

NOT PROTECTIVELY MARKED



Sizewell C: Transport Monitoring Report

September – November 2024

NOT PROTECTIVELY MARKED

NOT PROTECTIVELY MARKED

Contents

1	Introduction	9
1.2	Report Scope	9
2	Monitoring of Construction Worker Movements	10
2.1	Introduction.....	10
2.2	Construction Workforce Profile.....	10
2.3	Mode Share	11
2.4	Car Trips In / Out of MDS Car Park	13
2.5	Cycle and Motorcycle Parking Utilisation.....	13
2.6	Patronage of Each Bus Service	14
2.7	Profile of Bus Arrivals to / from MDS	14
2.8	Mode Share of the AD site Construction Workforce.....	15
2.9	Fly Parking	15
2.10	Action Plan	16
2.11	CWTP Change Log.....	16
3	Monitoring of Freight Movements	17
3.1	Introduction.....	17
3.2	Road, Rail, Marine Mode Share to / from the MDS	17
3.3	HGVs to / from the MDS.....	17
3.4	HGVs Between MDS and ACA.....	24
3.5	HGVs to / from the Associated Development sites	25
3.6	LGVs to / from the MDS	26
3.7	LGVs to / from the Postal Consolidation Facility and the Southern P&R	28
3.8	AILs by road to / from the MDS.....	28
3.9	CTMP Action Plan	29
4	Traffic Incident Management Plan	30
4.1	Introduction.....	30
4.2	TIMP update	30
4.3	TIMP Action Plan	30
4.4	TIMP Change Log	30
5	Transport Engagement Update	31
5.1	Introduction.....	31
5.2	Overview	31
5.3	Transport Working Groups.....	31
5.4	Leiston Information Centre / SZC Free Phone	32

NOT PROTECTIVELY MARKED

Document Control

Author(s):	Alex Fairhead	
Reviewer(s):	Joseph Hough Kirsty McMullen	
Owner	Sizewell C	

Revision History

Revision	Amendment	By	Date

NOT PROTECTIVE MARKING

NOT PROTECTIVELY MARKED

References and Definitions

Term / Abbreviation	Definition
DCO	Development Consent Order
TRG	Transport Review Group
CWTP	Construction Worker Travel Plan
CTMP	Construction Traffic Management Plan
TIMP	Traffic Incident Management Plan
Abnormal Indivisible Load (AIL)	<p>A vehicle having one or more of the following characteristics on any part of the vehicle combination:</p> <ul style="list-style-type: none"> • 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 side of the vehicle; or • 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	The construction period up until the Sizewell Link Road (SLR) and Two Village Bypass (TVB) are available for use.
Peak Construction	The construction period once the SLR and TVB are operational
TMR	Transport Monitoring Report
MDS	Main Development Site, which includes the main construction area (MCA), temporary construction area (TCA) and ancillary construction area (ACA), which is also known as Land East of Eastland Industrial Estate (LEEIE)
MCA	Main construction area
TCA	Temporary construction area
ACA	Ancillary construction area, which is also known as Land East of Eastland Industrial Estate (LEEIE)
P&R	Park and Ride

NOT PROTECTIVELY MARKED

Term / Abbreviation	Definition
AD	Associated Development site
Monitor	A quantity/value/measure which is required to be observed and reported upon as defined in the CTMP, CWTP and TIMP
Control	A comparison between data collected via monitoring to review actual performance against agreed caps as defined in the CTMP, CWTP and TIMP

NOT PROTECTIVELY MARKED

Executive Summary

1. This Transport Monitoring Report (TMR) summarises the position of the Sizewell C Project from a transport perspective for the previous three months – i.e. 1st September to 30th November.
2. A summary of the transport monitoring is provided as part of this Executive Summary. This is composed of a table detailing the level of compliance or corresponding statistic to each monitoring requirement.
3. The compliance table provides a summary of the monitoring reference as per the 22 CTMP / CWTP monitoring or control requirements and corresponding documents.

Compliance Statistic Tracker

Number	Item	DCO Requirement	TMR Paragraph Reference	Monitoring Indicator
CWTP				
1	Mode Share – Construction workers	Monitor	2.3	83% Car Driver
2	Mode share - visitors	Monitor	2.3 (ii)	Not available currently
3	Car trips in / out of MDS car park	Monitor	2.4	Data being collected
4	Cycle/Motorcycle Parking Utilisation	Monitor	2.5	1-2 Average (Motor)cycles parked
5	Patronage of Each Bus Service	Monitor	2.6	Not available currently
6	Profile of Bus Arrivals to / from MDS	Monitor	2.7	0600-1930 shift pattern dependant
7	Mode Share of the AD site Construction Workforce	Monitor	2.8	Not available currently
8	Fly parking	Monitor	2.9	1 instance
CTMP				
9	Road, Rail, Marine Mode Share to / from the MDS	Monitor	3.2	100% Road Freight
10	HGV routes to / from the MDS	Control	3.3 (i)	99.7%
11	Directional split of HGVs	Monitor	3.3 (ii)	78.4% / 21.6%
12	Daily HGV / HDV Movement Caps	Control	3.3 (iii)	100%
13	Network Peak Hour HDV / HGV Movement Caps	Control	3.3 (iv)	99.9%
14	Shoulder Peak Hour HDV / HGV Movement Caps	Control	3.3 (v)	100%

NOT PROTECTIVELY MARKED

Number	Item	DCO Requirement	TMR Paragraph Reference	Monitoring Indicator
15	HGV timing restrictions	Control	3.3 (vi)	99.1%
16	Best Practice Fleet Operation	Monitor	3.3 (vii)	99.9% FORS, 65.7% CLOCS
17	HDV Emission Standards	Monitor	3.3 (viii)	100%
18	HGVs between MDS and the LEEIE	Monitor	3.4	100% Compliant with best practice
19	HGVs to / from the Associated Development sites	Monitor	3.5	100% FORS and Euro VI
20	LGVs to / from the MDS	Monitor	3.6	100%
21	LGVs to / from postal consolidation facility and SPR	Monitor	3.7	Not currently available
22	AILs by road to / from the MDS	Monitor	3.8	100%

4. Trend analysis has also been conducted to provide an overview of some of the transport-related monitoring requirements for the lifecycle of the project to date:

- The number of two-way HGV movements per day in comparison to the HDV cap;
- The number of two-way LGV movements per day;
- Number of AIL deliveries recorded per month; and
- Directional split of HGVs.

NOT PROTECTIVELY MARKED

Figure 1 – Number of two-way HDV movements per day vs HDV Cap

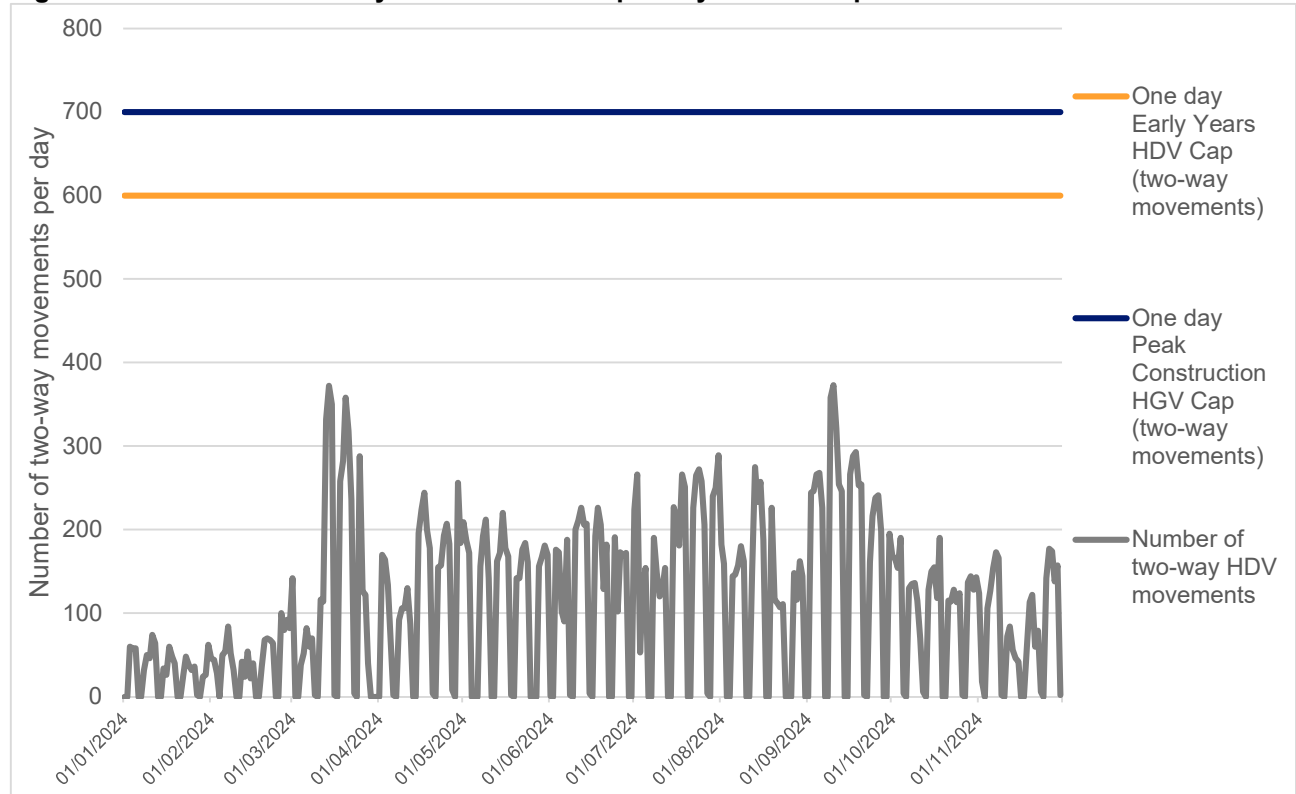
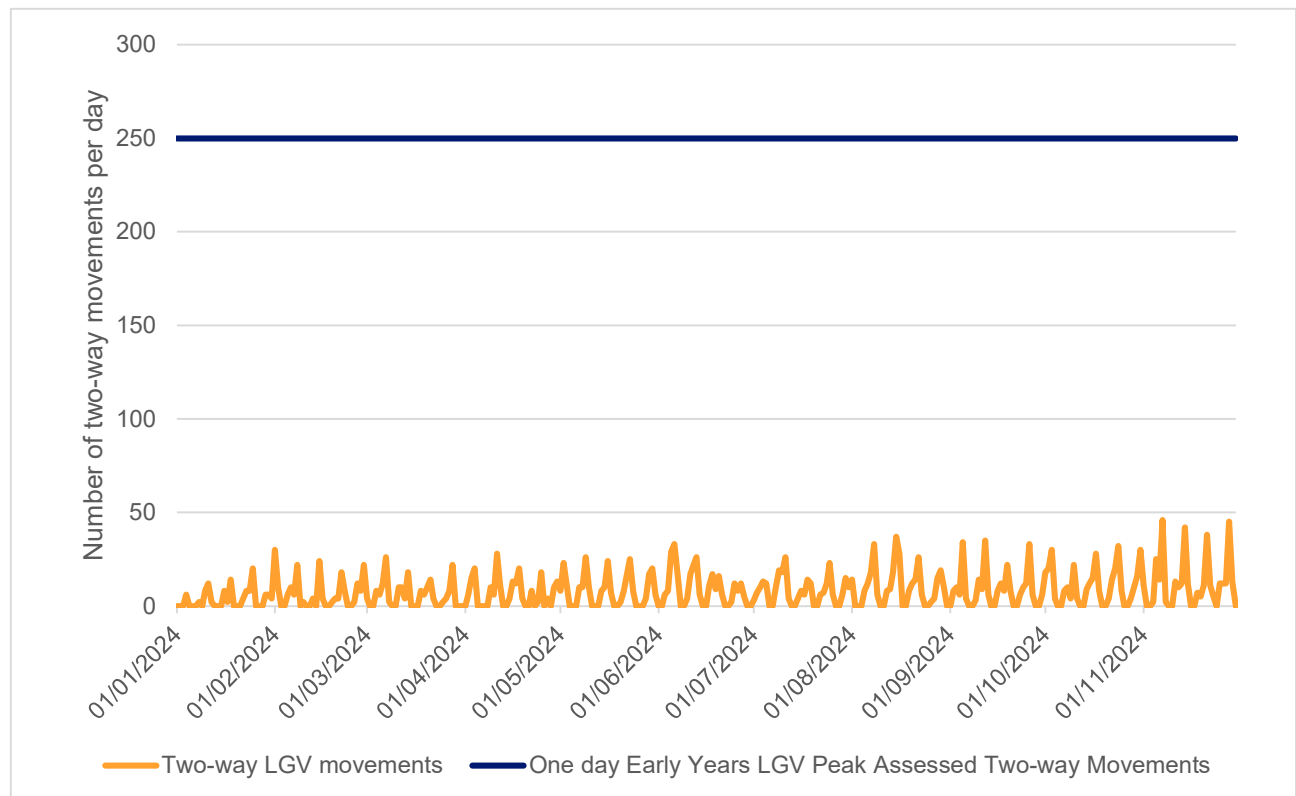


