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# Sizewell C – Transport Monitoring Report

February 2024

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## References and Definitions

Term / Abbreviation	Definition
<b>DCO</b>	Development Consent Order
<b>TRG</b>	Transport Review Group
<b>CWTP</b>	Construction Worker Travel Plan
<b>CTMP</b>	Construction Traffic Management Plan
<b>TIMP</b>	Traffic Incident Management Plan
<b>Abnormal Indivisible Load (AIL)</b>	A vehicle having one or more of the following characteristics on any part of the vehicle combination: <ul style="list-style-type: none"> <li>i. a gross vehicle weight of more than 44,000kg;</li> <li>ii. an axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle;</li> <li>iii. a width of more than 2.9 metres;</li> <li>iv. a rigid length of more than 18.65 metres;</li> <li>v. the vehicle load projects over the front or rear of the vehicle by more than 3.05m or more than 305mm over the side of the vehicle; or</li> <li>vi. is a Part 2 vehicle combination (N3 vehicle and trailer) of greater than 25.9m total length.</li> </ul>
<b>Heavy Goods Vehicle (HGV)</b>	A goods vehicle >3.5 tonnes and ≤ 44 tonnes gross vehicle weight (maximum allowable total weight when loaded).
<b>Heavy Duty Vehicle (HDV)</b>	HGVs and buses
<b>Light Goods Vehicle (LGV)</b>	A goods vehicle with a maximum gross weight of up to 3.5 tonnes.
<b>Early Years</b>	The construction period up until the Sizewell Link Road (SLR) and Two Village Bypass (TVB) are available for use.
<b>TMR</b>	Transport Monitoring Report
<b>MDS</b>	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)
<b>MCA</b>	Main construction area
<b>TCA</b>	Temporary construction area
<b>ACA</b>	Ancillary construction area, which is also known as Land East of Eastland Industrial Estate (LEEIE)
<b>AD</b>	Associated Development site
<b>Monitor</b>	A quantity/value/measure which is required to be observed and reported upon as defined in the CTMP, CWTP and TIMP
<b>Control</b>	A comparison between data collected via monitoring to review actual performance against agreed caps as defined in the CTMP, CWTP and TIMP

## 1 Introduction

- 1.1.1 The Development Consent Order (DCO) for Sizewell C requires NNB Generation Company Limited (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 review of compliance against management plan to take place 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 on 25<sup>th</sup> January 2024 following commencement of the Sizewell C DCO on 15<sup>th</sup> January 2024.
- 1.1.4 This report has been prepared by SZC Co further to the following decisions at the January 2024 TRG:
- The transport monitoring report is to be issued monthly to the TRG until April 2024, after which it will be issued quarterly;
  - The TRG is to meet quarterly from April 2024; and
  - Each monitoring report after April 2024 will consider the previous quarter's performance.
- 1.1.5 This report reviews the position for the month of January 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.

## 2 Monitoring of Construction Worker Movements

### 2.1 Introduction

2.1.1 The compliance requirements for monitoring Sizewell C construction workforce movements were 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 month of January 2024.

### 2.2 Construction Programme and Workforce Profile

#### i) Construction activities

2.2.1 The key construction activities occurring at the main development site (MDS) and associated development (AD) sites is summarised below.

##### MDS

- Site establishment activities remain ongoing at the temporary construction area (TCA), main construction area (MCA) and ancillary construction area (ACA), including advanced works to deliver the site establishment early access road (SEEAR) and construct temporary access off Lover’s Lane. The latter was completed in January 2024 and is now operational; and
- Construction of the office and welfare accommodation at the ACA. This work remains ongoing.

#### ii) Workforce numbers

2.2.2 The observed and estimated<sup>1</sup> workforce numbers at the MDS for Quarter 1 2024 are provided in **Table 2.1**.

**Table 2.1 – Average Daily SZC Workforce numbers – MDS**

Month	Workers
January 2024	326 – actual
February 2024	876 – forecast
March 2024	939 – forecast

<sup>1</sup> Workforce numbers – forecasts are ‘indicative’, i.e. they do not take account of the 5-day rule for SZC worker classification.

## 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 attain a series of mode share targets for construction worker travel to the MDS and the park and ride facilities.

2.3.2 Review has been undertaken by SZC Co as follows:

- Since the park and ride facilities remain at pre-construction stage, only the MDS is generating trips at the time of writing;
- The mode share targets applicable for attainment during the Early Years at the MDS are repeated for reference in **Table 2.2** below. Attainment is to be met prior to the Peak Construction years commencing;
- Review of the targets by the TRG is:
  - percentage-based, as opposed to reviewing absolute numbers of workers per mode; and
  - account for final mode trips only in one direction (to the MDS).

