

NOT PROTECTIVELY MARKED



Sizewell C: Transport Monitoring Report

June - August 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	24
3.6	LGVs to / from the MDS	25
3.7	LGVs to / from the Postal Consolidation Facility and the Southern P&R	27
3.8	AILs by road to / from the MDS.....	27
3.9	CTMP Action Plan	28
4	Traffic Incident Management Plan	29
4.1	Introduction.....	29
4.2	TIMP update	29
4.3	TIMP Action Plan	29
4.4	TIMP Change Log	29
5	Transport Engagement Update	30
5.1	Introduction.....	30
5.2	Overview	30
5.3	Transport Working Groups.....	30
5.4	There was a meeting of the following working groups and parish council meetings during June, July and August:.....	30
5.5	Leiston Information Centre / SZC Free Phone	31

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 June to 31st August. Henceforth, the TMR will reflect the most recent three months of data available (i.e. will be quarterly).
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 currently available
3	Car trips in / out of MDS car park	Monitor	2.4	Data being collected
4	Cycle/Motorcycle Parking Utilisation	Monitor	2.5	Between 1 and 3
5	Patronage of Each Bus Service	Monitor	2.6	Not currently available
6	Profile of Bus Arrivals to / from MDS	Monitor	2.7	Not currently available
7	Mode Share of the AD site Construction Workforce	Monitor	2.8	Not currently available
8	Fly parking	Monitor	2.9	No instances
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)	99.92%
11	Directional split of HGVs	Monitor	3.3 (ii)	72.0% / 28.0%
12	Daily HGV / HDV Movement	Control	3.3 (iii)	100%

NOT PROTECTIVELY MARKED

Number	Item	DCO Requirement	TMR Paragraph Reference	Monitoring Indicator
	Caps			
13	Network Peak Hour HDV / HGV Movement Caps	Control	3.3 (iv)	99.99%
14	Shoulder Peak Hour HDV / HGV Movement Caps	Control	3.3 (v)	100%
15	HGV timing restrictions	Control	3.3 (vi)	>99.9%
16	Best Practice Fleet Operation	Monitor	3.3 (vii)	99.95%
17	HDV Emission Standards	Monitor	3.3 (viii)	>99.9%
18	HGVs between MDS and the LEEIE	Monitor	3.4	100%
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	No exceedance
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	99.35%