Figure 2 – Number of actual vs assessed two-way LGV movements per day



NOT PROTECTIVE MARKING

NOT PROTECTIVELY MARKED

Figure 3 – Number of AIL Deliveries per day to date

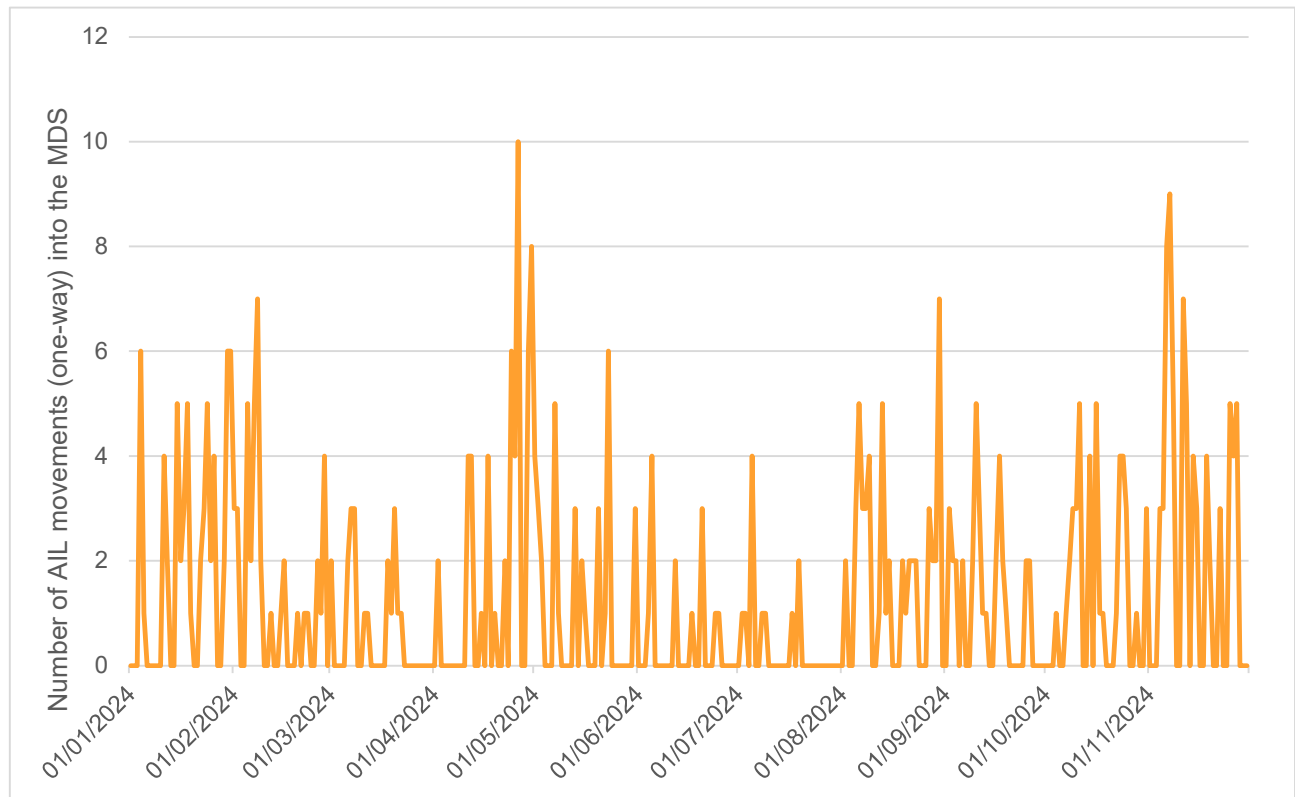
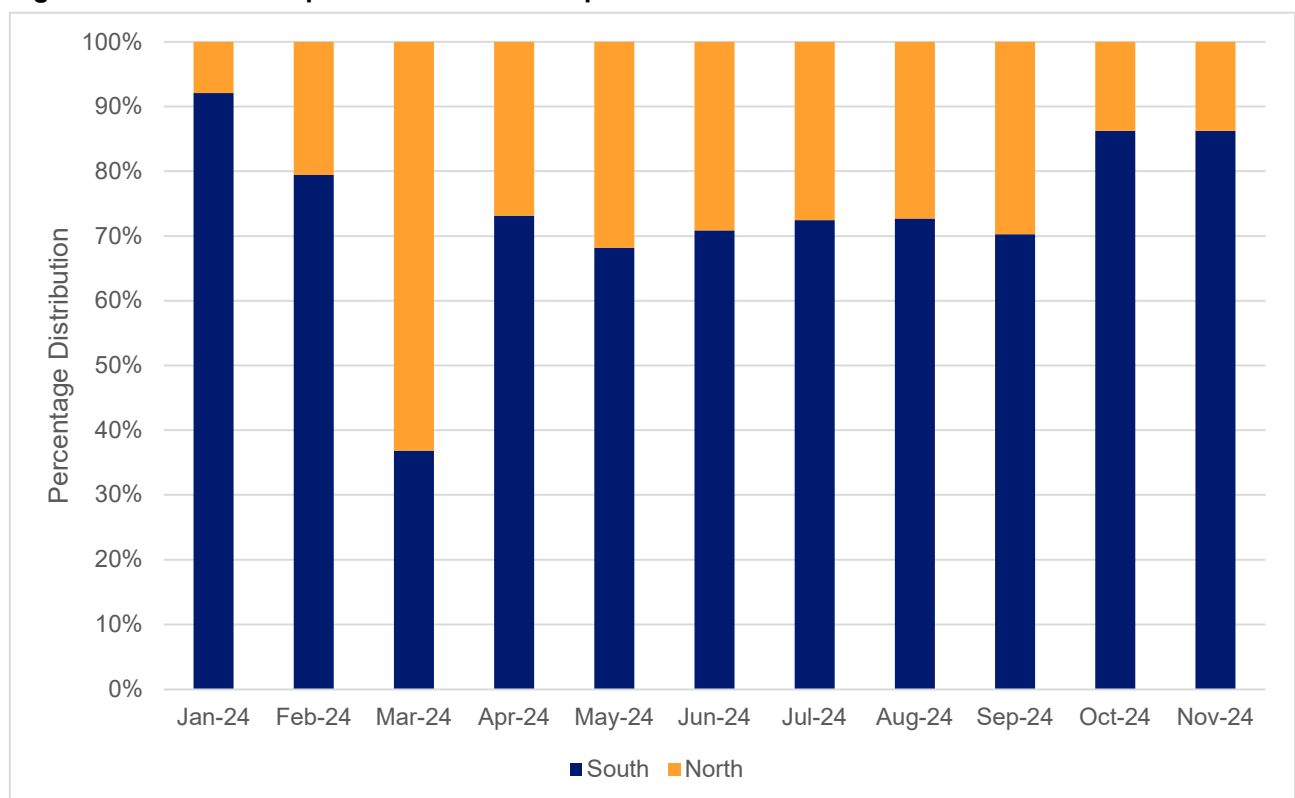


Figure 4 – Directional Split of HGV Deliveries per month



NOT PROTECTIVE MARKING

NOT PROTECTIVELY MARKED

1 Introduction

- 1.1.1 The Development Consent Order (DCO) for Sizewell C requires NNB Generation Company Limited (Sizewell C) to implement a series of transport management plans until the end of the construction period. These consist of the Construction Worker Travel Plan (CWTP), Construction Traffic Management Plan (CTMP) and the Traffic Incident Management Plan (TIMP).
- 1.1.2 Further to the requirements set out in each management plan, Sizewell C must prepare a Transport Monitoring Report (TMR) for consideration by the Sizewell C Transport Review Group (TRG) to enable compliance against the management plans to be reviewed throughout the construction programme.
- 1.1.3 The TRG is composed of East Suffolk Council (ESC), Suffolk County Council (SCC), National Highways (NH), Suffolk Constabulary (SC) and Sizewell C. It met for the first time on 25th January 2024 following commencement of the Sizewell C DCO on 15th January 2024.
- 1.1.4 This report has been prepared by Sizewell C to review the position of Sizewell C from a transport perspective for the previous three months – i.e. 1st September to 30th November 2024. The next TRG meeting will take place in January 2025 as agreed at the previous meeting in September 2024. The delay is to reflect difficulty in scheduling a meeting during the holiday period. The next meeting date will be agreed at the meeting in January.

