Group in the event that the TRG considers that a matter needs to be referred to the Delivery Steering Group for urgent resolution.

2.4.3 The TRG shall have further duties with regards to the **CTWP** (Annex K of the DoO Doc Ref. 8.17(H)) and **TIMP** (Annex M of the DoO Doc Ref. 8.17(H)), which are set out in those documents.

2.4.4 The TRG members shall comprise:

- the transport co-ordinator;
- one representative to be nominated by SCC;
- one representative to be nominated by National Highways;

- one representative to be nominated by East Suffolk Council;
- one representative to be nominated by Suffolk Constabulary; and
- three representatives, in addition to the transport co-ordinator, to be nominated by SZC Co.

2.4.5 Membership of the TRG does not fetter the members' planning and other statutory duties. The SCC, ESC, National Highways and Suffolk Constabulary nominated TRG representatives shall be an officer from each authority with knowledge of the transport aspects of the Sizewell C Project.

2.4.6 The TRG shall operate by consensus and all members of the TRG must participate in the TRG and perform the obligations of the governance group. Schedule 17 paragraph 2 of the **DoO** (Doc Ref. 8.17(G)) requires this of ESC, SCC and SZC Co. and the Deed of Covenants with National Highways and Suffolk Constabulary will also require this. If required from time to time, TRG representatives from SCC, ESC, National Highways and Suffolk Constabulary shall be able to nominate an alternative representative from their authority if they are unable to attend a TRG meeting.

2.4.7 In addition to the TRG members, specialist ad-hoc attendance can be called upon by the TRG to discuss particular agenda items. This could be either specialist representatives from SCC, ESC, National Highways or Suffolk Constabulary or other specialist representatives from bodies such as transport providers, other emergency services and lead contractors.

2.4.8 The TRG must be formed on or prior to commencement of construction and must meet every month for the first 3 months of the construction period and every 3 months thereafter during the construction period unless the TRG decides to meet at a different frequency. The TRG will be able to delegate issues or functions to a sub-group if it decides to.

2.5 Transport co-ordinator

2.5.1 A transport co-ordinator must be appointed by SZC Co. and be in place on or before commencement of construction and throughout the construction period of the Sizewell C Project. The transport co-ordinator must be responsible for the management of the **CWTP** and the other transport management plans (i.e. **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)) and **TIMP** (Annex M of the DoO Doc Ref. 8.17(H))). The appointment of the transport co-ordinator is secured through the **DoO** (Doc Ref. 8.17(H)) (paragraph 3 of Schedule 16).

2.5.2 The transport co-ordinator must have the following transport-related responsibilities related to the **CWTP**:

- promote the objectives and benefits of the **CWTP** to encourage compliance with its contents;
- monitor the success of the **CWTP** against the targets;
- report the monitoring of the **CWTP** to the TRG to allow consideration of appropriate actions as required;
- report to the TRG on transport related feedback from the Community Safety Working Group, Rights of Way Working Group, Transport Working Groups, parish councils, forums and local community;
- implement actions agreed with the TRG;
- propose **CWTP** updates to the TRG as required and make any approved amendments;
- if requested by the TRG, investigate potential unmitigated significant adverse transport impacts and, if required, put forward recommendations for mitigation to be funded by the Contingent Effects Fund;
- resolve issues and problems through liaison with other parts of SZC Co. and its contractors.

2.5.3 The transport co-ordinator role must be appointed at an appropriate senior level. They could either be an employee of SZC Co. or an independent consultant but they must sit outside of the SZC Co. delivery team.

2.6 Other groups

a) Community Safety Working Group

2.6.2 There will be a need for synergy between the activities of the TRG and the Community Safety Working Group, which the emergency services will sit on.

2.6.3 In order to minimise overlap and resource demand on the emergency services, the Community Safety Working Group must be attended by the transport co-ordinator in order to facilitate an on-going transport agenda

item that will provide a quarterly update on the monitoring of the transport management plans. With respect to the **CWTP**, the Community Safety Working Group shall be able to provide the transport co-ordinator with any feedback of the effectiveness of the **CWTP** in the context of community safety.

2.6.4 The minutes of the Community Safety Working Group must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

b) Rights of Way Working Group

2.6.5 On or before commencement, SZC Co. shall establish the Rights of Way Working Group which shall exist for the duration of the construction period, unless otherwise agreed by the members of the Rights of Way Working Group.