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

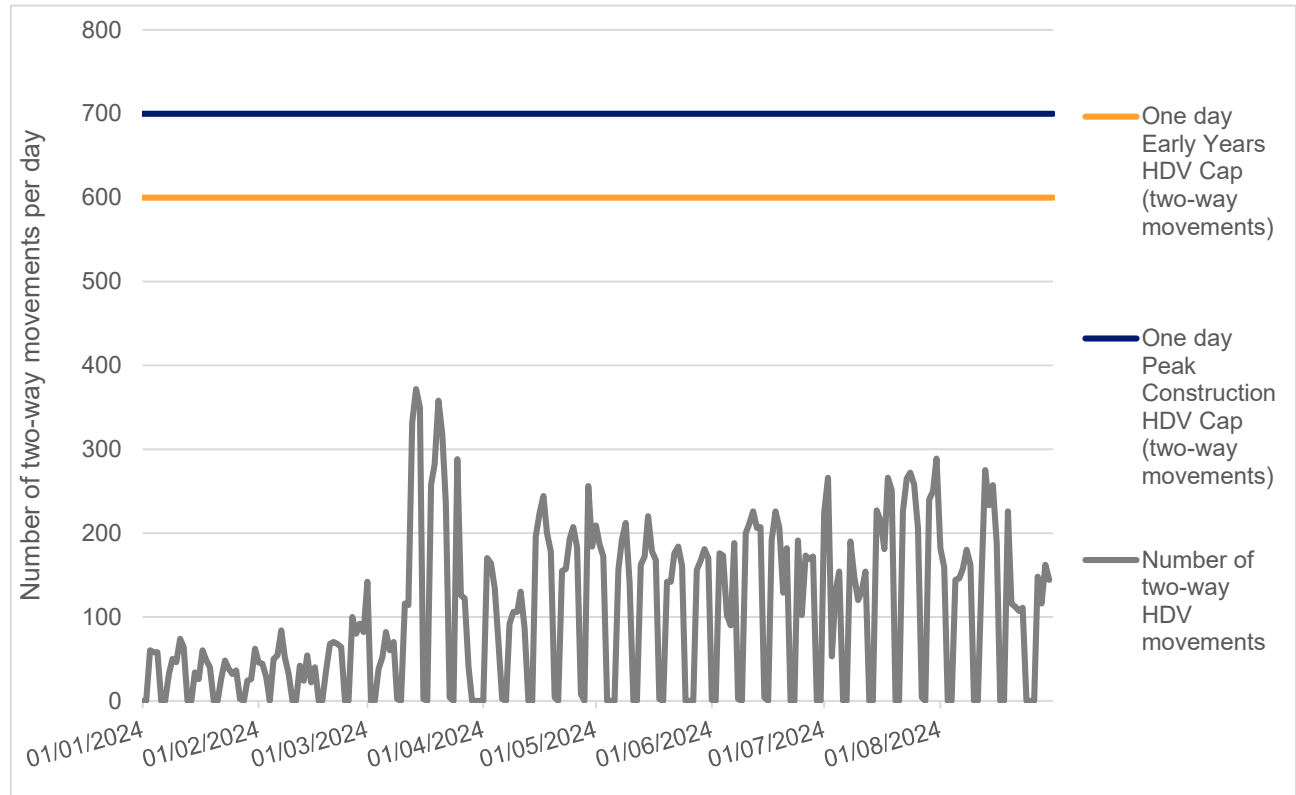
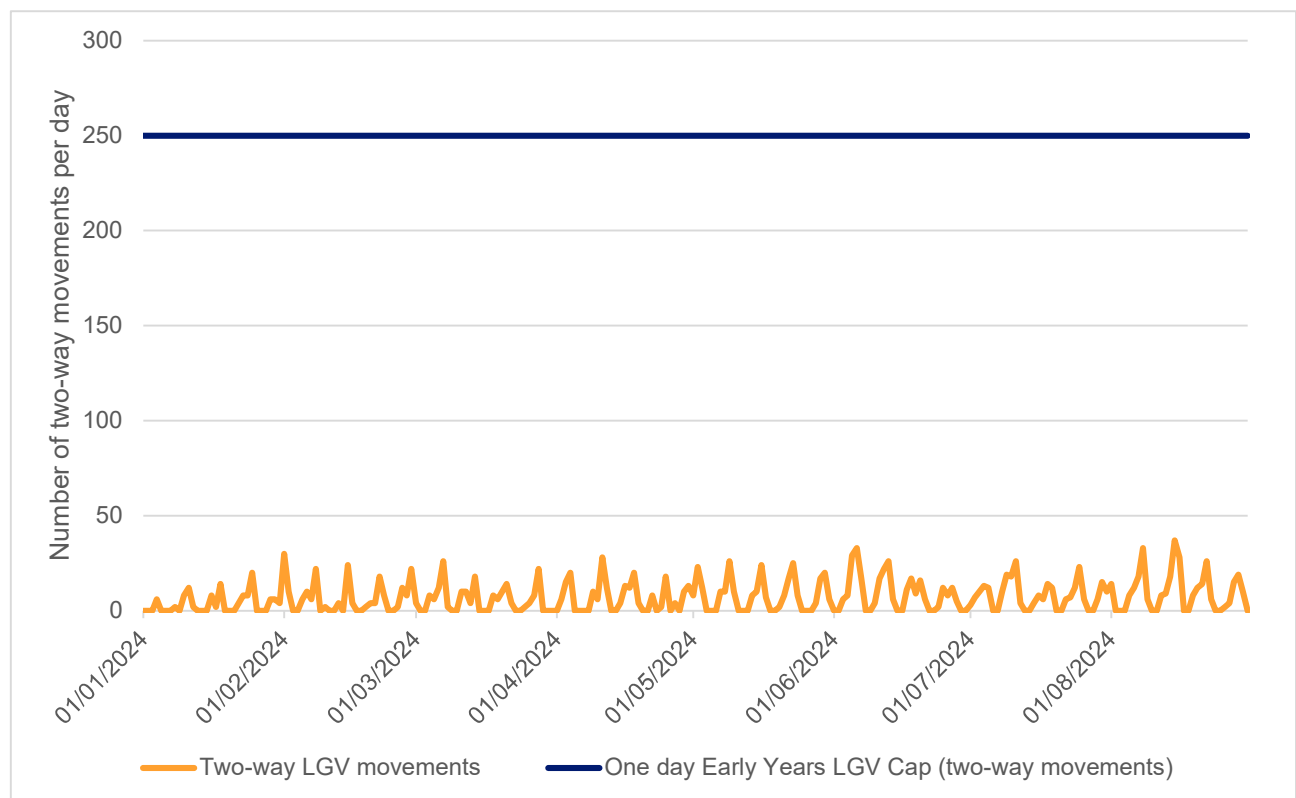