1.2 Report Scope

- 1.2.1 The report has been structured as follows:
 - Section 2 – Monitoring of Construction Worker Movements;
 - Section 3 – Monitoring of Freight Movements;
 - Section 4 – Updates on the TIMP implementation; and
 - Section 5 – Stakeholder Engagement Update.

NOT PROTECTIVELY MARKED

2 Monitoring of Construction Worker Movements

2.1 Introduction

- 2.1.1 The compliance requirements for monitoring Sizewell C construction workforce movements are set out in paragraph 5.2.6 of the CWTP:

“SZC Co. must prepare a monitoring report, summarising the data in Table 5.1, and submit it to the TRG for review.”

- 2.1.2 The remainder of this section sets out the position for the period between September – November 2024.

2.2 Construction Workforce Profile

- 2.2.1 The workforce numbers for the year to date are provided in **Table 2.1**. The data has also been disaggregated into location or type of worker, which is summarised in **Table 2.2**.

Table 2.1 – Sizewell C Workforce – January – November 2024

Month	Data Classification	Average Daily Workers	Peak Daily Workers
January	Observed	421	559
February	Observed	501	572
March	Observed	525	619
April	Observed	534	635
May	Observed	526	631
June	Observed	501	709
July	Observed	482	701
August	Observed	668	859
September	Observed	815	964
October	Observed	885	1121
November	Observed	823	1069

- 2.2.2 A breakdown for the average number of workers on each site for the monitoring period is presented in **Table 2.2** below.

Table 2.2 – Average Workforce Numbers per Site – September – November 2024

Classification	Average Numbers of Workers by Class		
	September	October	November
ACA	239	202	218
TCA	219	224	221
MCA	85	103	98

- 2.2.3 The remaining workers not included in the workforce disaggregation presented in Table 2.2 are located off-site. It is concluded that this element be **kept under review** by the TRG.

NOT PROTECTIVELY MARKED

2.3 Mode Share

i) Construction Workers

2.3.1 As required in Tables 3.2 and 3.4 of the CWTP, SZC Co has a requirement (monitor) to meet a series of mode share targets in respect to construction worker travel to (unidirectional) the MDS and Northern and Southern Park and Ride sites.

2.3.2 Review has been undertaken by SZC Co as follows:

- Only the MDS is able to generate mode share data for trips at the time of writing, but, when able, data will be provided for both Park and Ride sites;
- The mode share targets to be met during the Early Years are confirmed in **Table 2.3** below, and are to be achieved prior to the Peak Construction phase commencing;
- Review by the TRG of target-compliance, as per the CWTP, is to be:
 - percentage-based, as opposed to reviewing absolute numbers of workers per mode; and
 - account for final mode trips in only one direction i.e. worker trips inbound to the MDS.

Table 2.3 – Early Years Mode Share Targets – MDS

Classification	'Assessment' Targets	'Aim Targets'
Walk/Cycle	0%	2%
Car Driver	16%	13%
Car Passenger	4%	6%
Direct Bus	40%	39%
Park and Ride Bus	40%	39%
Rail	0%	1%
Total	100%	100%

2.3.3 Baseline data for the Sizewell C worker travel has been collected via a Workforce Travel Survey and will continue to be collected annually, as advised to the TRG in April 2024. The survey was undertaken in June 2024 and was issued to the TRG at their next meeting in September.

2.3.4 For the most recent survey presented to the TRG in September, there were, in total, 394 responses from a potential circa 1,000 worker passholders included in the survey circulation. It is important to note, however, that passes are issued to workers that may be visiting the site on a monthly or less regular basis. In real terms, therefore, the percentage participation of workers is higher than the indicated 39% amongst workers travelling to the site more regularly.

2.3.5 Analysis of the survey results has been undertaken to present the following information regarding worker travel habits:

- Main mode of travel to the MDS (longest stage of the journey);
- Typical final mode of travel to the MDS;
- Distance travelled to work on a daily basis; and
- Typical days commuted to the workplace per week.

NOT PROTECTIVELY MARKED

2.3.6 **Table 2.4** presents a summary of the typical final and main modes of travel to the MDS as per the annual travel survey results.

Table 2.4 – Annual Travel Survey Mode Share

Mode	Final Mode Share	Main Mode Share
Car Driver	78.17%	82.74%
Car Passenger	14.97%	11.17%
Cycle	0.76%	0.51%
Motorcycle	0.51%	0.00%
Public Bus	0.25%	0.00%
Rail	0.00%	3.30%
Taxi	0.00%	0.25%
SZC Bus	1.78%	0.76%
Walk	3.55%	1.27%
Total	100.00%	100.00%

2.3.7 It should be noted that the car driver mode share is higher than forecast in the CWTP in the absence of worker accommodation and public transport provision. It is anticipated that this mode share will decrease as the project progresses, resulting in workers being located closer to the site and increased public and Sizewell-operated transport provision. **Table 2.5** presents a breakdown of the typical commuting distance for the SZC workforce.

Table 2.5 – Typical Commuting Distance

Distance Travelled to Work	Number of People	Percentage
0-5 miles	94	23.86%
5-10 miles	41	10.41%
10-20 miles	57	14.47%
More than 20 miles	202	51.27%
Total	394	100.00%

2.3.8 The travel survey shows that, at present, the majority of people reside over 20 miles away from the site. Also asked in the survey was the number of times each worker commuted to the site on a typical work week. Results from this enquiry are presented in **Table 2.6**.

Table 2.6 – Commuting Frequency to Site

Frequency of Commute	Number of People	Percentage
Once per week	69	17.51%
2-3 days per week	46	11.68%
3-4 days per week	91	23.10%
5 days per week	188	47.72%
Total	394	100.00%

NOT PROTECTIVELY MARKED

2.3.9 It is concluded that this requirement be **kept under review** by the TRG and be monitored in the next travel and worker surveys.

ii) Visitors

2.3.10 As required in paragraph 4.9.1 of the CWTP, visitor mode shares to the MDS must be monitored by Sizewell C via booking systems on arrival.

2.3.11 Review has been undertaken by Sizewell C as follows:

- Visitor mode share data is being recorded via the visitor booking system that collects daily and weekly data. At present, the majority of visitors arrive by car.
- Information is provided to visitors regarding sustainable travel options when booking a visit to the site via the Visitor Management System. This is provided in the form of a leaflet available at the reception desk and includes:
 - Locations of car, motorcycle and cycle parking;
 - Local bus timetables;
 - Darsham railway station timetables and sustainable connectivity options to/from Darsham railway station;
 - Walking routes from Leiston to the site; and
 - A car sharing app is currently in development.

2.3.12 Following the opening of the ACA, visitor numbers are being recorded daily. The recording of all the workforce is being undertaken by security by the use of go readers at the ACA. This is also undertaken upon any instance of staff leaving the site if it is pertinent for staff to regain access.

2.3.13 For the months of September, October, and November, the total number of visitors at the MCA were 1149, 1267, and 849, respectively.

2.3.14 It is concluded that this requirement be **kept under review** by the TRG.

2.4 Car Trips In / Out of MDS Car Park

2.4.1 As required in paragraph 5.2.2 of the CWTP, all SZC car parks other than the FMF must have a permanent Automatic Traffic Count (ATC) installed to monitor car arrivals and departures on a continual basis.

2.4.2 Parking has since been suspended at the MCA since the commencement of the outage.

2.4.3 It is concluded that this requirement be **kept under review** by the TRG.

2.5 Cycle and Motorcycle Parking Utilisation

2.5.1 As required in Table 5.1 of the CWTP, there is a requirement for SZC to monitor utilisation levels once per month (on a weekday) at its bicycle and motorcycle parking facilities at all Sizewell C car parks.

2.5.2 Review has been undertaken by Sizewell C as follows in **Table 2.7**.

NOT PROTECTIVELY MARKED

Table 2.7 – Observed Cycle and Motorcycle Parking

Date	MCA		ACA	
	Cycle	Motorcycle	Cycle	Motorcycle
03/09/2024	0	0	1	1
25/09/2024	0	0	0	1
10/10/2024	1	0	1	1
29/10/2024	0	0	1	1
07/11/2024	0	0	2	1
27/11/2024	1	0	1	1

2.5.3 In the monitoring period, ACA has since commenced its operation and has begun monitoring cycle and motorcycle parking. This data will be presented henceforth as per **Table 2.7**.

2.5.4 It is concluded that this requirement be **kept under review** by the TRG.

2.6 Patronage of Each Bus Service

2.6.1 As stated in Table 5.1 of the CWTP, there is a requirement for Sizewell C to monitor the patronage of each bus service procured by Sizewell C monthly, during the 1st three months of construction, and quarterly thereafter.

2.6.2 Review has been undertaken by Sizewell C as follows:

- The main passenger contract ITT will be released on 06/01/2025. All prospective bidders have been notified in advance of this date. The evaluation and subsequent decision to award this will be completed by March 2025; and
- There have been delays to the completion of necessary works to enable safe fuelling of hydrogen buses. The works are now scheduled for completion in January 2025. Upon completion, operation can commence;

2.6.3 Bus movement and patronage data is collected in the following ways:

- For arrivals and departures, all journeys are recorded on the bus ticketing machines, which also record bus patronage;
- All bus movements to access sites are recorded daily on the Delivery Management System;
- For arrivals and departures at each site, the ATCs located at site entrances are able to disaggregate movements of buses and HGVs used in construction, providing directional bus volume data; and
- Bus patronage data will be collected by onboard pass readers as part of the hydrogen bus pilot, which, if proven to be successful, will be installed to all future buses in the Sizewell fleet.

