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Sizewell C: Transport Monitoring Report

May 2024

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Document Control

Author(s):	Alex Fairhead	19/05/2024
Reviewer(s):	Chris Heaney	19/05/2024
Owner	Sizewell C	19/05/2024

Revision History

Revision	Amendment	By	Date
1	Inclusion of Compliance Data at Executive Summary Table	Joseph Hough	23/08/2024

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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

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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

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Executive Summary

1. This Transport Monitoring Report (TMR) summarises the position of the Sizewell C Project from a transport perspective for the previous month – i.e. 1st to 30th April 2024.
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 with transport monitoring/controls

Number	Item	DCO Requirement	TMR Paragraph Reference	Monitoring Indicator
CWTP Requirements				
1	Mode Share – Construction workers	Monitor	2.3	Not Currently Available
2	Mode share - visitors	Monitor	2.3 (ii)	Not currently available
3	Car movements in / out of MDS car park	Monitor	2.4	Not currently available
4	Cycle/Motorcycle Parking Utilisation	Monitor	2.5	1 Motorcycle
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 Requirements				
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)	73% / 27%
12	Daily HGV / HDV	Control	3.3 (iii)	100%

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Number	Item	DCO Requirement	TMR Paragraph Reference	Monitoring Indicator
	Movement Caps			
13	Network Peak Hour HDV / HGV Movement Caps	Control	3.3 (iv)	100%
14	Shoulder Peak Hour HDV / HGV Movement Caps	Control	3.3 (v)	100%
15	HGV timing restrictions	Control	3.3 (vi)	100%
16	Best Practice Fleet Operation	Monitor	3.3 (vii)	85.28%
17	HDV Emission Standards	Monitor	3.3 (viii)	Full details not available
18	HGVs between MDS and the LEEIE	Monitor	3.4	No instances
19	HGVs to / from the Associated Development sites	Monitor	3.5	No instances
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	100%

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4. Trend analysis dated from commencement of the DCO for the following criteria has also been conducted to provide an overview of some of the transport-related monitoring requirements for the lifecycle of the project to date:
- Number of two-way HDV movements per day in comparison to the HDV cap;
 - Number of two-way LGV movements per day;
 - Number of AIL deliveries recorded per month; and
 - Directional split of HGVs.