**Table 2.2 – Early Years Mode Share Aim Targets – MDS**

<u>Final Mode of Travel to MDS</u>	<u>Mode Share target</u>
Walk/Cycle	2%
Car Driver	13%
Car Passenger	6%
Direct Bus	39%
Park and Ride Bus	39%
Rail	1%
<b>Total</b>	<b>100%</b>

2.3.3 As advised to the TRG at the January 2024 meeting, no baseline data is currently available at this early stage of commencement. The CWTP requires this to be captured via a Workforce Travel Survey twice per year. It is therefore proposed that SZC Co conduct the survey in Q2 and Q4 of 2024, with the results shared with the TRG in July 2024 and January 2025 respectively.

2.3.4 A copy of the draft Workforce Travel Survey will be provided to SCC for agreement prior to distribution to workers, to ensure acceptance of the data obtained.

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

### ii) Visitors

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

2.3.7 Review has been undertaken by SZC Co as follows:

- No visitor mode share data is available at this early commencement stage, but this will be collected by the visitor booking system in future. A system has been developed to record this; and



- Information has yet to be provided to visitors on their sustainable travel options when booking a visit, however this will start being communicated out at the end of February 2024 as part of SZC Co's hydrogen bus trial that is commencing in April 2024. This will notify visitors on all sustainable travel options to / from the MDS including connectivity options to / from Darsham railway station.

2.3.8 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 Co as follows:

- The ATC has yet to be installed, but in its place, all vehicle numbers on the main car park are checked twice daily for accuracy and movements of any HGV 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 SZC Co car parks.

2.5.2 Review has been undertaken by SZC Co as follows:

- MCA:
  - 0 No. cycles out of 10 No. designated provided were occupied on the day of observation; and
  - 1 No. motorcycle out of 4 No. designated spaces were occupied on the day of observation.
- ACA:
  - No update on cycle or motorcycle parking is currently available.

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 SZC Co monthly, during the 1<sup>st</sup> three months of construction, and quarterly thereafter.

2.6.2 Review has been undertaken by SZC Co as follows:

- At the time of writing, no bus services have yet been procured and therefore no patronage data is available;
- SZC Co are aiming to operate a new service between the MDS and Ipswich from April 2024 for SZC workers. Other routes will be explored dependant on demand and service frequencies are yet to be decided, but will be monitored and increased in frequency as the construction programme ramps up; and
- In addition, an internal bus service will commence in April 2024 between the ACA / TCA and MCA.

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 proposed to obtain bus arrival / departure data at the MDS via the permanent ATC that is now installed, when 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 required in Table 5.1 of the CWTP, there is a requirement for SZC Co to monitor quarterly the mode share of construction worker trips to AD sites.

2.8.2 Review has been undertaken by SZC Co as follows:

- The CWTP requires this to be a “manual” count, and SZC Co are currently reviewing the best method for obtaining AD construction worker mode shares, and it is currently assumed this will be collected along with MDS worker mode shares as part of Construction Worker Travel Survey programmed for Q2 2024. An update will be provided to the next TRG.

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.

2.9.2 Review has been undertaken by SZC Co as follows:

- This is to be reported monthly to TRG during the 1<sup>st</sup> three months of construction and quarterly thereafter, and monitored by the SZC Co fly parking team; and
- No instances of fly parking amongst SZC Co. worker vehicles were recorded during January 2024.

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

## 2.10 Action Plan

2.10.1 As required by the CWTP, a summary of the key priorities for the remainder of Q1 2024 is provided below:

- Preparation of the Workforce Travel Packs;
- Establishment of the SZC intranet site for workers wishing to car-share, and discussions with a contractor to provide a car-sharing system;
- Review whether designated parking spaces can be provided at the MDS for workers and visitors car-sharing / travelling by electric vehicle / installation of electric vehicle charging stations. EV charge spaces and priority parking will be available at both P&R sites when developed. ACA parking is currently in development and a final layout plan of the car park is currently being developed;
- Increasing the total cycle spaces for workers from 10 No. to 30 No, with the uplift being provided at the ACA site once the office and welfare facilities are occupied;

- Provision of cycle repair kits available for workers to use;
- Provision of the Travel Information Point; and
- Launching of a hydrogen bus pilot re: proving direct buses for SZC Co. workers and appointment of a bus operator. This is anticipated to go live in April 2024 and further advice on timetabling / routing etc will be provided after the service operator is in contract.