Figure 2 - Number of actual vs assessed two-way LGV movements per day



NOT PROTECTIVELY MARKED

Figure 3 –Number of AIL Deliveries per day to date

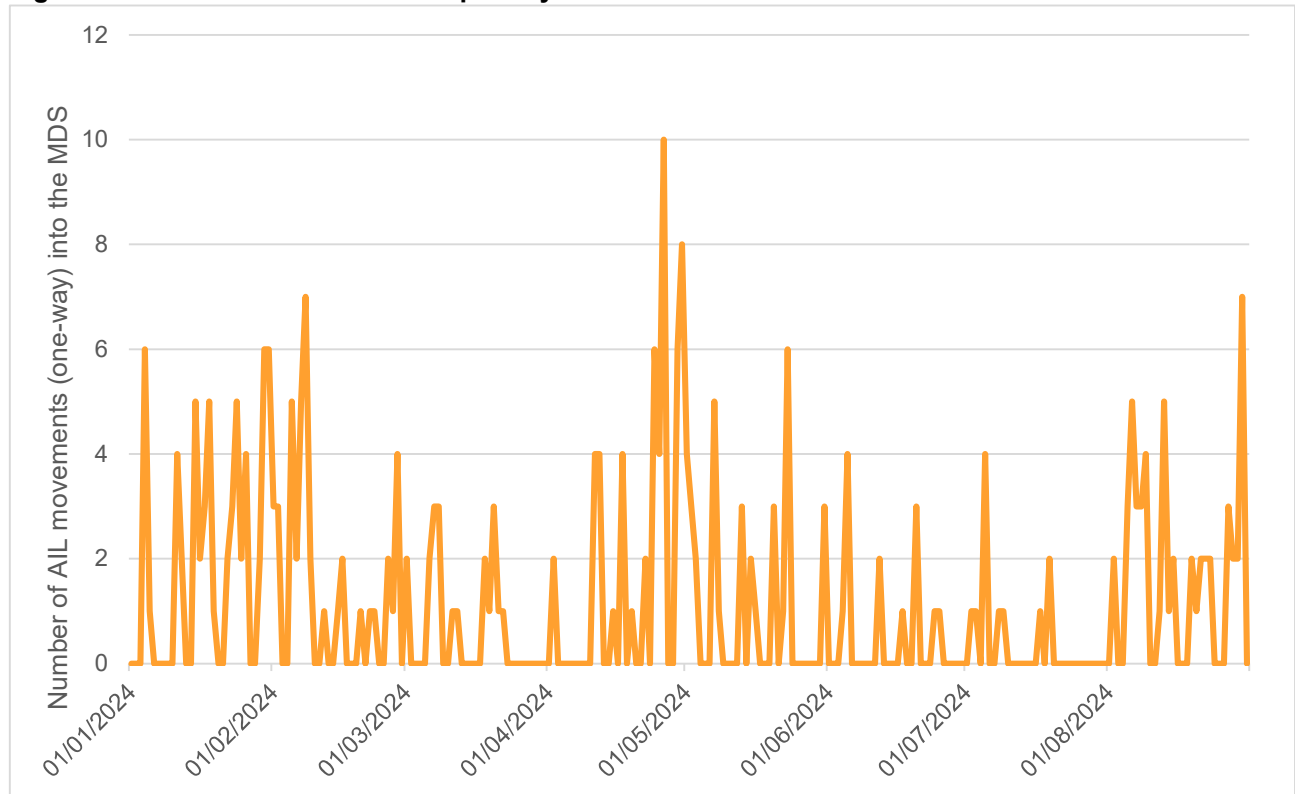
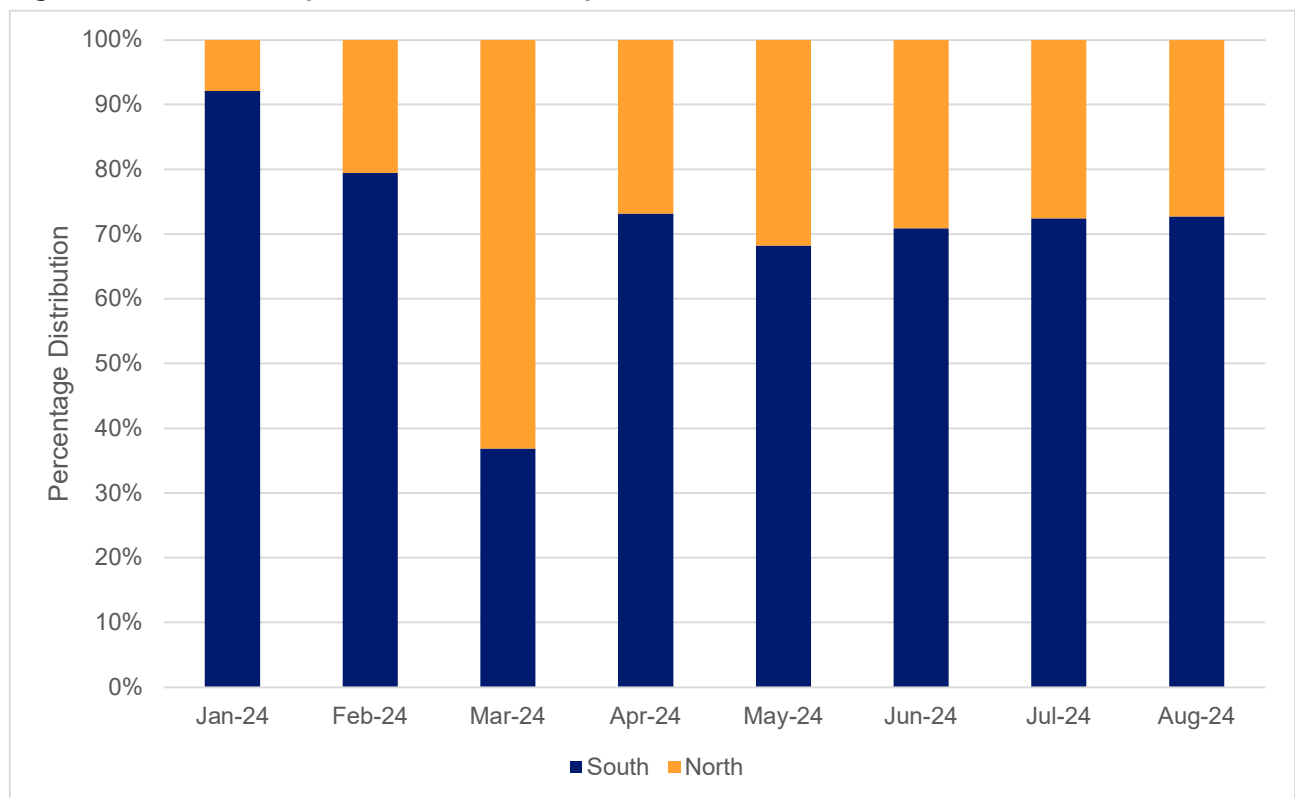


Figure 4 – Directional Split of HGV Deliveries per month



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 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 June to 31st August 2024. The next TRG meeting will take place in September 2024 as agreed at the previous meeting in June 2024.

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 5.5.1 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 June – August 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 – June – August 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

- 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 – June – August 2024

Classification	Average Numbers of Workers by Class		
	June	July	August
ACA	158	128	222
TCA	169	216	245
MCA	140	129	142

- 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 only in one direction, therefore, 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 will be issued to the TRG in September.

2.3.4 In total, there were 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 and will be collated for the monitoring report from September 2024. For the months of July and August, the total number of visitors at the MCA were 807 and 1258, respectively.