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

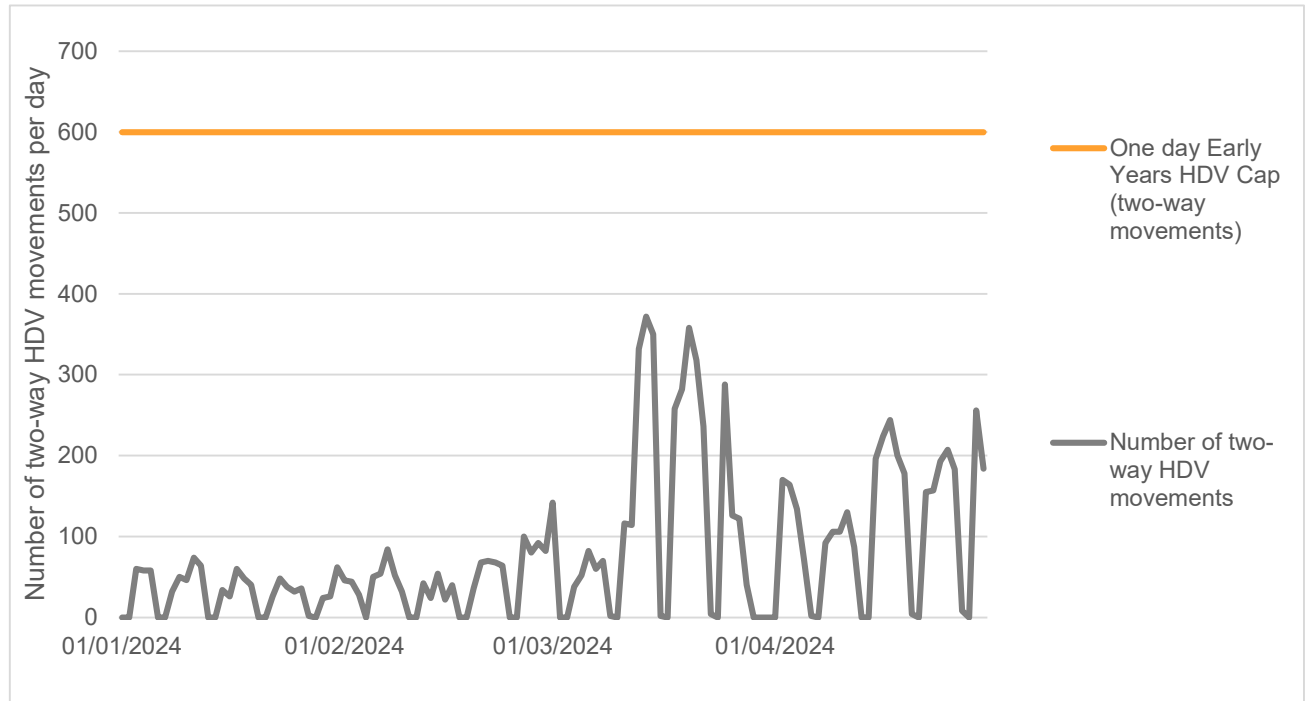
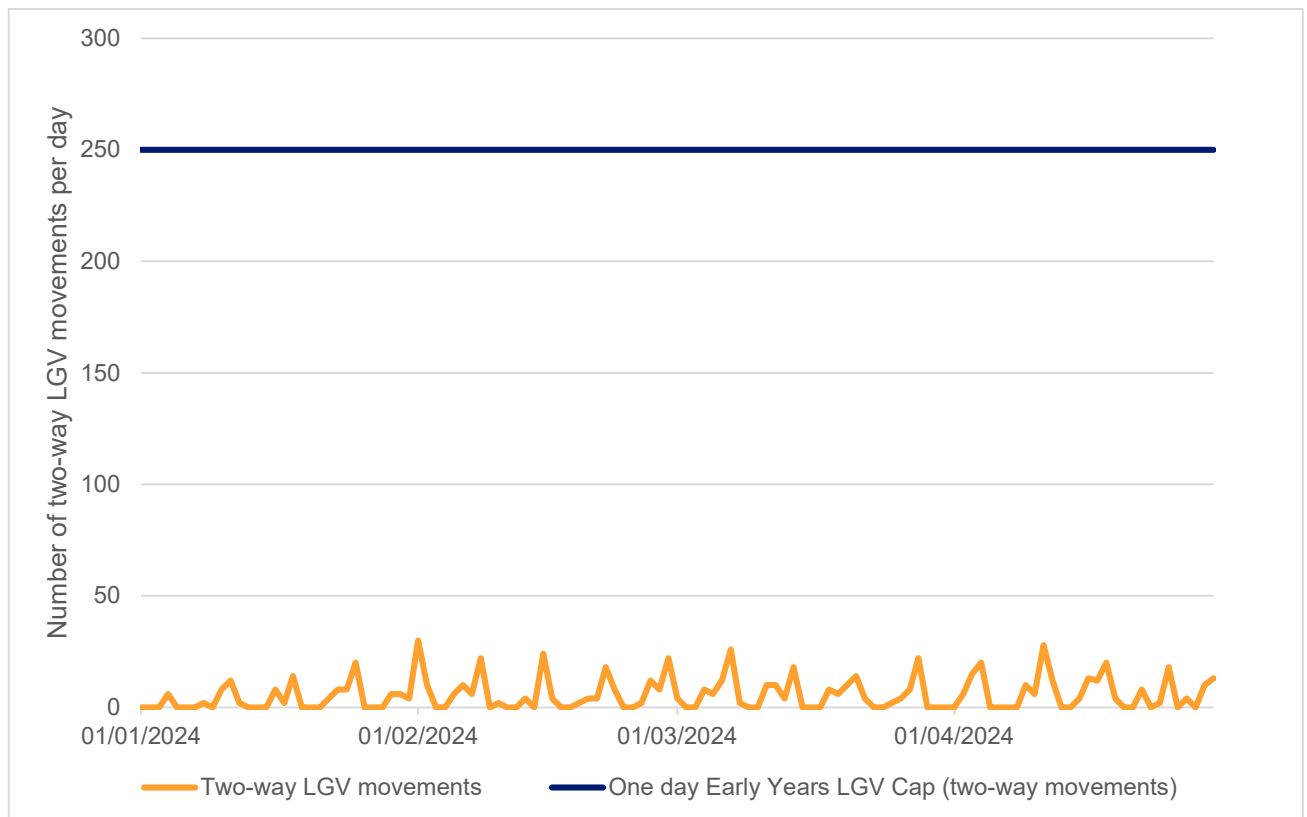


Figure 2 - Number of actual vs assessed two-way LGV movements per day



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Figure 3 – Number of AIL Deliveries per day to date