## 2.11 CWTP Early Action Plan

2.11.1 As required by paragraph 3.5.1 of the CWTP, SZC Co has an obligation to agree Appendix 1 of the CWTP – known as the Early Action Plan – within 3 No. months of commencement:

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

2.11.2 The Early Action Plan has been updated as required by the DCO within 3 No. months of commencement. It is included in **Appendix B** for **approval by TRG**.

## 2.12 CWTP Change Log

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

## 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 month of January 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) to ensure a minimum 60% of construction materials (measured in tonnes) are 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 SZC Co as follows:

- 100% of construction materials in January 2024 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) Routes

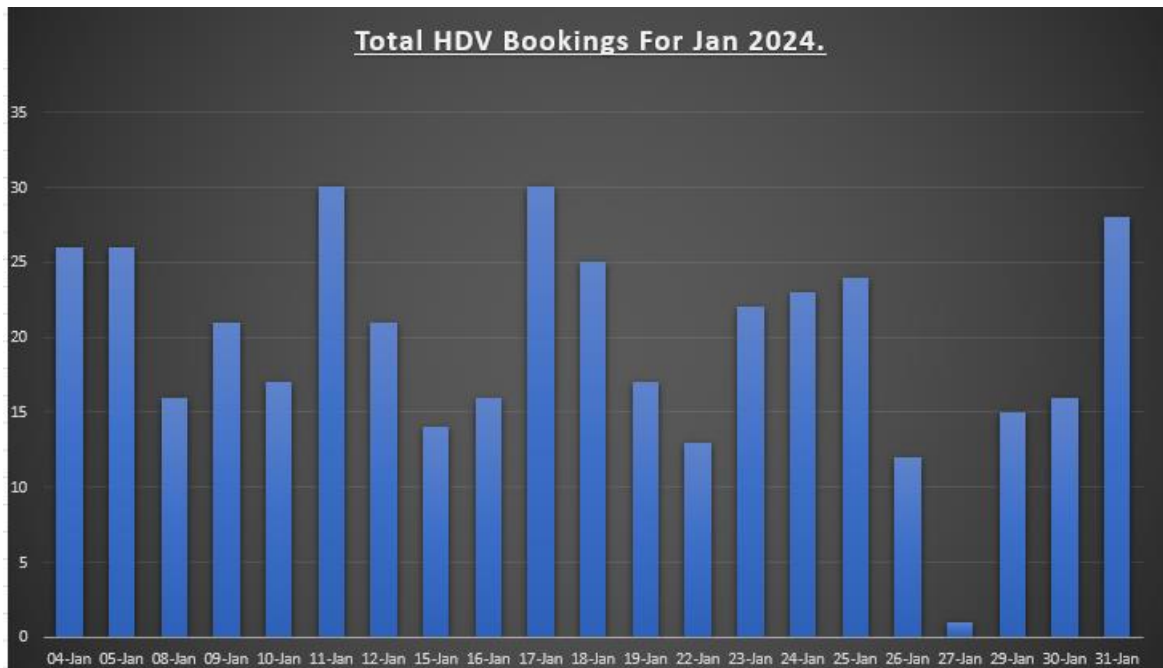
3.3.1 As required in paragraph 4.4.5 of the CTMP, SZC Co has a requirement (control) to ensure all HGVs travelling to / from the MDS adhere to the Early Years routes – i.e. routes 1a, 2a and 3a. This is to be reported in each monitoring report to TRG.

3.3.2 Review has been undertaken by SZC Co as follows:

- 413 No. HGV trips (one-way) to the MDS were recorded in total for the month of January 2024;
- Of these, 3 No. trips (one-way) were not compliant to the Early Years route requirements;
- 99.3% compliance was therefore achieved by SZC Co for all HGV trips to the MDS during the month; and
- A breakdown of these numbers per day is shown on **Plate 3.1**.

3.3.3 It is concluded that this control requirement was **not met** for the month of January 2024 since there were some occurrences of HGVs not adhering to the approved routes. This was a very low percentage however (0.7%) and it is noted that SZC Co took immediate remedial action to discuss the breaches with the relevant contractors, and that driver induction remain ongoing.