2.3.13 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 Review has been undertaken by SZC as follows:

- The ATC was installed in May 2024 to monitor the vehicle numbers entering the MDS; and
- As per the requirements of Table 5.1 of the CWTP, SZC can provide ATC data weekly to the TRG if this is required.

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
05/06/2024	1	1	N/A	N/A
19/06/2024	2	1	N/A	N/A
02/07/2024	1	2	N/A	N/A
18/07/2024	1	1	N/A	N/A
14/08/2024	1	0	N/A	N/A
22/08/2024	1	3	N/A	N/A

2.5.3 No update on cycle or motorcycle parking was available for the months of June and July as the ACA car park was not yet operational. However, the ACA has since commenced its operation and will begin monitoring from September 2024.

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 primary bus tendering exercise is underway. The Pre-Qualifying Questionnaire (PQQ) submissions have been evaluated and an Invitation to Tender (ITT) will be issued in September 2024
- Works to complete the temporary hydrogen fuelling facility at Ransomes Europark, Ipswich will enable fuel dispense operations by the end of September 2024;
- The appointment of a designer for the Ipswich bus operating centre is envisaged to be completed by the end of September 2024. This will support the second phase planning application for the long-term bus operating centre at Ransomes Europark.

2.6.3 When bus services are operational, bus movement and patronage data will be collected in two ways:

- For arrivals and departures at each site, the ATCs located at site entrances are able to differentiate between buses and HGVs used in construction, providing directional bus volume data; and
- Bus patronage data will be collected by onboard pass readers.

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.

2.7.2 Review has been undertaken by Sizewell C as follows:

NOT PROTECTIVELY MARKED

- As per section 2.6, no patronage data is currently available; and
- Sizewell C therefore propose to obtain bus arrival / departure data at the MDS via the permanent ATC when the services are operational.

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 – quarterly commencing in 2025 as part of the construction for both sites.
- 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.

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 accordingly. The Sizewell vehicle fleet is marking with prominent fleet numbers, so as to easily identify any vehicles fly parking.

NOT PROTECTIVELY MARKED

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; and
- No instances of fly parking amongst Sizewell C worker vehicles were recorded during the monitoring period for the months of June – August 2024. 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:

- A tendering exercise for the main bus contract to commence from June 2024 and will be ongoing throughout this year. A Pre-Qualification Questionnaire will be undertaken in August 2024 and Invitation to Tender (ITT) will be undertaken in September 2024. The ITT will be completed in October 2024 with the intention of commencement in working with the successful bidder in supporting the long-term workforce strategy henceforth;
- The implementation of the hydrogen bus pilot will commence early Q4 resultant from minor delays to the programme. The data from this will determine the long-term strategy for final vehicle fuel type for use in the long-term workforce passenger transport solution.
- The design for the primary bus operating centre in Ipswich is planned to be completed by the end of Q4 2024 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 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 **TRG in Q1 2025**.

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 (two-way)	Compliant HGV Movements	Non-compliant HGV Movements	Percentage Compliance
June	3,528	3,526	2	99.94%
July	4,718	4,715	3	99.94%
August	3,476	3,472	4	99.88%
Total	11,722	11,713	9	99.92%

- 3.3.3 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 (below 0.1% across the three months).

NOT PROTECTIVELY MARKED

3.3.4 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

3.3.5 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.

3.3.6 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;
- Routes to the 'south' is the CTMP Early Year route 1a (A12 between Yoxford Roundabout and Seven Hills Interchange);

3.3.7 **Table 3.2** presents a summary of the directional split of HGVs for the months of June, July and August.

Table 3.2 – Directional Split of HGVs

Monitoring Period	South (Route 1a)		North				Total North/South Split
			Route 2a		Route 3a		
	No.	%	No.	%	No.	%	
June	1,261	70.9%	485	27.3%	33	1.9%	70.9% / 29.1%
July	1,713	72.4%	613	25.9%	39	1.6%	72.4% / 27.6%
August	1,269	72.7%	276	15.8%	200	11.5%	72.7% / 27.3%
Total	4,243	72.0%	1374	23.3%	272	4.6%	72.0% / 28.0%

3.3.8 Type 1 stone continues to be delivered from Lowestoft Port as with the previous months. This has been addressed at the TRG and will not continue in the long run as the distribution is anticipated to tend towards the 85% minimum in deliveries originating from the south as assessed in the Consolidated TA.

3.3.9 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

3.3.10 As required in paragraph 4.4.9 of the CTMP, Sizewell C has a requirement in the Early Years 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.

3.3.11 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;

NOT PROTECTIVELY MARKED

- 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.