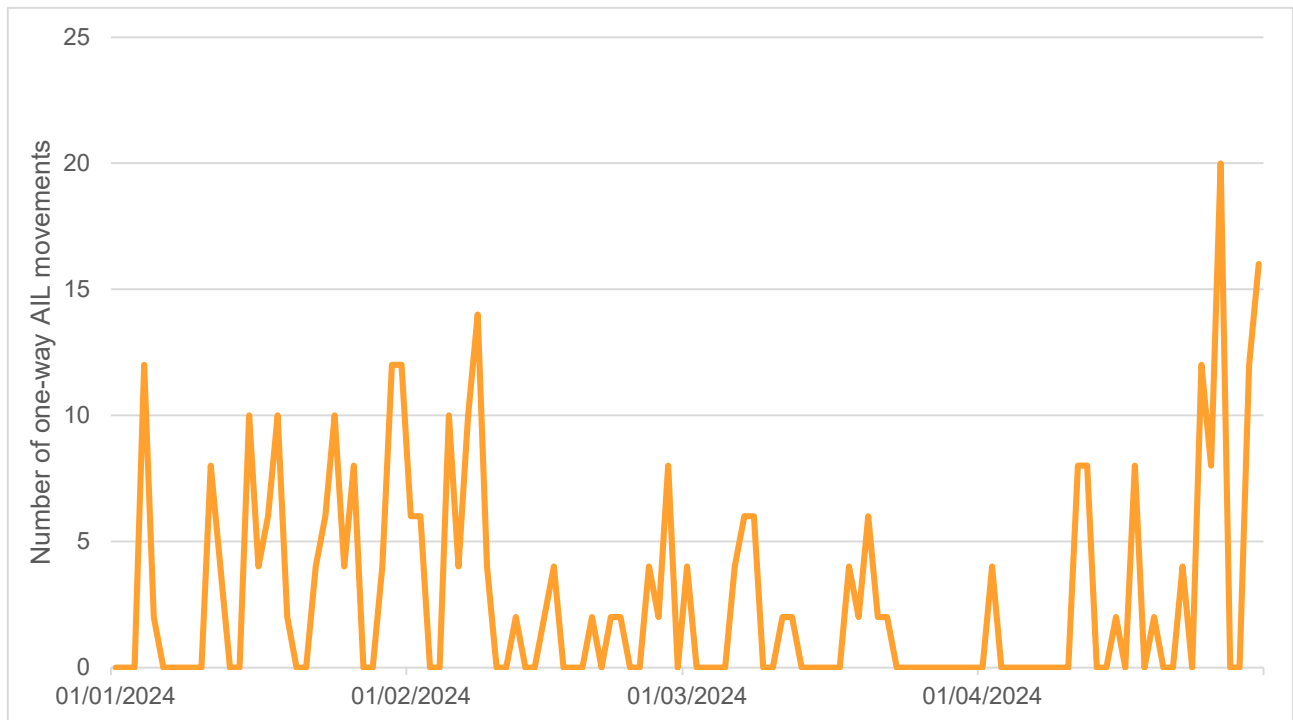
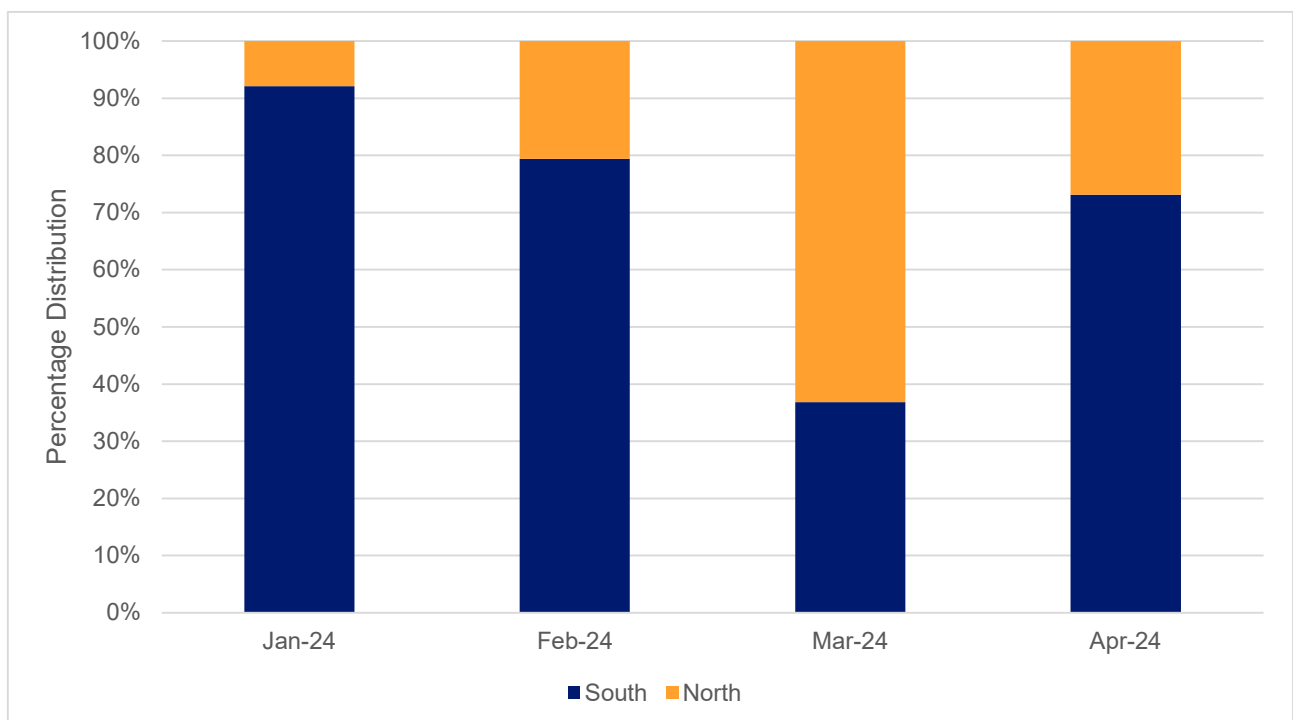


Figure 4 – Directional Split of HGV Deliveries per month



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1 Introduction

- 1.1.1 The Development Consent Order (DCO) for Sizewell C requires Sizewell C Ltd (SZC Co.) 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, SZC Co. 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 SZC Co.. 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 SZC Co. to review the position of Sizewell C from a transport perspective for the previous month – i.e. 1st to 30th April 2024. The next TRG meeting will take place in June 2024 as agreed at the previous meeting in April 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.