2.6.4 It is concluded that this requirement be **kept under review** by the TRG.

2.7 Profile of Bus Arrivals to / from MDS

2.7.1 As stated in Table 5.1 of the CWTP, there is a requirement for Sizewell C to monitor the bus arrival / departure data at the MDS to gain a greater understanding of workforce shift patterns.

NOT PROTECTIVELY MARKED

2.7.2 Review has been undertaken by Sizewell C as follows:

- All patronage data and timetabled buses are recorded for all workforce utilising the internal bus service between the ACA and MCA Monday to Friday between 0600-1730 which covers all existing shift requirements; and
- There are no existing bus services operating on the weekend as workforce numbers remain low.

2.7.3 It is concluded that this requirement be **kept under review** by the TRG.

2.8 Mode Share of the AD site Construction Workforce

2.8.1 As stated in Table 5.1 of the CWTP, there is a requirement for Sizewell C to monitor the mode share of construction worker movements quarterly to the AD sites via a manual count. The following methodology was agreed with SCC prior to the April 2024 TRG meeting and is repeated below for information.

- Sizewell C will collect the mode share data for the AD construction workers via **1 gate entrance count** conducted by Sizewell C staff at the entrance to each AD site car park on a common weekday (same day) across a 0700-1900 period to record inbound and outbound movements every 15 minutes for the following modes:
 - Walk/Cycle
 - Car Driver
 - Car Passenger
 - Direct Bus
 - Park and Ride Bus
 - Rail
 - Other
- The entrance count will be conducted for the final and main mode of transportation for their journey.
- It is only once the AD sites are operational that an ATC will be installed at the northern and southern park and ride facilities and the accommodation campus as well as the MDS car parks.

2.8.2 The AD sites are yet to be constructed, so an update has been provided on the potential timescales for this based on the Implementation Plan:

- Park and Ride sites – enabling works are being undertaken on both the Southern and Northern Park and Rides. Construction is due to commence in 2025 and Operation will begin in 2026; and
- Accommodation campus – quarterly commencing in 2026 as part of the construction of the site.

2.8.3 It is concluded that this requirement be **kept under review** by the TRG.

2.9 Fly Parking

2.9.1 As required in Table 5.1 of the CWTP, there is a requirement for Sizewell C to monitor illegitimate worker parking off-site continually.

NOT PROTECTIVELY MARKED

2.9.2 Local residents have direct access to the information centre email address and phone number to report any concerns. Any report received of potential fly parking or other nuisance is investigated and recorded according to the results of the investigation. The Sizewell vehicle fleet is marked with prominent fleet numbers, so as to easily identify any vehicles fly parking.

2.9.3 Review has been undertaken by Sizewell C as follows:

- This is to be reported monthly to TRG during the 1st three months of construction and quarterly thereafter but included in the TMR regardless;
- Sizewell C employs a dedicated community support officer for any fly parking incidents. They are employed to ensure expectations of the construction workforce are implemented on-site and in the local community to appropriately deal with any issues or community concerns relating to safety and security;
- One instance of fly parking has been reported amongst all Sizewell C worker vehicles during the monitoring period for the months of September – November 2024. The vehicle was reported to be causing an obstruction in close proximity to the Buckleswood Road site belonging to a contractor. The employee was immediately contacted by their supervisor and the vehicle was relocated soon after; and
- Generally, with the current number of workers, there continues to be sufficient parking provision to accommodate the workforce.

2.9.4 It is concluded that this requirement be **kept under review** by the TRG.

2.10 Action Plan

2.10.1 A summary of the key CWTP priorities for the covered monitoring period (Q3 2024) is provided below:

- The ITT for the main passenger contract will be released to all prospective bidders on 06/01/2025. The valuation and decision of the award will be henceforth decided in March 2025;
- The implementation of the hydrogen bus pilot has been delayed and will commence early in Q1 of 2025 as result of minor delays to the overall programme. The data from this will determine the long-term strategy for final vehicle fuel type to be used in the long-term workforce passenger transport solution; and
- A gap analysis has been completed to assist the design requirements of the primary bus operation centre in Ipswich. The design for the operating centre is planned to be completed by the end of Q1 2025 to enable the timely submission of the required planning application.

2.11 CWTP Change Log

2.11.1 No changes to the CWTP have been requested to date.

NOT PROTECTIVELY MARKED

3 Monitoring of Freight Movements

3.1 Introduction

- 3.1.1 The compliance requirements for monitoring Sizewell C construction freight movements were set out in paragraph 8.8.2 of the CTMP:

“Table 8.1 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.”

- 3.1.2 The remainder of this section sets out the position for the defined monitoring period.

3.2 Road, Rail, Marine Mode Share to / from the MDS

- 3.2.1 As required in paragraph 4.4.4 of the CTMP, Sizewell C has a requirement (monitor) to ensure a minimum 60% of construction materials (measured in tonnes) is delivered to / from the MDS by rail and sea, with the remainder being by road. This is to be reported annually to the TRG.

- 3.2.2 Review has been undertaken by Sizewell C as follows:

- 100% of construction materials to date were delivered by road; and
- The 40% maximum target by road is for attainment over the course of the construction period and does not require compliance at this stage of commencement. Nor do the Rail and Marine infrastructure supporting the target come online until around 2026, including the Beach Landing Facility. It is therefore suggested this be kept under review and reported annually to the TRG as per the requirements of the CWTP.

- 3.2.3 It is concluded that that this target be reviewed by the **TRG in Q1 2025** as to whether the 60/40 split in tonnage is still anticipated to be achievable by the end of the project.

3.3 HGVs to / from the MDS

i) HGV Routes

- 3.3.1 As required in paragraph 4.4.5 of the CTMP, Sizewell C has a requirement (control) to ensure all HGVs travelling to / from the MDS adhere to the prescribed Early Years routes – i.e. routes 1a, 2a and 3a. This is to be reported to each TRG meeting.

- 3.3.2 Review has been undertaken by Sizewell C as presented in **Table 3.1**.

Table 3.1 – HGV Route Compliance

Monitoring Period	Total HGV Movements (one-way)	Compliant HGV Movements	Non-compliant HGV Movements	Percentage Compliance
September	2904	2899	5	99.8%
October	1628	1625	3	99.8%
November	1293	1285	8	99.4%
Total	5825	5809	16	99.7%

- 3.3.3 In addition to the routing non-compliance presented in Table 3.1, there were instances which occurred during the monitoring period that were not recorded as part of the standard recording

NOT PROTECTIVELY MARKED

process. Section 3.3 (vi) provides detail on a number of instances where HGVs were recorded to move outside the prescribed timings, occurring between 26/09/2024 and 28/09/2024 as a result of resurfacing works on King George's Avenue which were agreed prior to works commencing.

- 3.3.4 An investigation was undertaken following reports of both timing and routing non-compliance whereby a total of 40 vehicles were found to have been in timing breach and a small portion of those were found to have routed incorrectly through Leiston. Members of the TRG were made aware of the works and actions were taken to ensure that breaches were not repeated after the event.
- 3.3.5 At the time of the overnight works, the DMS was not able to automatically record routing outside of timing restrictions, so the exact number is unknown. However, following this event, remedial action has been taken to rectify this and monitoring of routing is now possible.
- 3.3.6 It is concluded that this control requirement was **not met** for this monitoring period since there were some instances of non-adherence to the approved routes, albeit representing a very low percentage of total trips (approximately 0.3% across the three months).
- 3.3.7 It is noted that Sizewell C took immediate remedial action to discuss the breaches with the relevant contractors and that driver induction remain ongoing. Warnings have been issued to the offending drivers and any further offences will result in driver bans.

ii) Directional Split of HGVs

- 3.3.8 As required in paragraph 4.4.8 of the CTMP, Sizewell C has a requirement to monitor the directional split of HGV trips originating to the north/south of the B1122 to form a comparison with the 85% south and 15% north split assessed in the Consolidated TA. This is to be reported to each TRG meeting.
- 3.3.9 Review has been undertaken by Sizewell C as follows:
- Routes to the 'north' are the CTMP Early Years routes 2a (A12 between Yoxford Roundabout and Lowestoft Port) and 3a (A12 between Yoxford Roundabout and Beccles) combined; and
 - The route to the 'south' the CTMP Early Year route 1a (A12 between Yoxford Roundabout and Seven Hills Interchange);
- 3.3.10 **Table 3.2** presents a summary of the directional split of HGVs and AILs for the months of September, October, and November. Internal HDV movements are not included.

Table 3.2 – Directional Split of HGVs

Monitoring Period	South (Route 1a)		North				Total North/South Split
			Route 2a		Route 3a		
	No.	%	No.	%	No.	%	
September	2041	70.3%	524	18.0%	339	11.7%	70.3% / 29.7%
October	1426	86.3%	162	9.8%	62	3.9%	86.3% / 13.7%
November	1167	86.3%	134	9.9%	52	3.8%	86.3% / 13.7%
Total	4634	78.4%	820	13.9%	453	7.7%	78.4% / 21.6%

NOT PROTECTIVELY MARKED

- 3.3.11 In September, Type 1 stone continued to be delivered from Lowestoft Port as with the previous months. However, in both October and November, stockpiling of stone from the north ceased, resulting in fewer deliveries originated from the north, tending towards the assessed 85/15 south/north split.
- 3.3.12 Whilst this will continue to be monitored by Sizewell C, it is concluded that this monitoring requirement was **not met but is in progress** for the monitoring period. The observed % of HGVs north of the A12 / B1122 Yoxford Roundabout was higher than the 15% modelled in the DCO Consolidated TA, but given the volume of HGV movements is small relative to the Early Years cap, in real terms, 15% of the cap has not been exceeded.

iii) Daily HDV Movement Cap

- 3.3.13 As required in paragraph 4.4.9 of the CTMP, Sizewell C has a requirement in the Early Years to control the number of HDV / HGV movements to and from the MDS across a 24-hour period on the B1122 through Theberton and Middleton Moor. This is to be reported to each TRG meeting. It should be noted that buses have been accounted for following the commencement of their operation.
- 3.3.14 Review has been undertaken by Sizewell C as follows:
- Monday to Friday – no more than 600 No. two-way SZC HDV trips per day are permitted;
 - Saturday – no more than 500 No. two-way SZC HDV trips per day are permitted; and
 - Sunday and Bank Holidays – no SZC HDV trips are permitted.

- 3.3.15 The HDV movements in September are presented in **Table 3.3**.