3.3.4 SZC Co will continue to provide SCC with weekly updates on HGV routing as agreed at the January 2024 TRG.



**Plate 3.1 – Actual HGV trips (1-way) to the MDS per day (Jan24)**

## 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 trips to / from the north and south, to compare to the 85% south and 15% north split assessed in the Consolidated TA. This is to be reported in each monitoring report to TRG.

3.3.6 Review has been undertaken by SZC Co 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);
- Daily and monthly data has been assessed as shown on **Plates 3.2 – 3.3**. In summary,
  - 92.08% of HGV trips to the MDS in January 2024 were from the south (route 1a); and
  - Of the remaining trips to the north, 0.92% were around Beccles (route 2a) and the majority therefore (6.99%) were from Lowestoft (route 3a).

3.3.7 It is concluded that this monitor requirement was **met** for the month of January 2024 since the obligation is to review and the proportion of trips to the south broadly correlates to what was assessed in the Consolidated TA.

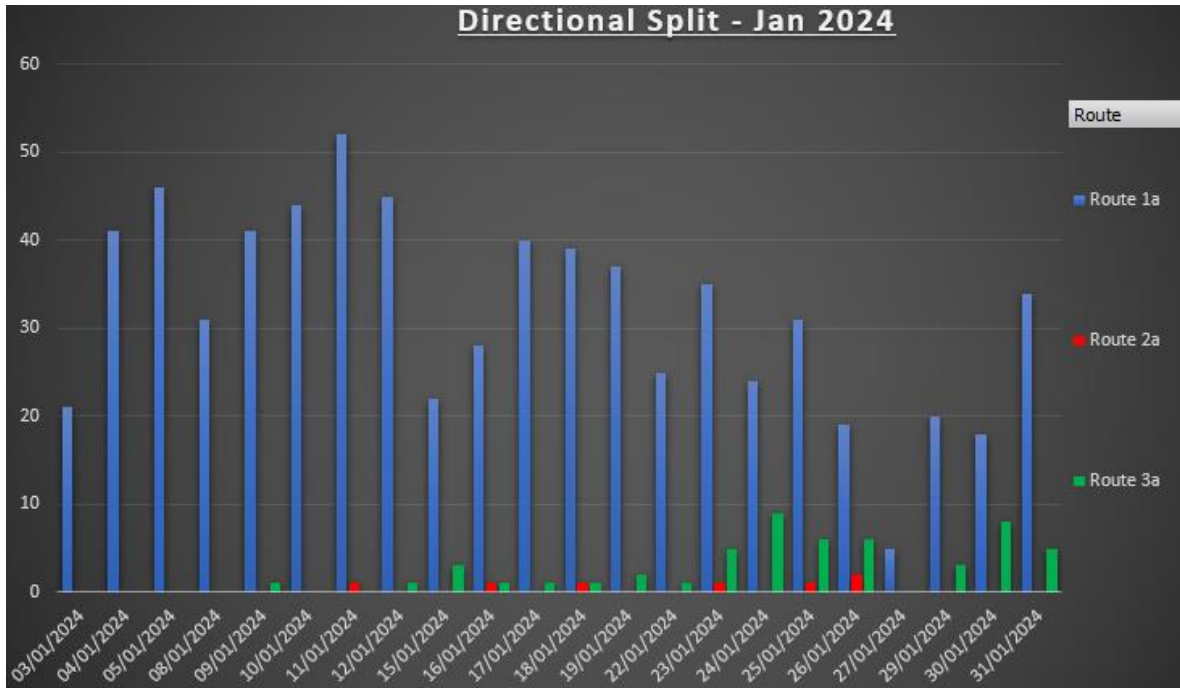


Plate 3.2 – Actual HGV trips (1-way) to the north / south per day (Jan24)