3.3.12 The HDV movements in June are presented in **Table 3.3**.

Table 3.3 – HDV two-way movements per hour / day to and from the MDS – June 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-Jun	1	0	0	0	0	0	0	0	0	0	0	1
03-Jun	5	31	13	12	29	29	4	14	31	8	0	176
04-Jun	11	21	24	18	24	23	12	22	15	1	2	173
05-Jun	5	17	17	11	9	15	10	5	8	4	1	102
06-Jun	4	13	6	9	18	7	4	20	8	1	0	90
07-Jun	7	33	29	10	19	29	11	21	23	6	0	188
08-Jun	1	1	0	0	0	0	0	0	0	0	0	2
10-Jun	8	16	31	10	18	34	14	22	29	13	5	200
11-Jun	7	36	22	17	25	28	15	28	20	12	1	211
12-Jun	11	23	26	28	29	28	15	32	27	6	1	226
13-Jun	18	25	18	18	23	20	16	20	32	15	1	206
14-Jun	16	33	27	17	21	24	21	26	18	4	0	207
15-Jun	0	0	3	1	0	0	0	0	0	0	0	4
17-Jun	13	31	16	14	22	29	14	30	19	4	0	192
18-Jun	18	26	23	20	36	29	14	31	25	4	0	226
19-Jun	13	28	29	27	23	18	18	31	15	4	0	206
20-Jun	13	32	27	9	19	5	6	15	3	0	0	129
21-Jun	11	22	41	12	27	12	8	24	20	5	0	182
24-Jun	11	23	30	9	25	22	11	32	23	5	0	191
25-Jun	5	17	8	6	15	7	9	21	9	4	1	102
26-Jun	9	27	21	14	26	15	14	28	13	2	4	173
27-Jun	13	20	29	8	26	16	13	18	20	6	0	169
28-Jun	10	30	26	12	7	25	16	14	23	6	3	172
Average	9	22	20	12	19	18	11	20	17	5	1	153
Max.	18	36	41	28	36	34	21	32	32	15	5	226
Total	210	505	466	282	441	415	245	454	381	110	19	3528

3.3.13 This demonstrates that:

- Weekday two-way HDV movements did not exceed 226 two-way movements on any day in June, with this occurring on 12th and 18th June; and
- Weekend HDV two-way movements were minimal on Saturdays and zero (hence not shown) on Sundays.

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

3.3.15 The HDV movements in July are presented in **Table 3.4**.

NOT PROTECTIVELY MARKED

Table 3.4 - HDV two-way movements per hour / day to and from the MDS – July 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-Jul	5	25	37	21	27	29	18	21	32	9	0	224
02-Jul	13	44	22	31	35	29	20	37	32	3	0	266
03-Jul	0	10	12	6	4	7	2	9	2	1	0	53
04-Jul	9	23	14	11	16	13	12	11	14	6	0	129
05-Jul	11	18	25	5	20	24	6	23	14	7	1	154
08-Jul	13	17	21	13	22	24	24	19	22	15	0	190
09-Jul	11	23	33	18	17	6	18	14	8	0	0	148
10-Jul	9	17	15	15	19	9	14	13	8	1	0	120
11-Jul	11	19	20	13	10	14	15	13	11	3	1	130
12-Jul	11	24	19	16	21	9	11	28	11	4	0	154
15-Jul	12	27	16	29	22	29	14	38	29	11	0	227
16-Jul	13	25	19	33	23	20	27	20	26	8	1	215
17-Jul	14	33	23	31	19	9	16	17	11	7	1	181
18-Jul	12	37	14	24	36	33	22	35	40	11	2	266
19-Jul	14	25	26	25	39	15	21	31	38	15	2	251
22-Jul	8	34	26	11	50	10	17	39	22	7	2	226
23-Jul	14	50	23	22	35	25	21	39	18	17	1	265
24-Jul	14	50	27	25	32	21	28	24	28	17	6	272
25-Jul	17	44	21	23	33	27	23	26	32	12	0	258
26-Jul	12	49	20	22	13	34	18	9	16	13	0	206
27-Jul	0	1	3	0	0	0	0	0	0	0	0	4
29-Jul	14	47	24	13	33	22	14	20	32	18	3	240
30-Jul	17	51	10	22	35	25	15	23	39	12	1	250
31-Jul	19	68	21	27	27	26	18	30	38	11	4	289
Average	11	32	20	19	25	19	16	22	22	9	1	197
Max.	19	68	37	33	50	34	28	39	40	18	6	289
Total	273	761	491	456	588	460	394	539	523	208	25	4718

3.3.16 This demonstrates that:

- Weekday two-way HDV movements did not exceed 289 two-way movements on any day for the month of July 2024, with this occurring on 31st July; and
- Weekend HDV two-way movements were minimal on Saturdays where they did occur and zero (hence not shown) on Sundays.

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

3.3.18 The HDV movements in August are presented in **Table 3.5**.

Table 3.5 – HDV two-way movements per hour / day to and from the MDS – August 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-Aug	27	31	14	18	14	12	22	19	15	7	3	182
02-Aug	13	29	19	22	24	6	16	9	21	0	0	159
05-Aug	6	17	16	21	5	13	11	16	19	12	8	144
06-Aug	7	17	19	11	24	10	14	25	15	3	1	146
07-Aug	8	29	22	17	20	12	11	13	13	6	6	157
08-Aug	9	34	10	16	17	17	22	16	22	12	5	180
09-Aug	11	26	20	20	13	22	14	13	11	10	2	162
12-Aug	2	11	13	15	20	24	12	22	13	15	4	151

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
13-Aug	16	38	24	35	26	26	29	33	36	10	2	275
14-Aug	5	54	20	25	28	14	31	18	26	10	2	233
15-Aug	17	45	19	34	26	18	32	23	30	10	3	257
16-Aug	11	39	13	26	19	21	23	21	10	3	2	188
19-Aug	10	37	22	31	23	12	32	18	25	12	4	226
20-Aug	10	18	16	19	13	8	18	9	1	2	2	116
21-Aug	9	10	22	22	11	6	12	14	4	2	0	112
22-Aug	16	17	8	18	15	7	6	13	3	3	1	107
23-Aug	9	18	14	17	9	11	7	17	5	2	2	111
27-Aug	4	33	13	12	20	10	10	15	22	8	1	148
28-Aug	7	18	21	13	14	8	9	7	16	2	1	116
29-Aug	15	33	10	21	14	10	19	15	23	1	1	162
30-Aug	15	24	7	28	18	11	7	15	16	1	2	144
Average	11	28	16	21	18	13	17	17	16	6	2	166
Max	27	54	24	35	28	26	32	33	36	15	8	275
Total	227	578	342	441	373	278	357	351	346	131	52	3476

3.3.19 This demonstrates that:

- Weekday two-way HDV movements did not exceed 275 two-way movements on any day for the month of August 2024, with this occurring on 13th August; and
- Weekend HDV two-way movements were minimal on Saturdays where they did occur and zero (hence not shown) on Sundays.