Table 3.3 – HDV two-way movements per hour / day to and from the MDS – September 2024

Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Total
02-Sep	13	30	26	41	24	18	31	33	16	12	0	244
03-Sep	14	34	21	35	32	22	29	18	31	8	2	246
04-Sep	20	47	26	35	14	16	44	18	36	9	1	266
05-Sep	16	48	13	49	23	15	34	20	39	8	3	268
06-Sep	19	39	15	33	33	13	27	16	21	9	1	226
09-Sep	28	50	18	37	42	39	33	38	56	11	6	358
10-Sep	25	57	38	29	37	32	40	39	49	23	4	373
11-Sep	28	45	28	37	28	42	21	38	37	13	4	321
12-Sep	20	39	36	20	31	19	16	35	28	9	1	254
13-Sep	28	47	33	30	27	15	21	25	14	4	2	246
16-Sep	21	44	22	36	34	15	26	24	31	10	3	266
17-Sep	37	45	17	31	50	13	18	34	33	7	3	288
18-Sep	33	50	20	42	29	20	23	38	33	4	1	293
19-Sep	24	53	17	37	24	20	11	40	24	1	2	253
20-Sep	31	49	9	33	26	19	26	26	30	2	3	254
21-Sep	1	0	1	0	0	0	0	0	0	0	0	2
23-Sep	5	27	12	27	20	6	16	32	12	3	1	161
24-Sep	29	28	14	32	27	13	24	25	20	4	0	216
25-Sep	14	52	12	36	28	18	12	45	17	2	2	238
26-Sep	12	45	29	34	27	18	22	25	29	0	0	241
27-Sep	34	32	22	32	21	11	19	20	7	0	0	198
30-Sep	12	32	11	39	14	8	19	22	1	2	35	195
Average	21	41	20	33	27	18	23	28	26	6	3	246

NOT PROTECTIVELY MARKED

Max	37	57	38	49	50	42	44	45	56	23	35	373
Total	464	893	440	725	591	392	512	611	564	141	74	5407

3.3.16 This demonstrates that:

- Weekday two-way HDV movements did not exceed 373 two-way movements on any day in September, with this occurring on 10/09/2024; and
- Weekend HDV two-way movements were minimal on Saturdays and zero (hence not shown) on Sundays.

3.3.17 It is concluded that this control requirement was **met** for the month of September 2024.

3.3.18 The HDV movements in October are presented in **Table 3.4**.

Table 3.4 - HDV two-way movements per hour / day to and from the MDS – October 2024

Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Total
01-Oct	17	30	11	36	13	14	26	16	4	1	0	168
02-Oct	16	23	18	28	14	7	19	24	11	2	4	166
03-Oct	11	31	11	20	21	8	12	20	16	4	0	154
04-Oct	13	35	16	32	23	13	20	24	11	1	1	190
05-Oct	0	0	1	0	0	2	1	0	0	0	0	4
07-Oct	4	35	12	3	28	14	7	12	12	2	1	130
08-Oct	5	29	9	7	29	9	4	19	17	7	0	135
09-Oct	8	25	14	19	19	13	6	14	15	2	1	136
10-Oct	6	35	8	20	13	1	11	14	5	1	1	115
11-Oct	5	8	13	14	9	6	6	8	1	0	0	70
12-Oct	1	1	1	2	1	0	0	0	0	0	0	6
14-Oct	4	25	14	15	25	9	5	8	17	5	0	128
15-Oct	13	29	6	19	21	13	9	23	11	4	2	150
16-Oct	18	23	12	23	11	12	12	27	13	4	0	155
17-Oct	9	27	11	10	17	16	10	5	11	2	0	118
18-Oct	21	30	31	29	13	13	13	24	15	1	0	190
21-Oct	5	27	16	12	19	7	3	9	13	4	0	115
22-Oct	15	24	9	17	9	4	8	19	9	0	0	114
23-Oct	11	16	9	35	9	10	9	22	6	1	0	128
24-Oct	16	21	16	21	8	4	5	17	5	0	0	113
25-Oct	3	20	33	9	14	8	12	15	6	4	0	124
26-Oct	0	0	0	1	1	0	0	0	0	0	0	2
28-Oct	8	24	22	22	15	9	6	13	7	10	1	137
29-Oct	11	24	15	24	26	5	2	12	16	9	0	144
30-Oct	13	21	17	21	11	1	11	13	14	5	1	128
31-Oct	20	23	7	21	23	11	5	14	13	4	1	143
Average	10	23	13	18	15	8	9	14	10	3	1	122
Max	21	35	33	36	29	16	26	27	17	10	4	190
Total	253	586	332	460	392	209	222	372	248	73	13	3163

3.3.19 This demonstrates that:

- Weekday two-way HDV movements did not exceed 190 two-way movements on any day for the month of October 2024, with this occurring on 04/10/2024 and 18/10/2024; and
- Weekend HDV two-way movements were minimal on Saturdays where they did occur and zero (hence not shown) on Sundays.

NOT PROTECTIVELY MARKED

- There were 3 instances where vehicles departed after 1800 from the MDS during the month. These are summarised in Section 3 vi).

3.3.20 It is concluded that this control requirement was **met** for the month of October 2024.

3.3.21 The HDV movements in November are presented in **Table 3.5**.

Table 3.5 – HDV two-way movements per hour /day to and from the MDS – November 2024

Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Total
01-Nov	22	14	20	20	6	4	6	18	14	0	0	124
02-Nov	6	0	8	0	2	2	0	0	0	0	0	18
04-Nov	6	36	8	14	12	10	8	6	6	0	0	106
05-Nov	14	32	12	16	11	14	6	18	4	0	0	127
06-Nov	18	36	20	18	16	16	10	14	4	0	2	154
07-Nov	12	30	20	33	28	6	14	14	10	6	0	173
08-Nov	20	36	16	34	18	14	18	8	2	0	0	166
09-Nov	0	0	2	0	0	0	0	0	0	0	0	2
11-Nov	0	6	18	14	8	8	6	2	8	2	0	72
12-Nov	4	16	14	16	16	6	8	2	2	0	0	84
13-Nov	8	12	16	5	2	5	2	2	4	0	0	56
14-Nov	0	10	2	6	8	10	6	2	2	0	0	46
15-Nov	0	12	12	12	2	0	2	2	0	0	0	42
18-Nov	2	4	18	6	4	6	4	4	8	2	0	58
19-Nov	6	36	17	16	16	6	8	6	2	0	0	113
20-Nov	2	38	22	16	4	10	22	6	2	0	0	122
21-Nov	4	22	12	14	2	4	2	0	0	0	0	60
22-Nov	2	24	13	22	6	6	4	0	2	0	0	79
23-Nov	0	6	0	0	0	0	0	0	0	0	0	6
25-Nov	6	18	28	18	12	22	14	14	8	2	0	142
26-Nov	14	34	21	28	34	14	18	0	14	0	0	177
27-Nov	10	32	33	22	16	22	13	16	6	4	0	174
28-Nov	18	32	26	8	22	10	0	8	12	2	0	138
29-Nov	14	36	22	16	14	16	14	9	14	2	0	157
30-Nov	0	2	0	0	0	0	0	0	0	0	0	2
Average	8	21	15	14	10	8	7	6	5	1	0	96
Max	22	38	33	34	34	22	22	18	14	6	2	177
Total	188	524	380	354	259	211	185	151	124	20	2	2398

3.3.22 This demonstrates that:

- Weekday two-way HDV movements did not exceed 177 two-way movements on any day for the month of November 2024, occurring on 26/11/2024; and
- Weekend HDV two-way movements were minimal on Saturdays where they did occur and zero (hence not shown) on Sundays.

3.3.23 It is concluded that this control requirement was **met** for the month of November 2024.

3.3.24 The movement data presented in **Tables 3.3 - 3.5** demonstrates that at no point was a movement cap breached for the monitoring period.

3.3.25 Since the introduction of bus services, there have been additional movements occurring outside of the hours presented in Tables 3.3-3.5 to account for varied shift patterns.

NOT PROTECTIVELY MARKED

iv) Network Peak Hour HDV Movement Caps

- 3.3.26 As required in paragraph 4.4.16 of the CTMP, Sizewell C has a requirement in the Early Years to control the number of HDV movements to and from the MDS during the weekday AM (0800-0900) and PM (1700-1800) network peak hours. During the Early Years there must be no more than 57 two-way HDV movements in the AM peak hour and 34 two-way HDV movements in the PM peak hour. This is to be reported to each TRG meeting.
- 3.3.27 Review has been undertaken by Sizewell C as follows:
- The results in **Tables 3.3 - 3.5** demonstrate that there was one instance where HDV two-way movements on 10/09/2024 met the cap for two-way movements during the AM peak hour.
 - There was also a single instance where 35 two-way movements occurred during the PM peak hour, exceeding the peak hour cap on 30/09/2024.
- 3.3.28 Despite 35 two-way movements recorded to have occurred on 30/09/2024, there was no breach in the PM peak hour movement cap. The record of 35 resulted from a clerical error in that the site operative recording movements for the green rail route in this instance noted that all vehicles arrived at 1700 and left within the same hour period.
- 3.3.29 In reality, vehicles arrived and departed throughout the day. The staff member was informed of their error and they were referred to revisit the correct vehicle booking procedure.
- 3.3.30 It is concluded that this control requirement was **not met** for the monitoring period.

v) Shoulder Peak Hour HDV Movement Target

- 3.3.31 As required in paragraph 4.4.17 of the CTMP, Sizewell C has a requirement in the Early Years to monitor the number of HDV movements to and from the MDS during the weekday AM (0700-0800) and PM (1600-1700) shoulder peak hours. During the Early Years there is a target of no more than 47 two-way HDV movements in the AM shoulder peak hour (0700-0800) and 42 two-way HDV movements in the PM shoulder peak hour (1600-1700). This is to be reported to each TRG meeting.
- 3.3.32 Review has been undertaken by Sizewell C as follows:
- The results in **Tables 3.3 – 3.5** demonstrate that HDV two-way movements for the monitoring period did not exceed 37 two-way during the AM shoulder peak and 23 two-way in the PM shoulder peak.
- 3.3.33 It is concluded that this monitor requirement was **met** for the monitoring period.

vi) HDV Timing Restrictions

- 3.3.34 As required in paragraph 4.4.18 of the CTMP, Sizewell C has a requirement in the Early Years (control) to manage the timing of HDV / HGV movements through Theberton and Middleton Moor. This is to be reported to each TRG meeting.
- 3.3.35 Review has been undertaken by Sizewell C as follows:
- No SZC HGVs are permitted to use the B1122 through Theberton and Middleton Moor between 2300-0700 hours, nor are HGVs permitted to use the CTMP HGV routes within the Suffolk boundary north of the A12 / A14 Seven Hills junction after 0000 hours and before 0600; and
- 3.3.36 **Table 3.6** presents a summary of the timing compliance for the monitoring period.