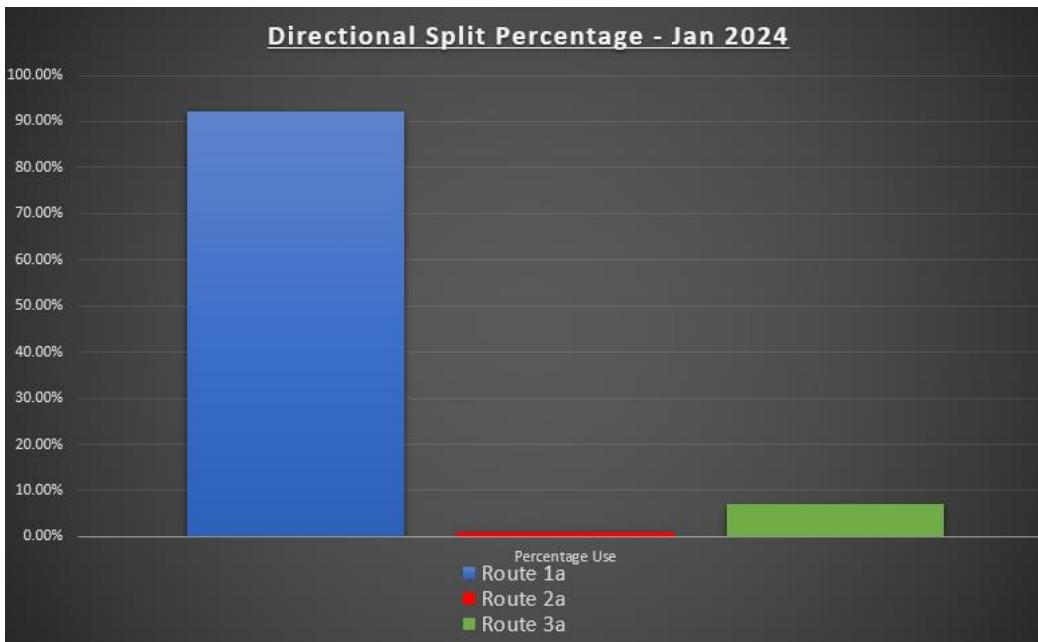


Plate 3.3 – Actual % of HGV trips to the north / south per month (Jan24)

### iii) Daily HGV / HDV Movement Caps

3.3.8 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 / HGV movements to and from the MDS across a 24hour period on the B1122 through Theberton and Middleton Moor. This is to be reported in each monitoring report to TRG.

3.3.9 Review has been undertaken by SZC Co as follows:

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

3.3.10 The results are shown on **Plate 3.4**.

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	Grand Total
03-Jan			10	10	8	2					30
04-Jan		1	11	7	6	2	1	1			29
05-Jan		5	8	4	5	3	1		2	1	29
08-Jan		3	3	6	2	1			1		16
09-Jan		7	4	6	2		4			2	25
10-Jan		6	1	3	6		1	6			23
11-Jan		9	6	6	7	1	2	2	4		37
12-Jan		7	3	4	7	1		8	1	1	32
15-Jan		3	2	3	1	1	2	1	1	3	17
16-Jan		1	4	1	3	2	1				13
17-Jan		7	2	1	5	8	3	2	1	1	30
18-Jan		5	3	3	3	3	4		1	2	24
19-Jan		8	4	1	3	1	2			1	20
22-Jan			3	2	4	2	1				13
23-Jan	1	2	10	2	1			6	1	1	24
24-Jan		4	3	4	4	2			1	1	19
25-Jan	2	4	4	3	2			1			16
26-Jan		6	5	3	2			2			18
27-Jan		1									1
29-Jan			3	2	3		1	1		2	12
30-Jan		1	3	2	1	2	1	1		2	13
31-Jan	2	3	5	5	4	4	2	2	1	3	31
<b>Grand Total</b>	<b>5</b>	<b>83</b>	<b>97</b>	<b>78</b>	<b>79</b>	<b>35</b>	<b>26</b>	<b>33</b>	<b>14</b>	<b>22</b>	<b>472</b>

**Plate 3.4 – Actual No. of HGV trips 1-way per hour / day to / from the MDS (Jan24)**

3.3.11 This demonstrates that:

- The total HDV volumes across a day (see ‘Grand total’) did not exceed 37 No. one-way (74 two-way) on any day.

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

## iv) Network Peak Hour HDV / HGV Movement Caps

3.3.13 As required in paragraph 4.4.16 of the CTMP, SZC Co has a requirement in the Early Years (control) to manage the number of HDV / HGV movements to and from the MDS during the weekday AM 0800-0900 and PM 1700-1800 network peak hour periods. This is to be reported in each monitoring report to TRG.

3.3.14 Review has been undertaken by SZC Co as follows:

- The results in **Plate 3.4** demonstrate that flows in January 2024 did not exceed 9 No. HDVs one-way (18 No. two-way) during the AM peak with no flows on any day during the PM peak.

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

## v) Shoulder Peak Hour HDV / HGV Movement Caps

3.3.16 As required in paragraph 4.4.17 of the CTMP, SZC Co has a requirement in the Early Years (monitor) to manage the number of HDV / HGV movements to and from the MDS during the weekday AM 0700-0800 and PM 1600-1700 shoulder peak hour periods. This is to be reported in each monitoring report to TRG.