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2 Monitoring of Construction Worker Movements

2.1 Introduction

- 2.1.1 The compliance requirements for monitoring Sizewell C construction worker 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 construction worker movements for the month of April 2024.

2.2 Construction Workforce Profile

- 2.2.1 The workforce numbers for Q2 2024 are provided in **Table 2.1**. As discussed at the TRG in April 2024, 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

Month	Data Classification	Average Daily Workers	Peak Daily Workers
April	Observed	534	635

- 2.2.2 A breakdown for the average number of workers on site for the month of April 2024 is presented in **Table 2.2** below.

Table 2.2 – Average Workforce Numbers per Site – April 2024

Classification	Average Numbers of Workers by Class
ACA	82
TCA	219
MCA	24
Security	57
Other	152
Total	534

- 2.2.3 It is concluded that this element be kept under review by the TRG.

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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 seek 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 facilities. The 'assessment' mode share targets are based on the Transport Assessment undertaken to support the DCO and the 'aim' mode share targets are aspirational targets that go beyond the highly sustainable mode share that was assessed.

2.3.2 Review has been undertaken by SZC Co. as follows:

- Since the P&R sites remain at pre-construction stage, only the MDS is generating vehicle movements at the time of writing;
- The mode share targets for the Early Years are confirmed in **Table 2.3** below, and the aim is to achieve them 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 only in one direction, therefore, inbound workers 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 is being collected via a Workforce Travel Survey annually, as advised to the TRG in April 2024. The survey will be undertaken in June 2024 and issued to the TRG in September.

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

ii) Visitors

2.3.5 As required in paragraph 4.9.1 of the CWTP, visitor mode shares to the MDS must be monitored by Sizewell C via a booking system.

2.3.6 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 arrivals. The collation of this information and presentation to the TRG is on track for the June 2024 TRG.

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- Information is now being provided to visitors regarding sustainable travel options when booking a visit to the site via the Visitor Management System. This includes:
 - Locations of car, motorcycle and cycle parking;
 - Local bus timetables;
 - Darsham railway station timetables and sustainable connectivity options to/from Darsham railway station; and
 - Walking routes from Leiston to the site.

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

2.4 Car Movements In / Out of MDS Car Park

2.4.1 As required in paragraph 5.2.2 of the CWTP, all Sizewell C 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 Co. as follows:

- The target date for the installation of the ATCs is set for the end of Q2 2024, once works to the ACA access are complete – in the interim, all vehicles at the car park are checked twice daily and HGV movements are recorded by the DMS; and
- As per the requirements of Table 5.1 of the CWTP, SZC Co. 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 Co. 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 SZC Co. as follows:

- MCA:
 - No cycles were observed to be parked on 09/04/2024 and 18/04/2024; and
 - 1 No. motorcycle was identified to be parked on 09/04/2024 and 18/04/2024.
- ACA:
 - No update on cycle or motorcycle parking is currently available as the car park is not yet operational.

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

2.6 Patronage of Each Bus Service

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

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2.6.2 Review has been undertaken by SZC Co. as follows:

- At the time of writing, no Sizewell C bus services are operational and therefore no patronage data is available. A procurement exercise was being progressed in May 2024 to establish a long-term bus operator for the primary bus contract with the intention to award the contract and onboard the successful bidder by the end of January 2025;
- The hydrogen bus pilot is planned to commence in August 2024, providing direct services from Pakefield holiday village, Ipswich railway station and Martlesham Park and Ride.

2.6.3 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 required in Table 5.1 of the CWTP, there is a requirement for SZC Co. 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 SZC Co. as follows:

- As per section 2.6, no patronage data is currently available; and
- SZC Co. therefore proposes to obtain bus arrival / departure data at the MDS via the permanent ATC when this is installed and when the services are operational. It is anticipated that the ATC will be installed in Q2 2024.

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 required in Table 5.1 of the CWTP, there is a requirement for SZC Co. 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.

- SZC Co. 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.

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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 SZC Co. to monitor illegitimate worker parking off-site continually.

2.9.2 Review has been undertaken by SZC Co. as follows:

- This is to be reported monthly to the TRG during the 1st three months of construction and quarterly thereafter. As reported to the TRG on 25/04/2024, SZC Co. employs a dedicated community support office for any fly parking incidents; and
- No instances of fly parking amongst Sizewell C worker vehicles were recorded during April 2024.