2.6.6 The minutes of the Rights of Way Working Group must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

2.6.7 The Rights of Way Working Group shall report to the TRG at least once every six months on matters including (but not limited to):

- any existing initiatives that the Public Rights of Way (PRoW) Fund has been applied towards and the effectiveness of such initiatives;
- any future initiatives that the Rights of Way Working Group has agreed will be funded by the PRoW Fund; and
- any material changes to the timing or delivery of the Project that may impact upon any existing or proposed initiatives that have been or are agreed by the Rights of Way Working Group to be funded by the PRoW Fund.

2.6.8 In the event that the Rights of Way Working Group considers that a matter needs to be referred to the TRG for urgent resolution, it shall notify the members of the TRG to invoke the urgency resolution process.

2.6.9 The transport co-ordinator shall report to each TRG meeting:

- any non-Project-related PRoW issues identified within the community that may have the potential to influence the Project's workforce and infrastructure;

- evidenced effects of the Project and its workforce on PRoW;
- use of financial contributions to implement PRoW and cycle measures; and
- any material impacts to PRoW that might arise as a result of changes in Project milestones, and any concerns relating to the delivery of the Project which may affect PRoW.

c) Transport Working Groups

2.6.10 The following transport working groups have already been or must be established under the **DoO** (Doc Ref. 8.17(H)) on or prior to commencement of construction:

- the Wickham Market working group;
- the Leiston working group;
- the Marlesford and Little Glemham working group;
- the Theberton and Middleton Moor working group;
- the B1125 working group; and
- the Yoxford working group.

2.6.11 The working groups will be sub-groups of the TRG, once the TRG is formed, and the transport co-ordinator must report to the TRG on a quarterly basis providing a summary of the progress of the transport schemes being developed in consultation with the working groups and any issues for the attention of the TRG.

2.6.12 The working groups shall continue to meet at a frequency agreed by the individual working groups until the detailed design of the scheme concerning each working group has been approved by SCC, at which point the working group will be disbanded.

d) Forums

2.6.13 A main development site forum, northern transport forum and southern transport forum will be established on commencement of construction as secured in the DoO (Doc Ref. 8.17(H)) (Schedule 17, paragraph 5). The

forums will form the key link between the TRG and the wider community and provide an indication of any transport related issues that are impacting the general public. The forums will meet within the first three months from the commencement date and thereafter on a quarterly basis.

2.6.14 The purpose of the forums will be to provide project information of relevant construction issues and progress, enable the forums to ask questions and raise issues of concern, and help inform SZC Co. on key issues affecting the local community and to find ways to minimise the impacts and maximise the benefits of the Project to those living and working nearby.

2.6.15 The minutes of the forum meetings must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

e) Parish councils

2.6.16 The parish councils not included as part of the forums already meet on a regular basis and they will be able to provide feedback to the TRG, which will provide an indication of any transport related issues that are of concern to the wider community.

2.6.17 The parish councils must be provided with the contact details of the transport co-ordinator and would be able to raise any transport related issues with them, a summary of which must be provided by the transport co-ordinator to the TRG as part of the TRG meeting agenda pack of information for consideration by the TRG.

2.7 Transport liaison and communication with other stakeholders and the wider community

2.7.1 Prior to commencement of construction SZC Co. must establish an email notification process whereby interested parties and stakeholders can register for email notifications with regards to transport updates for the Sizewell C Project during the construction period. In addition, SZC Co. will set up a twitter feed for the Sizewell C construction period. The email notification and twitter feed will provide transport related updates for the Sizewell C Project during the construction period. It will include, but not be limited to, programme updates for planned highway improvements, details of any road closures, diversions or other temporary traffic management measures and timing of any Special Order and VR1 Abnormal Indivisible Load movements by road and the proposed AIL route to be utilised.

2.7.2 In addition, SZC Co. has a Sizewell C information office within Leiston as well as a freephone community number that is already established and will

continue to operate throughout the construction period. Any member of the public can either visit the information office in Leiston or call the freephone number to raise any concerns with regards to the Sizewell C Project. A summary of transport related issues raised by the local community will be included by the transport co-ordinator in the monitoring reports.

2.7.3 SZC Co. communication team will regularly review transport related issues raised by the local community and will notify the TRG in the event that SZC Co. considers that a matter needs to be referred to the TRG for urgent resolution. Likewise, any member of the TRG shall be able to call an emergency TRG meeting to discuss any urgent matter that needs resolving, which could include issues raised by the local community. The TRG notification process is detailed in **Section 8** of this **CWTP**.