NOT PROTECTIVELY MARKED

Table 3.6 – HDV Timing Compliance

Monitoring Period	Total HGV Movements (two-way)	Compliant HGV movements	Non-compliant HGV movements	Percentage Compliance
September	2904	2855	49	98.3%
October	1628	1626	2	99.9%
November	1293	1289	4	99.7%
Total	5825	5770	55	99.1%

3.3.37 With regards to the timing restrictions in September, a period between 26/09/2024 and 28/09/2024 resulted in 40 timing breaches occurring as a result of works on King George's Avenue. All works were agreed prior to movements being undertaken. The breaches occurred in the late hours of the evening between 1800-0100 on the following days, split as follows:

- 26/09/2024 – 30 breaches (1800-0000)
- 27/09/2024 – 8 breaches (2100-0000)
- 28/09/2024 – 2 breaches (0000-0100)

3.3.38 Members of the TRG were made aware of the works and actions were taken to ensure that breaches were not repeated after the event.

3.3.39 It is concluded that this control requirement was **not met** for the monitoring period.

vii) Best Practice Fleet Operation

3.3.40 As required in paragraph 4.4.48 of the CTMP, Sizewell C has a requirement (monitor) to ensure that all contractors are FORS Silver accredited where possible and FORS Bronze as a minimum, unless otherwise agreed with the TRG.

3.3.41 Compliance levels for the monitoring period are summarised in **Table 3.7**.

Table 3.7 – Best Practice Fleet Operation Compliance (FORS)

Monitoring Period	Total HGVs and AILs (All Sites)	FORS Silver & above	FORS Bronze	Non-compliant HDVs	Percentage Compliance
September	2904	1909	990	5	99.8%
October	1670	1089	581	0	100.0%
November	1260	844	416	0	100.0%
Total	5834	3842	1987	5	99.9%

3.3.42 It is concluded that this monitor requirement was **not met** for the monitoring period albeit representing a small percentage of total vehicles used (less than 0.1%). Sizewell C will continue to prioritise further improvement.

3.3.43 Paragraph 4.4.50 of the CTMP outlines a monitoring requirement to comply with the Construction Logistics and Community Safety (CLOCS) standards throughout the supply chain. This is to be monitored via the DMS-booker.

3.3.44 CLOCS Compliance levels for the monitoring period are summarised in **Table 3.8**.

NOT PROTECTIVELY MARKED

Table 3.8 – Best Practice Fleet Operation Compliance (CLOCS)

Monitoring Period	Total HDVs and AILs (All Sites)	Compliant HDVs	Non-compliant HDVs	Percentage Compliance
September	2904	2061	843	71.0%
October	1670	875	795	52.4%
November	1260	896	364	71.1%
Total	5834	3832	2002	65.7%

3.3.45 The requirement to monitor best practice fleet operation compliance for the monitoring period has been met, but it is acknowledged further progress is to be made.

3.3.46 As the Tier 1 contractor has switched haulier company, there has been a delay in onboarding to comply with best practice fleet operation. Progress is being made to worked towards higher levels of certification, but there are time requirements involved with achieving certification. This is a constant process that will continue to be improved.

viii) HDV Emission Standards

3.3.47 As required in paragraph 4.4.52 of the CTMP, Sizewell C has a requirement (control) to ensure that all Sizewell C must ensure that all HDVs will comply with the requirements of Euro VI emission standards unless it is an exempt vehicle. This is to be reported to each TRG meeting.

3.3.48 Compliance levels for the monitoring period were as presented in **Table 3.9**.

Table 3.9 – HDV Emission Standards

Monitoring Period	Total HDVs and AILs	EURO VI	Exempt Vehicles (EURO V)	Non-compliant Vehicles	Percentage Compliance
September	2904	2877	27	0	100%
October	1670	1642	28	0	100%
November	1260	1232	28	0	100%
Total	5834	5751	83	0	100%

3.3.49 The CTMP outlines a requirement for there to be fewer than 8% of total vehicles being exempt. It is concluded that this control requirement was met for the monitoring period given a 98.58% Euro VI compliance rate.

3.4 HGVs Between MDS and ACA

3.4.1 There has been a small volume of HGV movements between the MDS and ACA resulting from the construction process and subsequently booked in the DMS. HGV movements to/from the ACA directly, are not included in the MDS HDV caps, but are required to be monitored and reported to each meeting of the TRG.

3.4.2 The volume of HGV movements (two-way) for the monitoring period was recorded and review was undertaken as follows:

- September 2024:

NOT PROTECTIVELY MARKED

- 13 No. total HGVs were recorded to route between the ACA and MDS;
 - 100% and 46% of vehicles were FORS and CLOCS compliant; and
 - 100% of vehicles were Euro VI compliant.
 - October 2024:
 - 17 No. total HGVs were recorded to route between the ACA and MDS;
 - 100% and 71% of vehicles were FORS and CLOCS compliant, respectively; and
 - 100% of vehicles were Euro VI compliant.
 - November 2024:
 - 10 No. total HGVs were recorded to route between the ACA and MDS; and
 - The vehicles were compliant with all best practice and emissions standards.
- 3.4.3 The ACA is now complete and it is anticipated that general movements will increase as further progress is made. It is concluded that this be **kept under review**.

3.5 HGVs to / from the Associated Development sites

3.5.1 This has been reviewed as follows:

- September 2024:
 - 185 No. HGV trips were booked in the DMS in September 2024 to / from the AD sites. These trips were associated with the SLR (130), SPR (54) and TVB (1);
 - 100% of vehicles were FORS compliant;
 - 100% of vehicles were CLOCS compliant;
 - 100% of vehicles were Euro V or VI compliant; and
 - No HGV movements were booked in the DMS for Fen Meadow sites in September 2024.
- October 2024:
 - 65 No. HGV trips were booked in the DMS in October 2024 to / from the AD sites. These trips were associated with the SPR (32), TVB (28) and Yoxford (3);
 - 100% of vehicles were FORS compliant;
 - 80.0% of vehicles were CLOCS compliant; and
 - 100% of vehicles were Euro V or VI compliant.
- November 2024:
 - 74 No. HGV trips were booked in the DMS in November 2024 to / from the AD sites. These trips were associated with the SPR (43), SLR (1), TVB (14), and Yoxford (16)
 - 100% of vehicles were FORS compliant;
 - 89.2% of vehicles were CLOCS compliant; and
 - 100% of vehicles were Euro VI compliant.

3.5.2 It is concluded that this be **kept under review**.

NOT PROTECTIVELY MARKED

3.6 LGVs to / from the MDS

3.6.1 As required in paragraph 6.2.4 of the CTMP, Sizewell C has a requirement (monitor) to ensure all LGVs travelling to / from the MDS are recorded in the DMS-booker. Furthermore, paragraph 6.2.6 requires that if there are “consistent exceedances” of actual numbers of LGVs compared to what was assessed in the DCO, the TRG have the remit to direct additional demand management measures.

3.6.2 Compliance levels in September 2024 were as follows:

- All LGVs arriving at the MDS in September 2024 booked onto the DMS system; and
- A total 260 No. monthly LGV movements (two-way) were generated to / from the MDS as shown in **Table 3.10** compared to a maximum of 250 No. daily LGV movements (two-way) forecast in the Consolidated TA during the Early Years.

Table 3.10 – LGV Movements per Hour / Day to and from the MDS (two-way) – September 2024

Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Total
02-Sep	1	0	1	0	2	1	0	0	2	1	0	8
03-Sep	1	1	1	2	2	1	0	0	1	1	0	10
04-Sep	0	1	1	1	2	0	0	1	0	0	0	6
05-Sep	6	12	2	11	3	0	0	0	0	0	0	34
06-Sep	0	0	2	2	0	0	0	0	0	0	0	4
09-Sep	0	1	0	0	0	0	1	0	1	0	0	3
10-Sep	0	3	1	3	0	3	0	0	3	0	1	14
11-Sep	0	0	2	2	3	2	0	0	0	0	0	9
12-Sep	3	8	7	9	4	0	0	2	2	0	0	35
13-Sep	1	2	1	0	0	1	1	0	0	0	0	6
16-Sep	1	2	0	1	1	0	1	0	1	0	1	8
17-Sep	1	1	3	1	0	1	3	1	0	0	1	12
18-Sep	1	1	4	1	0	0	0	0	0	0	1	8
19-Sep	1	7	5	4	2	3	0	0	0	0	0	22
20-Sep	1	4	1	1	1	0	0	0	0	0	0	8
23-Sep	0	1	2	3	0	0	0	0	0	0	0	6
24-Sep	0	0	3	3	1	1	0	0	2	0	0	10
25-Sep	0	0	4	5	1	1	1	0	0	0	0	12
26-Sep	5	6	10	2	5	3	1	0	1	0	0	33
27-Sep	0	0	1	1	1	0	1	2	0	0	0	6
30-Sep	0	0	2	1	1	0	1	0	0	1	0	6
Average	1	2	3	3	1	1	0	0	1	0	0	12
Max	6	12	10	11	5	3	3	2	3	1	1	35
Total	22	50	53	53	29	17	10	6	13	3	4	260

3.6.3 Compliance levels in October 2024 were as follows:

- All LGVs arriving at the MDS in October 2024 booked onto the DMS system; and
- A total 331 No. monthly LGV movements (two-way) were generated to / from the MDS as shown in **Table 3.11** compared to a maximum of 250 No. daily LGV movements (two-way) forecast in the Consolidated TA during the Early Years. It should be noted that 1 vehicle departed the site outside of hours on 14/10/2024.