2.9.3 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 forthcoming monitoring period (Q2 2024) is provided below:

- A tendering exercise for the main bus contract to commence from May 2024 and will be ongoing throughout this year;
- The Workforce travel survey is to be undertaken in June 2024. Results currently programmed for issue to the September 2024 TRG;
- Automatic Traffic Count to be installed at the MCA car park entrance;
- Workforce travel information pack to be provided to all new workers during their induction. The existing travel information pack has since been updated and will be issued to all existing and new workers from May 2024;
- Designated car parking for car-sharers and visitors to be marked out at the MCA car park in May 2024. The level of visitor provision will reflect the average visitor numbers and will be monitored. This approach is to be mirrored at the ACA when it opens in June 2024. Management of allocated bays will be monitored by Sizewell C site operations team initially with a view to explore alternative options; and
- A travel information point will be installed at the ACA office from June 2024.

2.11 CWTP Change Log

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

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3 Monitoring of Freight Movements

3.1 Introduction

- 3.1.1 The compliance requirements for monitoring Sizewell C construction freight movements are 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 month of April 2024.

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

- 3.2.1 As required in paragraph 4.4.4 of the CTMP, SZC Co. has a requirement (monitor) the freight mode share, which is to be reported annually to TRG. Over the course of the construction phase, the freight strategy is intended to result in 60% of construction materials (measured in tonnes) delivered to / from the MDS by rail and sea, with the remainder being by road.

- 3.2.2 Review has been undertaken by SZC Co. as follows:

- 100% of construction materials in April 2024 were delivered by road; and
- The 60% target by rail/marine is for attainment over the course of the construction period and does not require compliance at this stage of commencement. The rail and marine infrastructure is planned to come online in 2026. 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 HGV routes as follows:

- Route 1a: HGV route from the A12/A14 junction at Seven Hills via the A12 to the A12/B1122 junction and then along the B1122 and Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.
- Route 2a: HGV route from Lowestoft Port via the A12 to the A12/B1122 junction and then along the B1122 and Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.
- Route 3a: HGV route from Beccles (at A145/A146 junction) to Sizewell B via the A145 to the A145/A12 junction, then along the A12, to the A12/B1122 junction, and then along the B1122 and Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.

- 3.3.2 Review has been undertaken by SZC Co. as follows:

- 3,458 HGV movements (two-way) to/from the MDS were recorded in total for the month of April 2024;

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- Of these, 10 HGV movements (one-way) were not compliant with the Early Years HGV routes; and
 - 99.7% compliance was therefore achieved by Sizewell C for all HGV movements to and from the MDS during the month.
- 3.3.3 It is concluded that this control requirement was **not met** for the month of April 2024 since there were instances of non-adherence to the approved routes. However, this represented a very low percentage of total movements (0.3%) and it is noted that SZC Co. took immediate remedial action to discuss the breaches with the relevant contractors, and that driver induction remains ongoing.
- 3.3.4 There were instances of repeat offences during April with 8 instances of non-compliance occurring on 16/04/2024. A further investigation was made to understand the reason for repeat offences on this day. The results from the investigation found that a haulier company had sublet another haulier firm to assist with movements due to a shortfall in vehicles and not passed on driver protocols. This was identified and rectified on the same day and no repeat instances occurred.

ii) Directional Split of HGVs

- 3.3.5 As required in paragraph 4.4.8 of the CTMP, SZC Co. has a requirement (monitor) to review the actual directional split of HGV movements to / from the north and south, to compare to the 85% south and 15% north split assessed in the DCO. This is to be reported to each TRG meeting.
- 3.3.6 Review has been undertaken by SZC Co. as follows:
- HGV routes to the 'north' are the CTMP Early Years Routes 2a and 3a combined and the HGV route to the 'south' is the CTMP Early Year Route 1a;
 - 73% of HGV movements to the MDS in April 2024 were from the south;
 - 27% of HGV movements to the MDS in April 2024 were from the north; and
 - Of the 27% from the north, 26% routed along Route 2a and 1% routed along Route 3a.
- 3.3.7 In the previous month, there was a noticeable reassignment to the distribution of HGV origin points from the south to the north. This was due to a mass import of Type 1 stone and aggregate from local suppliers and quarries located to the north, as reported to TRG in April 2024. While there were fewer imports in April, the directional split is still more favoured towards the north than was originally assessed in the DCO. This is, however, a short-term change to vehicle assignment as discussed at the previous meeting of the TRG and is expected to return to usual scheduling in the coming months.
- 3.3.8 Whilst this will continue to be monitored by Sizewell C, it is concluded that this requirement was **not met** for the month of April 2024 since the observed % of HGV from the north was higher than the 15% assessed in the DCO.
- 3.3.9 It should be noted that the assessment in the DCO was based on 600 two-way HDVs per day and, as set out in the next section, the Project is currently operating well within the caps and therefore the absolute volumes of HGVs from the north will be lower than assessed even if the directional split is slightly higher.