3 OBJECTIVES AND TARGETS

3.1 Introduction

3.1.1 This section summarises the objectives of the **CWTP** and the proposed targets.

3.2 Objectives

3.2.1 The objectives of the **CWTP** are to:

- minimise the volume of traffic associated with the construction of the Sizewell C Project so far as reasonably practicable; and
- maximise the sustainable movement of the construction workforce required for the construction of the Sizewell C Project so far as reasonably practicable.

3.3 Type of targets

3.3.1 The targets which will be included in the **CWTP** will be SMART, that is:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time related.

3.3.2 There are two types of targets, namely: 'aim' and 'action' targets. Aim targets are generally based on the percentage share of each travel mode used and are measured over a specific time frame. Action targets are task specific and are typically consolidated into an Action Plan.

3.4 Aim targets

3.4.1 This **CWTP** provides a series of mode share 'aim' targets for the construction phase of the Sizewell C Project.

3.4.2 First and foremost, SZC Co. is committed to achieve the mode share targets that have been assessed as part of the DCO application as set out in the **Consolidated Transport Assessment** [REP2-052].

3.4.3 However, it is recognised that for certain aspects of the **Consolidated Transport Assessment** [REP2-052], the assessment includes some worst-case assumptions in order to provide a robust assessment of the highway network.

3.4.4 Therefore, the mode share targets have been set out as follows:

- mode share assessment targets – these targets are based on the assumptions included in the **Consolidated Transport Assessment Addendum** [REP2-052] and on which the traffic modelling is based, which assume no workers would walk or cycle as part of their journey to work; and

- mode share aim targets – these targets are based on SZC Co.'s aim to encourage workers to walk and cycle to the main development site and associated development sites.

3.4.5 It should be noted that the mode share assessment targets have been derived based on the gravity model, as summarised in Chapter 7 of the **Consolidated Transport Assessment** [REP2-052], which forecasts the geographic distribution of construction workers. However, whilst it is considered that the gravity model provides a robust estimate of the workforce distribution for assessment purposes, the actual geographic distribution of construction workers cannot be precisely predicted and would vary over time throughout the construction phase of the Sizewell C Project. As such, as part of the early monitoring of the **CWTP** the actual mode share split will be derived and reviewed by the transport co-ordinator and reported to the TRG. Any proposed changes to the mode share targets will be put forward by the transport co-ordinator to the TRG (for example, the actual distribution of workforce may change the split between direct bus and park and ride bus). The mode share targets will only be adjusted in agreement with the TRG. The TRG shall not be entitled to approve any amendments to the mode share targets unless it is reasonably satisfied that the amendments are unlikely to give rise to any materially new or materially different environmental effects in comparison with those assessed in granting the DCO. The monitoring of the mode share targets is summarised in **Section 5**.

a) Main development site journey to work

i. Mode share assessment targets

3.4.6 The implementation of the **CWTP** measures is designed to achieve a high level of non-car modes of transport for the journey to work at the main development site for the construction workforce.

3.4.7 **Table 3.1** sets out journey to work mode share assessment targets for the construction workers journey to work at the main development site. It sets out the mode forecast to be used for the last leg of the journey to the main development site (the final mode) as more than one mode may be used for the overall journey to work. The mode share targets in **Table 3.1** are based on the mode share applied to the **Consolidated Transport Assessment Addendum** [REP2-052] and associated traffic modelling. It should be noted that it will be the percentage mode share that will be monitored rather than the numbers in **Table 3.1** as these are just based on two points in time during the construction phase that informed the assessment. The percentage mode share in **Table 3.1**, coupled with the limits on car parking secured through Requirement 8 of the DCO, will manage worker trips to/from the main development site.

Table 3.1: Main development site mode share assessment targets

Final Mode of Travel to Main Development Site	Early Years Workforce Split	Early Years Mode Share	Peak Construction Workforce Split	Peak Workforce Mode Share
Walk/cycle	0	0%	2,400	28%
Car driver	242	16%	1,049	13%
Car passenger	58	4%	437	5%
Direct bus	600	40%	1,942	23%
Park and ride bus	600	40%	2,652	31%
Total	**1,500**	**100%**	**8,480**	**100%**

3.4.8 The 'early years' mode share targets are based on the early years transport strategy prior to the northern or southern park and ride facilities being operational. The peak workforce mode share targets are based on the peak construction transport strategy with the northern and southern park and ride facilities in place as well as the accommodation campus. They are based on the assessment in the **Consolidated Transport Assessment Addendum** [REP2-052] of the peak workforce during the peak construction.