NOT PROTECTIVELY MARKED

Table 3.11 – LGV Movements per Hour / Day to and from the MDS (two-way) – October 2024

Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Total
01-Oct	1	2	0	3	1	2	0	1	4	2	2	18
02-Oct	0	4	3	1	1	2	1	0	3	2	3	20
03-Oct	0	8	4	6	3	3	1	1	0	3	1	30
04-Oct	0	1	0	1	0	1	1	0	0	0	0	4
07-Oct	0	0	0	2	2	1	3	0	0	0	0	8
08-Oct	0	1	0	1	1	2	0	2	1	2	0	10
09-Oct	0	0	0	0	2	2	0	0	0	0	0	4
10-Oct	1	5	3	6	1	2	0	0	0	2	2	22
11-Oct	2	0	0	0	2	0	0	0	0	0	0	4
14-Oct	1	1	1	0	1	3	0	2	0	0	0	10
15-Oct	0	2	1	3	2	2	0	1	1	0	0	12
16-Oct	0	1	0	8	0	1	1	1	2	1	0	15
17-Oct	2	4	2	9	3	4	0	2	0	0	2	28
18-Oct	0	1	2	0	1	1	1	1	1	0	0	8
21-Oct	0	0	0	0	2	0	0	2	0	0	0	4
22-Oct	0	3	0	1	2	1	1	4	1	1	0	14
23-Oct	1	3	0	4	6	3	1	1	0	1	0	20
24-Oct	2	6	7	8	7	1	0	0	1	0	0	32
25-Oct	0	1	3	1	0	1	1	1	0	0	0	8
28-Oct	0	2	0	2	0	0	0	0	0	0	0	4
29-Oct	1	2	3	0	0	0	0	1	3	0	0	10
30-Oct	1	1	3	4	0	3	2	1	1	0	0	16
31-Oct	4	7	6	5	2	4	0	0	1	1	0	30
Average	1	2	2	3	2	2	1	1	1	1	0	14
Max	4	8	7	9	7	4	3	4	4	3	3	56
Total	16	55	38	65	39	39	13	21	19	15	10	331

3.6.4 Compliance levels in November 2024 were as follows:

- All LGVs arriving at the MDS in November 2024 booked onto the DMS system; and
- A total 310 No. monthly LGV movements (two-way) were generated to / from the MDS as shown in **Table 3.12** compared to a maximum of 250 No. daily LGV movements (two-way) forecast in the Consolidated TA during the Early Years.

Table 3.12 - LGV Movements per Hour / Day to and from the MDS (two-way) – November 2024

Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Total
01-Nov	3	2	2	2	0	0	0	0	2	0	0	11
04-Nov	0	0	2	0	0	0	0	0	0	0	0	2
05-Nov	7	6	6	0	2	0	0	2	2	0	0	25
06-Nov	1	0	4	3	0	2	2	0	2	0	0	14
07-Nov	12	8	4	8	2	2	6	4	0	0	0	46
08-Nov	0	0	2	0	0	0	0	0	0	0	0	2
11-Nov	1	0	6	2	2	2	0	0	0	0	0	13
12-Nov	2	2	2	2	2	0	0	0	0	0	0	10
13-Nov	0	0	2	4	0	4	2	0	0	0	0	12
14-Nov	10	6	10	4	6	4	2	0	0	0	0	42
15-Nov	2	2	2	4	0	2	0	0	0	0	0	12

NOT PROTECTIVELY MARKED

Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Total
18-Nov	1	0	3	1	2	0	0	0	0	0	0	7
19-Nov	2	2	0	0	1	0	0	0	0	0	0	5
20-Nov	2	2	2	2	3	0	0	0	0	0	0	11
21-Nov	8	8	10	4	4	0	4	0	0	0	0	38
22-Nov	5	4	2	0	0	0	0	0	0	0	0	11
23-Nov	3	2	0	0	0	0	0	0	0	0	0	5
25-Nov	4	4	0	2	2	0	0	0	0	0	0	12
26-Nov	2	2	4	0	2	0	0	0	2	0	0	12
27-Nov	5	4	0	0	0	0	0	2	1	0	0	12
28-Nov	15	12	0	2	8	2	4	2	0	0	0	45
29-Nov	3	2	0	4	2	2	0	0	0	0	0	13
Average	4	3	3	2	2	1	1	0	0	0	0	16
Max	15	12	10	8	8	4	6	4	2	0	0	46
Total	88	68	63	44	38	20	20	10	9	0	0	360

- 3.6.5 On the basis that the observed No. of daily LGVs in for the monitoring period is considerably lower than forecast in the Consolidated TA for the Early Years, it is concluded that this be **kept under review**.

3.7 LGVs to / from the Postal Consolidation Facility and the Southern P&R

- 3.7.1 There is no data to report since these sites remain at pre-construction stage. It is concluded that this be **kept under review**.

3.8 AILs by road to / from the MDS

- 3.8.1 The CTMP requires that, for each reporting period, the number of AIL movements, routes used and compliance restrictions be recorded and included in the TMR.

- 3.8.2 The AILs recorded to have entered the site for the monitoring period are disaggregated into six categories:

- Construction and Use (C&U)
- VR1
- Special Order
- Special Types General Order (STGO) Category 3 (not exceeding 150,000kgs)
- STGO Category 2 (not exceeding 80,000kgs)
- STGO Category 1 (not exceeding 46,000/50,000kgs with 5 axles and 6 axles, respectively)

- 3.8.3 The number of AILs booked in the DMS for the reporting period per month is reported in **Table 3.13**.

Table 3.13 – AIL Bookings per Month

Monitoring Period	Total AILs	C&U	STGO Cat 1	STGO Cat 2	STGO Cat 3	Percentage Compliance	
						Route	Timing
September	34	10	2	21	1	100%	100%
October	42	16	3	21	2	100%	100%

NOT PROTECTIVELY MARKED

Monitoring Period	Total AILs	C&U	STGO Cat 1	STGO Cat 2	STGO Cat 3	Percentage Compliance	
						Route	Timing
November	70	30	3	33	4	100%	100%
Total	146	56	8	75	7	100%	100%

- 146 No. one-way movements associated with AILs occurred during the monitoring period, all of which were compliant with timing and route restrictions.

3.8.4 It is concluded that this requirement was **met** for the monitoring period.

3.9 CTMP Action Plan

3.9.1 A summary of the key CTMP priorities for the forthcoming monitoring period (December 2024 and Q1 2025) is provided below:

- To increase the percentage of FORS and CLOCS compliant HGVs;
- To increase the percentage of vehicles being tracked into SZC Project; and
- Reinforce to all haulier drivers via responsible Tier 1 Contractors to use the preferred routes to the MDS and not to travel during exclusion timings.

NOT PROTECTIVELY MARKED

4 Traffic Incident Management Plan

4.1 Introduction

- 4.1.1 The TIMP outlines the responsibilities of stakeholders in the event of a traffic incident occurring within the Incident Management Area (IMA) as set out in the DCO.

4.2 TIMP update

- 4.2.1 Sizewell C's Incident Management Team continues to work with stakeholders to implement the TIMP, including:
- Adhering to the Incident Communications Protocol, as agreed with Suffolk Constabulary, the Emergency Services, National Highways, SCC and ESC in December 2023. This provides clarity to each stakeholder on the process to follow should a traffic-related incident occur within the Incident Management Area; and
 - No incidents were recorded in the monitoring period requiring the triggering of the TIMP by Sizewell C
- 4.2.2 All incidents are constantly monitored and catalogued by Sizewell C and reported to each TRG meeting.

4.3 TIMP Action Plan

- 4.3.1 A summary is provided below of the actions put forward by the Sizewell C Incident Manager prior to Q3 2024 regarding the TIMP. The actions are to:
- Continue working with stakeholders in accordance with the TIMP incident communications protocol to respond to incidents as they occur on the highway network (currently unknown); and
 - Continue to implement the TIMP.

4.4 TIMP Change Log

- 4.4.1 There have been no requests from TRG members to amend the TIMP.

NOT PROTECTIVELY MARKED

5 Transport Engagement Update

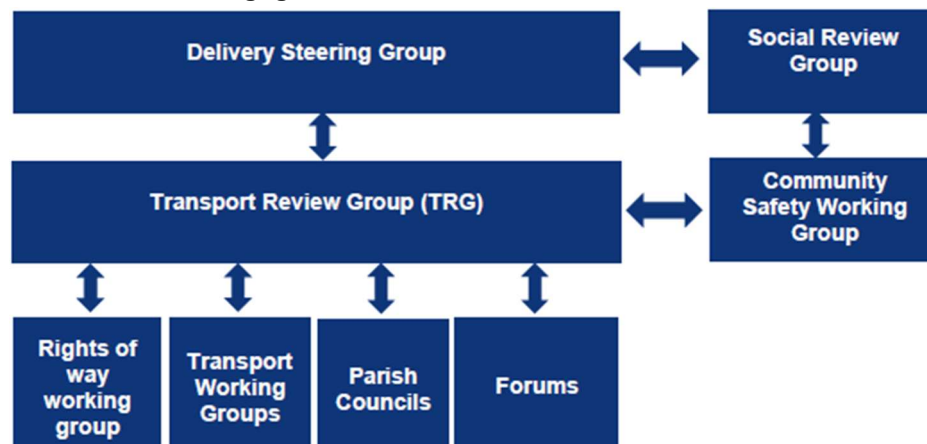
5.1 Introduction

- 5.1.1 This section summarises key engagement that has taken place in the monitoring period between September – November.

5.2 Overview

- 5.2.1 Sizewell C's approach to engagement with the local community was agreed as part of the DCO. This is summarised in **Plate 5.1**.

Plate 5.1 – SZC Engagement Process



5.3 Transport Working Groups

- 5.3.1 In chronological order, there was a meeting of the following working groups and parish council during September, October and November as presented in Table 5.1.

Table 5.1 – Transport Working Group Summary

Date of Meeting	Transport Working Group	Summary of Meeting
30/09/2024	B1125 Transport Working Group: B1387 Walkthrough	The purpose of the meeting was to present on the progress of the B1387 designs with members of SZC, SCC, Bythburgh and Walberswick Parish Councils and the design team present.
03/10/2024	Leiston Transport Working Group	The meeting purpose was to present a review of designs for Leiston Town Centre.
08/10/2024	Darsham Parish Council Public meeting	Attendees were provided with an update on NPR and Yoxford roundabout schemes for Darsham Parish Council and local residents.
31/10/2024	B1122/B1125 Transport Working Group: Middleton Footways and Westleton Updates	A review of designs associated with Westleton, including a discussion around average speed camera positioning was undertaken. A secondary discussion was also held on footways in Middleton.
20/11/2024	Yoxford Transport Working Group	A review was undertaken concerning the design of the Yoxford A12 pedestrian crossing.