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

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

iv) Network Peak Hour HDV Movement Caps

3.3.22 As required in paragraph 4.4.16 of the CTMP, Sizewell C has a requirement in the Early Years 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.

3.3.23 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 in July 2024 exceeded the cap for two-way movements during the AM peak hour on 31st July.
- There were no more than 8 two-way movements during the PM peak hour.

3.3.24 The issue was investigated and discovered to be associated with a switch in haulier companies by a Tier 1 contractor. Further review is underway to ensure that as the project ramps up in activity, all hauliers are onboarded to comply with timing restrictions and action was taken immediately to contact and reiterate drivers must adhere to their booking slot.

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

NOT PROTECTIVELY MARKED

v) Shoulder Peak Hour HDV Movement Target

3.3.26 As required in paragraph 4.4.17 of the CTMP, Sizewell C has a requirement in the Early Years 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.

3.3.27 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 27 two-way during the AM shoulder peak and 18 two-way in the PM shoulder peak.

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

vi) HDV Timing Restrictions

3.3.29 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.

3.3.30 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

3.3.31 **Table 3.6** presents a summary of the timing compliance for the monitoring period.

Table 3.6 – HDV Timing Compliance

Monitoring Period	Total HGV Movements (two-way)	Compliant HGV movements	Non-compliant HGV movements	Percentage Compliance
June	3,528	3,525	3	99.91%
July	4,718	4,715	3	99.94%
August	3,746	3,746	0	100.00%
Total	11,722	11,716	6	99.95%

3.3.32 It should be noted that all three instances of non-compliance during July occurred on 19/07/2024 before 0700 and were the responsibility of a sole haulier. A Sizewell response was issued to instruct the offending haulier to adhere to timing restrictions. Further action will be undertaken should repeat offending occur.

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

vii) Best Practice Fleet Operation

3.3.34 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.

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

NOT PROTECTIVELY MARKED

Table 3.7 – Best Practice Fleet Operation Compliance (FORS)

Monitoring Period	Total HDVs (to/from MDS)	FORS Silver & above	FORS Bronze	Non-compliant HDVs	Percentage Compliance
June	1,779	1,174	559	46	97.41%
July	2,365	1,235	1,097	33	98.60%
August	1,745	877	854	14	99.19%
Total	5,889	3,286	2,510	93	98.42%

- 3.3.36 It is concluded that this monitor requirement was met but progress has been made for the monitoring period. Sizewell C will continue to prioritise further improvement.
- 3.3.37 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.
- 3.3.38 CLOCS Compliance levels for the monitoring period are summarised in **Table 3.8**.

Table 3.8 – Best Practice Fleet Operation Compliance (CLOCS)

Monitoring Period	Total HDVs (to/from MDS)	Compliant HDVs	Non-compliant HDVs	Percentage Compliance
June	1,779	1,174	605	65.99%
July	2,365	1,235	1,130	52.21%
August	1,745	877	868	50.25%
Total	5,889	3,286	2,603	55.79%

- 3.3.39 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.
- 3.3.40 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.

viii) HDV Emission Standards

- 3.3.41 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.
- 3.3.42 Compliance levels for the monitoring period were as presented in **Table 3.9**.

Table 3.9 – HDV Emission Standards

Monitoring Period	Total HDVs	EURO VI	Exempt Vehicles (EURO V)	Non-compliant Vehicles	Percentage Compliance
June	1,779	1,775	4	0	99.78%
July	2,365	2,357	8	0	99.66%
August	1,745	1,719	26	0	98.51%

NOT PROTECTIVELY MARKED

Monitoring Period	Total HDVs	EURO VI	Exempt Vehicles (EURO V)	Non-compliant Vehicles	Percentage Compliance
Total	5,889	5,851	38	0	99.35%

- 3.3.43 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 99.35% 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:

- June 2024:
 - 9 No. total HGVs were recorded to route between the ACA and MDS;
 - 100% of vehicles were FORS and CLOCS compliant; and
 - 100% of vehicles were Euro VI compliant.
- July 2024:
 - 16 No. total HGVs were recorded to route between the ACA and MDS;
 - 100% of vehicles were FORS and CLOCS compliant, respectively; and
 - 100% of vehicles were Euro VI compliant.
- August 2024:
 - 1 No. HGV was recorded to route between the ACA and MDS; and
 - The vehicle was 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:

- June 2024:
 - 13 No. HGV trips were booked in the DMS in June 2024 to / from the AD sites. 100% of these were associated with the Southern Park and Ride as construction has begun;
 - 100% of vehicles were FORS compliant;
 - 92% of vehicles were CLOCS compliant;
 - 100% of vehicles were Euro VI compliant; and
- July 2024:

NOT PROTECTIVELY MARKED

- 32 No. HGV trips were booked in the DMS in July 2024 to / from the AD sites. 100% of these were associated with the Southern Park and Ride as construction has begun;
- 100% of vehicles were FORS compliant;
- 100% of vehicles were CLOCS compliant;
- 100% of vehicles were Euro VI compliant; and
- August 2024:
 - 67 No. HGV trips were booked in the DMS in August 2024 to / from the AD sites. 88.1% and 11.9% of these were associated with the Southern and Northern Park and Rides, respectively as construction has begun;
 - 100% of vehicles were FORS compliant;
 - 85% of vehicles were CLOCS compliant;
 - 100% of vehicles were Euro VI compliant; and
- No HGV movements were booked in the DMS for Fen Meadow sites in August 2024.