3.4.9 Once the northern or southern park and ride facilities become operational, the commitment will be to achieve the 'peak workforce' mode share targets. However, this will not be achievable from day one of the **CWTP** operating under the peak workforce mode share targets. It is standard practice in travel planning for targets to be set, which are sought to be achieved by a particular point in time and interim targets set to ensure that this happens. Therefore, the TRG will be able to set interim mode share targets to ensure that the peak workforce target is met ahead of the construction workforce peaking. The interim peak construction targets would need to take account of when the campus will be available as that will have an impact on the level of walk and cycling that would be achievable, albeit there is a comprehensive package of walk and cycle improvements that must be delivered by SZC Co., which will promote walk and cycling to/from the main development site.

3.4.10 SZC Co. is committed to achieving the mode share assessment targets set out in **Table 3.1**, which will be monitored and reviewed through the TRG.

3.4.11 The mode share targets set out in **Table 3.1** demonstrate that the Sizewell C Project will achieve a significant sustainable travel mode share during the construction phase, with 80% of the construction workers in the early years and 83% at peak construction making their daily journey to work at the main development site via sustainable modes for at least part of their journey. **Table 3.1** shows that at peak construction almost a third (29%) of the construction workers would walk to work from the accommodation campus and over half (54%) of the construction workers would use Sizewell C bus services for at least part of their journey to travel to/from the main development site.

ii. Mode share aim targets

3.4.12 In order to provide a robust assessment in the **Consolidated Transport Assessment** [REP2-052], it was assumed that no workers would walk or cycle to the main development site beyond those workers living at the accommodation campus during peak construction. SZC Co. is committed to encouraging workers to travel as sustainably as practically possible and is providing a package of measures as part of the **CWTP** to encourage walking and cycling. As such, the mode share assessment targets have been adjusted to provide mode share aim targets as summarised in **Table 3.2** below. These targets are aspirational and increase the walk/cycle mode share so that it is not just based on workers living in the campus walking to work (as is the assumption in the mode assessment share) but assumes that other workers living nearby would make use of the proposed walk and cycle infrastructure improvements and walk or cycle to the main development site. Likewise, the aim targets seek to promote rail as a mode

of travel, although it is recognised that this may be limited given that the Sizewell C buses will be free and the timetable will align with shift patterns. However, rail travel is likely to be more attractive to Sizewell C visitors, which will also be promoted as set out in **Section 4**. Finally, the aim targets seek to further promote car sharing beyond what was assessed in the **Consolidated Transport Assessment** [REP2-052].

3.4.13 These are aspirational aim targets that go beyond the highly sustainable mode share that was assessed in the **Consolidated Transport Assessment** [REP2-052] and has been committed to by SZC Co. through the mode share assessment targets set out in **Table 3.1** above. Whilst the commitment from SZC Co. is to achieve the mode share assessment targets, SZC Co. will endeavour to meet the 'aim' targets summarised in **Table 3.2** through the implementation of the walk and cycle, rail and car share measures set out in this **CWTP**. Rail as a mode to travel to the main development site would need to be in combination with another mode, such as park and ride bus. It should be noted that it will be the percentage mode share that will be monitored rather than the numbers in **Table 3.2** as these are just based on two points in time during the construction phase that informed the assessment.

Table 3.2 – Main development site mode share aim targets

Final Mode of Travel to Main Development Site	Early Years Workforce Split	Early Years Mode Share	Peak Construction Workforce Split	Peak Construction Mode Share
Walk/cycle	30	2%	2,544	30%
Car driver	200	13%	933	11%
Car passenger	85	6%	594	7%
Direct bus	585	39%	1,707	20%
Park and ride bus	590	39%	2,652	31%
Rail	10	1%	50	1%
Total	**1,500**	**100%**	**8,480**	**100%**

b) Park and ride as part of journey to work

i. Mode share assessment targets

3.4.14 **Table 3.3** summarises the mode share assessment targets for the construction workers travelling to the park and ride facilities as part of the journey to work at the main development site. The targets are based on the mode share applied to the **Consolidated Transport Assessment** [REP2-052] and the associated traffic modelling. It should be noted that it will be

the percentage mode share that will be monitored rather than the numbers in **Table 3.3** as these are just based on one point in time during the peak construction phase that informed the assessment. The percentage mode share in **Table 3.3**, coupled with the limits on car parking secured through the DCO, will manage worker trips to/from the park and ride facilities.