NOT PROTECTIVELY MARKED

Date of Meeting	Transport Working Group	Summary of Meeting
20/11/2024	Yoxford Parish Council public meeting.	Updates provided to Yoxford Parish Council members and local residents on the Northern Park and Ride and Yoxford Roundabout schemes.

5.4 Transport Forums

5.4.1 The Main Development Site Forum, Northern Transport Forum, and Southern Transport Forum all convened during the monitoring period. This section provides a summary on the discussion topics for each of the forums. Comprehensive meeting minutes are also accessible on the dedicated Sizewell C Governance Groups website.

a) Main Development Site Forum (15/10/2024)

- Addressing questions raised at the previous Main Development Site Forum (16/07/2024)
- Communities, Housing and Accommodation Update
- Project look ahead for 2025, Rail Update and Key Milestones
- Updates on Traffic and Transport
- Community Safety
- Q&A

b) Northern Transport Forum (06/11/2024)

- Addressing questions from the previous Northern Transport Forum (07/08/2024)
- Community Relations
- Housing Fund
- Road and Rail Updates
- Traffic and Transport
- Community Safety
- Q&A

c) Southern Transport Forum (13/11/2024)

- Addressing questions from the previous Southern Transport Forum (14/08/2024)
- Community Relations
- Housing Fund
- Road and Rail Updates
- Traffic Movement and Transport Review Group Updates
- Community Safety
- Q&A

NOT PROTECTIVELY MARKED

5.5 Leiston Information Centre / SZC Free Phone

- 5.5.1 Sizewell C also engage with the community to obtain feedback via the Leiston information centre and the SZC free phone. A total of 450 No. enquiries were recorded to have been made in the reporting period, most of which are classified to be general enquiries, relating primarily to jobs, accommodation opportunities and general project information.
- 5.5.2 However, concerning transport the following were received by month:
- September 2024: 109 (all topics with an average response time of 2 days)
 - 8 No. enquiries were made regarding construction vehicles and permissive routes.
 - 0 No. enquiries were made in relation to traffic incidents; and
 - 1 No. requests were made for email alerts to be issued on wide load updates.
 - October 2024: 205 (all topics with an average response time of 2 days)
 - 17 No. enquiries were made regarding construction vehicles and permissive routes.
 - 0 No. enquiries were made in relation to traffic incidents; and
 - 2 No. requests were made for email alerts to be issued on wide load updates.
 - November 2024: 136 (all topics with an average response time of 3 working days)
 - 11 No. enquiries were made regarding construction vehicles and permissive routes.
 - 0 No. enquiries were made in relation to traffic incidents; and
 - 0 No. requests were made for email alerts to be issued on wide load updates.
- 5.5.3 Sizewell C will continue to engage with the community over the course of the project and future transport related feedback will be provided to cover the previous reporting period.

NOT PROTECTIVELY MARKED

APPENDIX A: TRG VOTING LOG

This contains:

- 1 No. table listing votes taken by the TRG since commencement in January 2024.

Version 01

SZC TRANSPORT REVIEW GROUP

NOT PROTECTIVELY MARKED

Prepared by	Alex Fairhead	04/01/2025
Reviewed by	Joseph Hough	04/01/2025

1 INTRODUCTION

This log has been prepared by Sizewell C as requested by Suffolk County Council. It is intended to act as a live document updated after each TRG meeting to then be appended to each Transport Monitoring Report. This document is correct as of the April 2024 meeting of the TRG.

2 VOTING LOG

The following is a record of votes occurring at the Transport Review Group (TRG) meetings from commencement of the Development Consent Order (DCO) onwards – i.e. since 25th January 2024. A cumulative log will be included within each monitoring report inclusive of all previous TRG meetings.

Version 01

SZC TRANSPORT REVIEW GROUP

NOT PROTECTIVELY MARKED

Table 2.1 – Sizewell C – Transport Review Group Voting Log – as of 12/06/2024

Item No.	TRG Meeting Date	Decision Summary	Notes	TRG Voting Outcome	Lead Organisations
1	25/01/2024	<i>TRG Terms of Reference</i>	Approved unanimously	Agreed	No further action
2	25/01/2024	<i>Meeting frequency</i>	TRG would meet quarterly from its April 2024 meeting. Sizewell C to administrate.	Agreed	Sizewell C
3	25/01/2024	<i>CTMP - Revision A</i>	Revision A of the CTMP presented with 2 No. minor amendments discussed with Suffolk Constabulary in January 2024. This was approved unanimously in the Change Log for the CTMP / a revised document to be circulated by SZC Co. to the TRG.	Agreed	Sizewell C
4	28/03/2024	<i>TN05 - Early Site Accesses</i>	Further information was requested by SCC re: a schedule of HGV movements and duration for each was requested. TN05 was therefore not approved and SZC Co. would re-submit a revision to the Note with additional information for approval to the next TRG in April 2024.	Refused	Sizewell C
5	28/03/2024	<i>CWTP - Early Action Plan</i>	DCO requirement that this be approved by TRG within 3 No. months of commencement. It was agreed unanimously that the EAP be approved and continually monitored throughout the lifetime of the CWTP.	Agreed	Sizewell C
6	25/04/2024	<i>TRG Meeting Frequencies</i>	As the first three meetings of the TRG had now occurred, the minimum meeting frequency is now quarterly. As such, the TRG agreed that a meeting in June and September would be appropriate to transition into less frequent meetings	Agreed	No further action

Version 01

SZC TRANSPORT REVIEW GROUP

NOT PROTECTIVELY MARKED

Item No.	TRG Meeting Date	Decision Summary	Notes	TRG Voting Outcome	Lead Organisations
7	25/04/2024	<i>TN05 – Early Site Accesses</i>	<p>TN05A approved by the TRG Subject to:</p> <ul style="list-style-type: none"> - Consultation being led by SCC with Suffolk Constabulary and ESC prior to SCC confirming final recommendation to SZC; - Approval related to the use of the 9 No. routes used by HGV subject to further tracking and road safety analysis to verify that each route could accommodate necessary movements of an HGV in both directions with appropriate visibility at junctions; and - SZC provide SCC with a completed traffic forecasting spreadsheet for all 9 No. routes confirming the total HGVs + LGVs forecast, start / finish dates at each site, and the daily movements in between. 	Conditional Agreement	SZC , SCC, ESC and Suffolk Constabulary
8	19/06/2024	<i>TN03 – Electric Vehicle Charging</i>	<p>The vote for TN03 – Electric Vehicle Charging was approved by the TRG subject to the following conditions:</p> <ul style="list-style-type: none"> - Sizewell C to update Paragraph 4.9.1 to include timescales for UKPN to provide additional power capacity should the 80% trigger for further EV charging spaces be reached - Sizewell C to update Paragraph 4.8.2 to amend the proposed monitoring frequency of EV parking utilisation from quarterly to monthly 	Conditional Agreement	SZC, SCC, ESC and Suffolk Constabulary
9	19/06/2024	<i>TN04 – Orwell Logistics Park (OLP)</i>	<p>A summary was provided to the TRG of TN04. National Highways confirmed that additional information was required to verify the highway safety implications of the forecast traffic movements by the proposals on the eastbound A14 off and on-slips to/from OLP.</p> <p>National Highways Spatial Planning and ESC to confirm vote by email at a later date following clarification of safety implications.</p>	Conditional Agreement	Vote approved by SZC, ESC and SCC. NH and Suffolk Constabulary to vote by email following the TRG

SZC TRANSPORT REVIEW GROUP

NOT PROTECTIVELY MARKED

Item No.	TRG Meeting Date	Decision Summary	Notes	TRG Voting Outcome	Lead Organisations
10	19/06/2024	<i>TN05A – Early Site Accesses HGV Route Requirements</i>	SM confirmed that SCC had received additional information as requested at the April TRG from Sizewell C and considered the proposals to be acceptable.	Approved	SZC , SCC, ESC and Suffolk Constabulary
11	19/06/2024	<i>TN06 – Sternfield Water Resilience Strategy</i>	<p>SCC raised concerns from a transport perspective with the use of the routes proposed by appreciated there were more than transport matters to be considered.</p> <p>RB confirmed that a decision was urgently required on this and that transport was not the only consideration. The DCO has a clear position that the TRG can refer matters of urgency to the Delivery Steering Group (DSG) that required strategic decision making. The decision was made by the TRG to escalate matters to the DSG.</p> <p>The meeting occurred on 02/07 and will be included in the upcoming TMR.</p>	Escalated the decision to the DSG – to be decided within 10 working days	DSG
12	26/09/2024	<i>TN03 – Orwell Logistics Park</i>	<p>JH stated that the note has been updated to reflect the questions raised by National highways regarding the assessment method undertaken and the number of vehicles being assessed and noted that this had now been updated to include CD123.</p> <p>JH noted that even using this form of assessment showed figures within the existing threshold of 3000 and confirmed that on passing this TN, the management plans would be updated and circulated.</p> <p>It was agreed that SZC would meet with the police to discuss the Traffic Incident Management Plan (TIMP) to identify key changes, prior to updating.</p> <p>SM asked TL, LJ and KS to confirm whether they were satisfied on behalf of National Highways and Suffolk Constabulary, as both organisations had raised questions at the previous meeting. TL, LJ and KS confirmed that they were now satisfied. - TN03 was approved.</p>	Approved	SZC, SCC, ESC and Suffolk Constabulary

Version 01

SZC TRANSPORT REVIEW GROUP

NOT PROTECTIVELY MARKED

Item No.	TRG Meeting Date	Decision Summary	Notes	TRG Voting Outcome	Lead Organisations
13	26/09/2024	<i>TN05 – Early Site Accesses HGV route requirements</i>	<p>TN05 was introduced to the group with a confirmation that there had been additional accesses aside from those originally discussed that had been clearly defined in the note. TN05 henceforth has been recognised as an iterative document. SM has confirmed that each amendment of TN05 will be returned to the TRG for approval.</p> <p>In general, the TRG noted that there were no specific issues with TN05, but with significant caveats around the need for flexibility based on safety, ongoing traffic management and traffic volume changes. Agreement made to extract AILs from this report and engage separately, due to their differing requirements and challenges. Additional agreement was made that a discussion to coordinate traffic management for different routes so that it did not conflict. (arrange separate to TRG)</p> <p>Vote approved with the understanding that further iterations are to follow, allowing for flexibility in coordination and ongoing assessment.</p>	Conditional Agreement	SZC, SCC, ESC and Suffolk Constabulary