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

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 June 2024 were as follows:

- All LGVs arriving at the MDS in June 2024 booked onto the DMS system; and
- A total 266 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) – June 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
03-Jun	0	3	0	0	0	0	0	1	2	0	0	6
04-Jun	1	1	1	3	2	0	0	0	0	0	0	8
05-Jun	0	5	3	5	4	0	3	1	0	4	4	29
06-Jun	7	4	3	6	4	5	2	0	0	2	0	33
07-Jun	1	2	1	2	2	5	0	0	3	1	0	17
10-Jun	0	2	1	1	0	0	0	0	0	0	0	4
11-Jun	1	0	1	4	2	2	2	1	0	2	2	17
12-Jun	0	6	6	4	1	0	0	1	4	0	0	22
13-Jun	1	5	1	14	0	2	1	0	0	2	0	26
14-Jun	0	2	1	3	0	0	0	0	0	0	0	6
17-Jun	1	3	3	1	0	2	0	1	0	0	0	11
18-Jun	1	0	2	2	3	2	1	4	1	1	0	17
19-Jun	0	3	4	0	1	1	0	0	0	0	0	9
20-Jun	6	0	3	5	2	0	0	0	0	0	0	16
21-Jun	0	0	1	2	0	0	1	0	1	1	0	6

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
24-Jun	0	0	2	0	0	0	0	0	0	0	0	2
25-Jun	0	0	5	3	3	0	0	0	0	1	0	12
26-Jun	0	1	1	4	1	0	0	0	0	1	0	8
27-Jun	0	2	2	2	0	2	0	4	0	0	0	12
28-Jun	0	3	2	0	0	0	0	0	0	0	0	5
Average	1	2	2	3	1	1	1	1	1	1	0	13
Max.	7	6	6	14	4	5	3	4	4	4	4	33
Total	19	42	43	61	25	21	10	13	11	15	6	266

3.6.3 Compliance levels in July 2024 were as follows:

- All LGVs arriving at the MDS in July 2024 booked onto the DMS system; and
- A total 250 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.

Table 3.11 – LGV Movements per Hour / Day to and from the MDS (two-way) – July 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-Jul	0	0	2	1	0	0	0	0	0	0	0	3
02-Jul	0	0	2	1	0	1	0	2	1	0	0	7
03-Jul	0	1	1	3	3	0	2	0	0	0	0	10
04-Jul	2	2	1	1	5	1	0	0	1	0	0	13
05-Jul	3	0	4	1	1	0	2	0	0	0	1	12
08-Jul	0	2	6	2	0	0	0	0	0	0	0	10
09-Jul	0	5	3	2	4	2	0	0	3	0	0	19
10-Jul	0	3	6	3	2	2	0	1	0	1	0	18
11-Jul	3	0	8	4	5	0	2	3	0	1	0	26
12-Jul	0	0	2	0	0	0	0	1	1	0	0	4
15-Jul	0	0	0	2	0	2	0	0	0	0	0	4
16-Jul	0	0	0	1	0	1	2	2	1	1	0	8
17-Jul	0	1	1	1	1	1	0	0	1	0	0	6
18-Jul	1	1	2	2	2	1	0	3	0	0	2	14
19-Jul	1	4	5	0	0	0	0	1	1	0	0	12
22-Jul	1	0	4	0	1	0	0	0	0	0	0	6
23-Jul	0	0	3	2	1	0	0	0	0	0	1	7
24-Jul	0	1	7	2	0	1	1	0	0	0	0	12
25-Jul	1	2	3	4	4	2	2	3	2	0	0	23
26-Jul	1	0	2	0	1	2	0	0	0	0	0	6
29-Jul	0	2	1	1	2	0	0	0	0	0	0	6
30-Jul	0	0	5	2	1	2	0	3	2	0	0	15
31-Jul	0	1	1	5	1	0	2	0	0	0	0	10
Average	1	1	3	2	1	1	1	1	1	0	0	11
Max	3	5	8	5	5	2	2	3	3	1	2	26
Total	12	25	69	40	34	18	13	19	13	3	4	250

3.6.4 Compliance levels in August 2024 were as follows:

- All LGVs arriving at the MDS in August 2024 booked onto the DMS system; and
- A total 307 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.

NOT PROTECTIVELY MARKED

Table 3.12 - LGV Movements per Hour / Day to and from the MDS (two-way) – July 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-Aug	1	1	2	3	3	0	1	0	1	2	0	14
05-Aug	0	0	0	4	1	0	1	0	1	1	0	8
06-Aug	0	1	1	0	2	0	2	3	2	1	0	12
07-Aug	0	2	6	3	2	0	0	1	3	1	0	18
08-Aug	1	3	2	8	2	8	3	3	2	0	1	33
09-Aug	0	0	2	0	2	0	1	0	1	0	0	6
12-Aug	0	2	4	0	2	0	0	0	0	0	0	8
13-Aug	1	2	1	2	1	0	1	0	0	0	1	9
14-Aug	0	5	3	2	1	1	1	4	1	0	0	18
15-Aug	2	12	5	6	8	1	1	0	2	0	0	37
16-Aug	1	5	4	3	1	3	1	2	6	0	2	28
19-Aug	0	0	0	0	5	1	1	0	0	1	0	8
20-Aug	0	6	1	3	0	0	1	0	0	0	1	12
21-Aug	0	2	3	3	1	1	2	1	1	0	0	14
22-Aug	3	2	2	6	0	4	6	0	1	0	2	26
23-Aug	0	1	0	0	1	0	2	0	0	2	0	6
26-Aug	1	0	0	1	0	0	0	0	0	0	0	2
27-Aug	0	0	0	1	1	2	0	0	0	0	0	4
28-Aug	1	3	4	0	3	0	0	2	0	0	2	15
29-Aug	1	3	5	5	3	0	1	1	0	0	0	19
30-Aug	0	2	2	1	0	3	0	2	0	0	0	10
Average	1	2	2	2	2	1	1	1	1	0	0	15
Max	3	12	6	8	8	8	6	4	6	2	2	37
Total	12	52	47	51	39	24	25	19	21	8	9	307