Table 3.3 – Park and ride mode share assessment targets

Final Mode of Travel to Main Development Site	Northern park and ride		Southern park and ride	
	Peak Workforce Split	Mode share	Peak Workforce Split	Mode share
Car driver	1,206	81%	980	84%
Car passenger	280	19%	186	16%
Total	1,486	100%	1,167	100%

ii. Mode share aim targets

3.4.15 In order to provide a robust assessment in the **Consolidated Transport Assessment** [REP2-052], it was assumed that no workers would walk, cycle or motorcycle to the park and ride facilities. Notwithstanding this, SZC Co. is committed to encouraging workers to travel as sustainably as practically possible and is providing a package of measures as part of the **CWTP** to sustainable travel. As such, the mode share assessment targets have been adjusted to provide mode aim share targets as summarised in **Table 3.4** below, which increase walk and cycling and car sharing compared to what was assessed. It should be noted that it will be the percentage mode share that will be monitored rather than the numbers in **Table 3.4** as these are just based on one point in time during the peak construction phase that informed the assessment.

Table 3.4 – Park and ride mode share aim targets

Final Mode of Travel to Main Development Site	Northern Park and Ride		Southern Park and Ride	
	Peak Workforce Split	Mode share	Peak Workforce Split	Mode share
Walk/cycle	30	2%	23	2%
Motorcycle	30	2%	23	2%
Car driver	1,114	75%	911	77%
Car passenger	312	21%	210	18%
Total	**1,486**	**100%**	**1,167**	**100%**

3.4.16 Once the pattern of where workers not resident in accommodation campuses are living is established, the appropriateness of the targets for the park and ride sites will be considered through the monitoring and review process set out in **Section 5** of this **CWTP**.

3.5 Action targets

3.5.1 **Appendix 1** provides an initial list of early actions to be implemented for the **CWTP.** These include early actions such as appoint the transport co-ordinator, develop travel input for the induction process, appoint bus operator and procure swipe card system for workers swiping onto buses. Within 3 months of commencement, the early action plan will be agreed with the TRG, including timescales and responsibilities.

3.5.2 As part of the quarterly TRG monitoring report, an action plan will be provided, which will set out the proposed actions put forward by the transport co-ordinator for the subsequent quarter with regards to the **CWTP**.

3.5.3 Some of the actions will be associated with the continued implementation of the **CWTP** but others may be proposed as refinements / remedial actions to be agreed by the TRG at the quarterly meeting to ensure that the mode share targets set within the **CWTP** are met.

3.5.4 This is a standard approach for implementing Travel Plans as not all of the measures will be delivered upon commencement of construction and there will be ongoing implementation and refinements. For example, direct bus services are to be agreed by the TRG and will be implemented in accordance with the workforce profile and distribution. Likewise, there may be additional measures or refinement to measures that are needed to those set out in the **CWTP** in order to meet the mode share targets.

3.5.5 The approved **CWTP** actions at each TRG meeting to ensure that the mode share targets are met are to be funded by SZC Co. and managed by the transport co-ordinator.

4 TRAVEL PLAN MEASURES

4.1 Introduction

4.1.1 This section sets out a range of measures and procedures which must be put in place by SZC Co. to deliver the mode share targets for the journey to work at the main development site, including non-construction workers, as well as the journey to the park and ride facilities for construction workers and employees at the park and ride facilities.

4.1.2 The measures in this section include the transport infrastructure and services that are to be implemented as part of the DCO as well as management protocols to ensure that the mode share 'assessment' targets are met (e.g. swipe card system for workers using buses, parking permit system, allocation of workers to mode of travel).

4.1.3 In order to provide a robust assessment in the **Consolidated Assessment Addendum** [REP2-052], it was assumed that no workers would walk or cycle to the main development site or park and ride facilities, with the exception of the workers living in the accommodation campus. However, a package of walk and cycle infrastructure improvements are proposed and summarised within this section of the **CWTP.** The walk and cycle infrastructure improvements are secured within the DCO, in addition to walk and cycle funding secured via the **DoO** (Doc Ref 8.17(H)). This section of the **CWTP** also includes other measures to encourage walking and cycling such as information and marketing, shower and changing facilities and a bicycle user group. It is these walk and cycle measures that will form the basis of the 'aim' mode share targets.

4.2 Walk and cycle measures

4.2.1 SZC Co. must implement the following measures in relation to encouraging walking and cycling. SZC Co. must take into account any relevant advice or further measures to encourage walking and cycling provided by the TRG.

a) Providing accommodation in close proximity to the main development site

4.2.2 Whilst the remote nature of the Sizewell C site has some advantages for the location of a nuclear power station, it does not make it favourable for construction workers to walk and cycle to work.

4.2.3 From a transport perspective, the benefit of the 2,400-bed accommodation campus on the main development site is that it would greatly reduce the number of journeys to work on the highway network as well as the time