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iii) Daily HDV Movement Cap

3.3.10 As required in paragraph 4.4.9 of the CTMP, SZC Co. has a requirement in the Early Years (control) to manage the number of HDV 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 SZC Co. as follows:

- Monday-Friday – no more than 600 No. two-way HDV two-way movements per day are permitted;
- Saturday – no more than 500 No. two-way HDV two-way movements per day are permitted; and
- Sunday and Bank Holidays – no HDV movements are permitted.

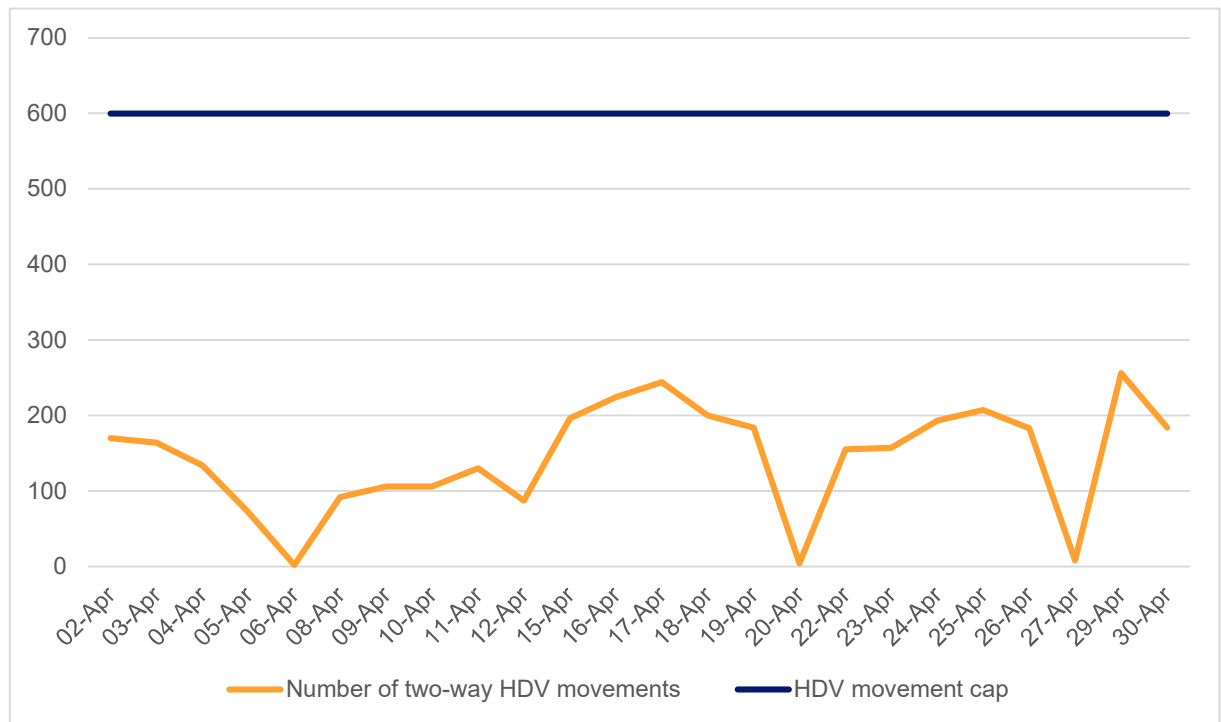
3.3.12 The HDV movements in April are shown in **Table 3.1** and illustrated in **Plate 3.1**.

Table 3.1 - HDV two-way movements per hour / day to and from the MDS - April 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	Grand Total
02/04	3	22	24	15	15	24	15	12	33	7	0	170
03/04	7	31	10	24	22	16	8	13	27	6	0	164
04/04	9	19	20	9	21	7	10	23	15	1	0	134
05/04	10	15	4	6	13	4	4	12	4	0	0	72
06/04	0	0	1	1	0	0	0	0	0	0	0	2
08/04	4	16	3	3	19	10	10	14	13	0	0	92
09/04	9	8	12	10	18	12	13	11	11	2	0	106
10/04	6	12	12	16	21	12	7	12	3	5	0	106
11/04	7	23	8	15	21	17	7	17	10	5	0	130
12/04	5	15	6	20	15	3	8	10	4	0	1	87
15/04	4	50	12	14	29	21	18	20	13	11	4	196
16/04	12	41	15	30	32	28	34	9	14	9	0	224
17/04	14	44	24	36	33	16	26	28	15	8	0	244
18/04	15	34	24	29	31	9	29	16	8	4	1	200
19/04	16	29	17	26	25	18	21	14	11	6	1	184
20/04	0	0	1	1	0	1	0	0	1	0	0	4
22/04	10	35	8	22	22	14	18	11	12	3	0	155
23/04	24	23	17	18	31	5	12	19	7	0	1	157
24/04	20	28	10	33	23	22	22	8	24	2	1	193
25/04	28	34	14	25	29	20	22	23	12	0	0	207
26/04	20	27	10	22	30	10	24	19	21	0	0	183
27/04	0	4	1	1	0	0	0	2	0	0	0	8
29/04	15	45	19	32	32	20	33	21	32	4	3	256
30/04	6	41	14	14	26	20	14	20	24	5	0	184
Total	244	596	286	422	508	309	355	334	314	78	12	3458

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Plate 3.1 - HDV two-way movements per hour / day to and from the MDS - April 2024



3.3.13 This demonstrates that:

- Weekday two-way HDV movements did not exceed 244 two-way movements on any day in April, with this occurring on 17th April; 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 April 2024.

iv) Network Peak Hour HDV Movement Caps

3.3.15 As required in paragraph 4.4.16 of the CTMP, Sizewell C has a requirement in the Early Years (control) to manage 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.