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 (excluding June) 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)

NOT PROTECTIVELY MARKED

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
June	13	Not disaggregated this month				100%	100%
July	11	0	3	8	0	100%	100%
August	52	19	6	22	5	100%	100%
Total	76	19	9	30	5	100%	100%

- 76 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 (Q3 2024) 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

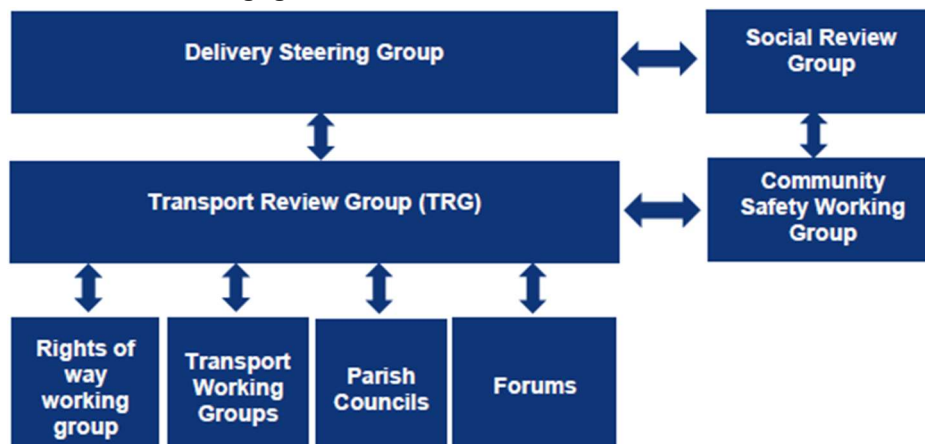
5.1 Introduction

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

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

- 5.4 There was a meeting of the following working groups and parish council meetings during June, July and August:

a) B1125 Transport Working Group

- The meeting was held on 11/6/2024 and invited representatives from Sizewell C, East Suffolk County Council, Suffolk County Council and Town and Parish Councils including:
 - Westleton Parish Council
 - Blythburgh Parish Council
 - Walberswick Parish Council
- The purpose of the meeting was to present design updates on:
 - B1387 / A12 junction
 - B1387 / B1125 junction
- Local councils also gave feedback on Westleton - Average Speed Camera Proposal and Highway Improvement Scheme

b) B1122 Transport Working Group

- The meeting was held on 19/6/2024 and included representatives from Sizewell C, Suffolk County Council and Theberton and Eastbridge Parish Council. Approximately 40 members of the public were present.

NOT PROTECTIVELY MARKED

- The purpose of the meeting was to present design updates on:
 - B1125 / B1122 Middleton Junction
 - B1122 North of Theberton layby
 - B1122 / Pretty Road Junction
 - B1122 / Church Road Junction
 - South of Theberton, Onner's Lane/Moat Road Crossroads
 - B1122 / Potter's Street Entrance
 - B1122 30mph Average Speed Camera consultation

c) Wickham Market Transport Working Group

- The meeting was held on 25/6/2024 and included representatives from Sizewell C, East Suffolk Council, Suffolk County Council and Wickham Market Parish Council. The purpose of the meeting was a general design update.

d) Leiston Transport Working Group

- The meeting was held on 23/7/2024 and included representatives from Sizewell C, East Suffolk Council, Suffolk County Council and Leiston Town Council
- The purpose of the meeting was to present design updates on:
 - Main Street / High Street
 - High Street
 - Sizewell Road / Cross Street
 - Cross Street / Haylings Road / Victory Road
 - Sizewell Road
 - Gateways

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 300 No. enquiries were recorded to have been made in June 2024, most of which are classified to be general enquiries. However, concerning transport the following were received by month:

- June 2024: 86 (all topics with an average response time of 2 days)
 - 9 No. enquiries were made regarding construction vehicles and permissive routes. This also considers driver behaviour such as speeding. In particular, queries surrounding the use of B1122 laybys and designated routes for vehicles on King George's Avenue were raised and responded to;
 - 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.
- July 2024: 106 (all topics with an average response time of 2 days)

NOT PROTECTIVELY MARKED

- The number of enquiries made regarding construction vehicles and permissive routes; 9 (around use of B1122 laybys and designated route for vehicles/vehicles in King George's Avenue)
 - The number of enquiries made in relation to traffic incidents; 0
 - The number of requests made for email alerts on wide load updates. 0
 - August 2024: 108 (all topics with an average response time of 2 working days)
 - The number of enquiries made regarding construction vehicles and permissive routes; 12 (around use of B1122 laybys and designated route for vehicles/vehicles in King George's Avenue/through Leiston)
 - The number of enquiries regarding the community safety impacts of transporting water from Sternfield: 6
 - The number of enquiries made in relation to traffic incidents; 1 (near miss with water tanker at end of Lovers Lane – under investigation)
 - The number of requests made for email alerts on wide load updates. 1
- 5.5.2 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.