3.3.16 Review has been undertaken by SZC Co. as follows:

- The results in **Table 3.1** demonstrate that HDV two-way movements in April 2024 did not exceed 50 two-way per hour during the AM peak and 8 two-way during the PM peak.

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

v) Shoulder Peak Hour HDV Movement Target

3.3.18 As required in paragraph 4.4.17 of the CTMP, Sizewell C has a requirement in the Early Years (monitor) to manage 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

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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.

3.3.19 Review has been undertaken by SZC Co. as follows:

- The results in **Table 3.1** demonstrate that HDV two-way movements in April 2024 did not exceed 28 two-way HDV movements during the AM shoulder peak hour and 11 two-way HDV movements in the PM shoulder peak hours.

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

vi) HGV Timing Restrictions

3.3.21 As required in paragraph 4.4.18 of the CTMP, SZC Co. has a requirement in the Early Years (control) to manage the timing of HGV movements through Theberton and Middleton Moor. This is to be reported to each TRG meeting.

3.3.22 Review has been undertaken by SZC Co. 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
- The DMS has been checked and no HGV deliveries occurred in April 2024 during these hours.

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

vii) Best Practice Fleet Operation

3.3.24 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.

3.3.25 Compliance levels in April 2024 were as follows:

- Of the 1,746 HGV deliveries (one-way), a total of 257 No. vehicles were non-FORS compliant which equates to an 85.28% compliance level; and
- Of the remaining 1,489 HGV deliveries (one-way), 1,067 were FORS Silver-registered and above vehicles, and 422 were Bronze.

3.3.26 It is concluded that this monitor requirement was **not met** for the month of April 2024 since FORS Bronze is a minimum requirement, albeit the vast majority of vehicles were compliant. Sizewell C will continue to prioritise this through its supply chain.

viii) HDV Emission Standards

3.3.27 As required in paragraph 4.4.52 of the CTMP, Sizewell C has a requirement (control) to ensure that all HDVs comply with the requirements of Euro VI emission standards unless it is an exempt vehicle, which must meet Euro V requirements (exceptions set out in CTMP and should be no more than 8%). This is to be reported to each TRG meeting.

3.3.28 Compliance levels in April 2024 were as follows:

- 100% of vehicles were Euro VI or Euro V compliant; but

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- Currently the DMS is unable to disaggregate Euro VI from V vehicles, however this is being investigated with the DMS provider (Datascope) with a view to enable this information to be available for future monitoring reports.

3.3.29 It is concluded that this control requirement was met for the month of April 2024.

3.4 HGVs Between MDS and ACA

3.4.1 Whilst the ACA is currently being developed, no HGV movements were booked in the DMS in April 2024 between the MCA and the ACA (formerly known as the LEEIE). HGVs to/from the ACA route along the B1122 and therefore are included in the MDS HDV caps.

3.4.2 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:

- No HGV movements were booked in the DMS in April 2024 to / from the AD sites as there are no sites currently in the construction phase; and
- No HGV movements were booked in the DMS for Fen Meadow sites as there was no work taking place in April 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 April 2024 were as follows:

- All LGVs arriving at the MDS in April 2024 booked onto the DMS system; and
- A total of 205 LGV movements (two-way) were generated to / from the MDS as shown on **Table 3.2**, compared to a maximum of 250 daily LGV movements (two-way) assessed in the Consolidated TA during the Early Years.

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Table 3.2 – LGV Movements per Hour / Day to and from the MDS (two-way) – April 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	Grand Total
02/04	0	0	1	3	0	0	0	0	0	2	0	6
03/04	0	0	5	1	5	3	0	0	1	0	0	15
04/04	1	5	1	1	4	3	2	3	0	0	0	20
09/04	0	0	1	0	3	4	0	2	0	0	0	10
10/04	0	1	3	0	1	0	0	1	0	0	0	6
11/04	3	2	0	8	4	4	2	2	3	0	0	28
12/04	0	1	1	0	3	3	2	2	0	0	0	12
15/04	0	1	2	1	0	0	0	0	0	0	0	4
16/04	0	0	2	5	3	3	0	0	0	0	0	13
17/04	0	3	7	2	0	0	0	0	0	0	0	12
18/04	3	6	3	1	3	0	0	0	1	3	0	20
19/04	0	1	2	0	0	0	0	1	0	0	0	4
22/04	0	0	1	2	2	2	0	0	0	1	0	8
24/04	1	1	0	0	0	0	0	0	0	0	0	2
25/04	4	1	0	0	5	3	0	1	2	2	0	18
27/04	0	0	4	0	0	0	0	0	0	0	0	4
29/04	0	0	2	6	2	0	0	0	0	0	0	10
30/04	0	1	2	3	2	5	0	0	0	0	0	13
Grand Total	12	23	37	33	37	30	6	12	7	8	0	205

3.6.3 On the basis that the observed No. of daily LGVs in April 2024 is considerably lower than forecast in the Consolidated TA for the Early Years, it is concluded that this is **met**.

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.

3.7.2 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 with timing restrictions be recorded and included in the TMR.

- There was a total of 104 two-way AIL movements in April, all of which were compliant with timing and route restrictions.

3.8.2 It is concluded that this requirement was **met** for the month of April 2024.

3.9 CTMP Action Plan

3.9.1 A summary of the key CTMP priorities for the forthcoming monitoring period (Q2 2024) is provided below:

- To increase the percentage of FORS compliant HGVs;
- To increase the percentage of CLOCS compliant HGVs;
- Reinforce to all haulier drivers via responsible Tier 1 Contractors to use the prescribed HGV routes to the MDS; and
- Reinforce to all haulier drivers via responsible Tier 1 Contractors not to travel during HGV exclusion timings.

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3.10 CTMP Change Log

- 3.10.1 The CTMP has been updated to Revision A status further to the approval (unanimous) given at the January 2024 TRG to make minor amendments. This is provided in **Appendix A**.

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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
 - All incidents are constantly monitored and catalogued by Sizewell C and reported to each TRG meeting. No incidents were recorded in April 2024 requiring the triggering of the TIMP.

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 Quarter 2 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; 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.

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5 Transport Engagement Update

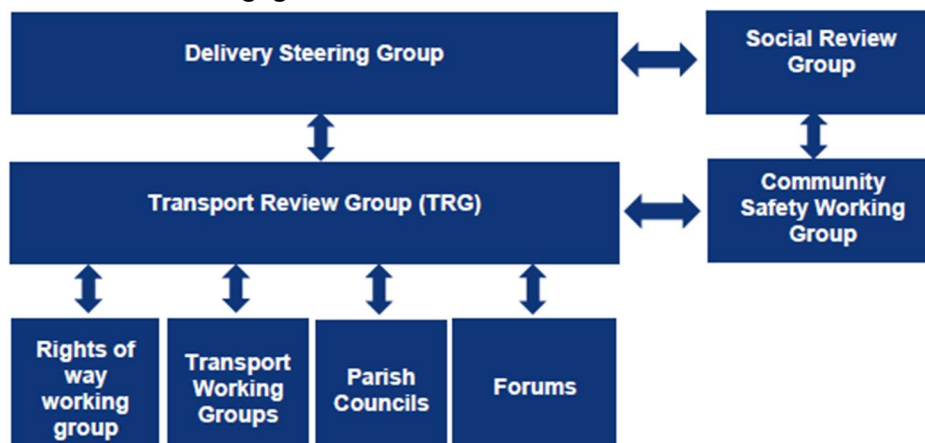
5.1 Introduction

5.1.1 This section summarises key transport engagement that has taken place in April 2024.

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 There was a meeting of the Marlesford and Little Glemham Transport Working Group on 30/04/2024. The meeting was held at the Marlesford Community Centre, including representatives from:

- East Suffolk Council;
- Suffolk County Council;
- Marlesford and Little Glemham Parish Council; and
- Sizewell C.

5.3.2 The primary purpose of the meeting was to provide an update to representatives on the speed limits and detailed design process for the Marlesford and Little Glemham Improvement Scheme. At the time of writing, the meeting notes are being finalised and will be provided to the next TRG meeting.

5.4 Transport Forums

5.4.1 There was a meeting of the Sizewell C Forum which occurred on 09/04/2024 and was held at the Trinity Park Conference and Events Centre. A project update was presented to attendees from the public and members of Sizewell C, Suffolk County Council and East Suffolk Council were in attendance to answer queries. At the time of writing, the meeting notes are being finalised and will be provided to the next TRG meeting.

5.4.2 For the upcoming month, both the Northern and Southern Transport Forums are scheduled to meet. Actions from each of these meetings will be summarised in the June 2024 TMR.

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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 245 enquiries were recorded to have been made in April 2024, most of which are classified to be general enquiries. However, the following enquiries concerning transport were received:

- 14 enquiries were made regarding construction vehicles and permitted HGV routes. This also included driver behaviour; and
- 2 requests were made for email alerts to be issued on wide load updates.

5.5.2 It was recorded that the average response time for public enquiries this month was 5 days. 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.

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APPENDIX A: TRG VOTING LOG

This contains a SZC table confirming the list of votes taken since commencement on 15th January 2024.

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