3.3.17 Review has been undertaken by SZC Co as follows:

- The results in **Plate 3.4** demonstrate that flows in January 2024 did not exceed 2 No. HDVs one-way (4 No. two-way) during the AM shoulder peak or 3 No. HDVs one-way (6 No. two-way) in the PM shoulder peaks.

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

## vi) HGV timing restrictions

3.3.19 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 HDV / HGV movements through Theberton and Middleton Moor. This is to be reported in each monitoring report to TRG.

3.3.20 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 January 2024 during these hours.

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

## vii) Best Practice Fleet Operation

3.3.22 As required in paragraph 4.4.48 of the CTMP, SZC Co 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.

3.3.23 Compliance levels in January 2024 were as follows:

- Of the 472 No. HDV deliveries (one-way), a total of 33 No. vehicles were non-FORS compliant which equates to a 93.01% compliance level; and
- Of the remaining 439 No. HDV deliveries (one-way trips), 205 No. were FORS Silver-registered vehicles, and 104 No. were Bronze.



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

#### viii) HDV Emission Standards

3.3.25 As required in paragraph 4.4.52 of the CTMP, SZC Co has a requirement (control) to ensure that all SZC Co. must ensure that all HDVs will comply with the requirements of Euro VI emission standards unless it is an exempt vehicle.

3.3.26 Compliance levels in January 2024 were as follows:

- Of the 413 No. HDV deliveries, all vehicles were either Euro VI or V; and
- Currently the DMS is unable to disaggregate Euro VI from V vehicles, however this is being investigated with the provider (Datascope) with a view to enable this information to be available for the March 2024 monitoring report.

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

### 3.4 HGVs between MDS and the LEEIE

3.4.1 Whilst the LEEIE (now known as the Ancillary Construction Area) is currently being developed, no HGV trips were booked in the DMS in January 2024 between the MCA and the ACA (formerly known as the LEEIE)

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 trips were booked in the DMS in January 2024 to / from the AD sites; and
- This is consistent with all AD sites currently being at pre-construction stage other than Benhall, where no work took place in January 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, SZC Co 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 Consolidated TA, the TRG.

3.6.2 Compliance levels in January 2024 were as follows:

- All LGVs arriving at the MDS in January 2024 booked onto the DMS system; and
- A total 55 No. LGV trips (one-way) were generated to / from the MDS as shown on **Plate 3.5**, compared to a maximum of 125 No. daily LGV trip one-way forecast in the Consolidated TA during the Early Years.

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

Date:	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	16:00-17:00	Grand Total
04-Jan		1		2					3
08-Jan				1					1
10-Jan	1		1		1			1	4
11-Jan		1	3		1		1		6
12-Jan			1						1
16-Jan		2	1	1					4
17-Jan				1					1
18-Jan		4	1	1			1		7
22-Jan		1		1					2
23-Jan		1	1	2					4
24-Jan	1				1	1	1		4
25-Jan		5	1		2	1	1		10
29-Jan			1	2					3
30-Jan		2			1				3
31-Jan			1	1					2
<b>Grand Total</b>	<b>2</b>	<b>17</b>	<b>11</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>55</b>

### Plate 3.5 – Actual No. of LGV trips 1-way per hour / day to / from the MDS (Jan24)

#### 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 restrictions be recorded and included in the TMR.

- There were a total of 59 No. one-way AIL movements (118 No. two-way), 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 January 2024.

#### 3.9 CTMP Action Plan

3.9.1 As required by the CTMP, a summary of the key priorities of the Delivery Co-ordinator for the remainder of Q1 2024 is provided below:

- To increase the percentage of FORS compliant HGVs;
- To increase the percentage of CLOCS compliant HGVs;
- To increase the percentage of vehicles being tracked into SZC Project;
- Reinforce to all haulier drivers via responsible Tier 1 Contractors to use the preferred 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 report 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**.

## 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 SZC Co'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 January 2024 requiring the triggering of the TIMP by SZC Co. Whilst the Orwell bridge was closed by National Highways for approximately 30 hours between 21/01/2024 and 22/01/2024 during Storm Isha, this did not result in the triggering of the TIMP by SZC's Incident Manager, nor did this affect deliveries to / from the MDS in terms of their routing.

4.2.2 All incidents will be catalogued by SZC 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 SZC Incident Manager for Q1 2024 regarding the TIMP.

- 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.

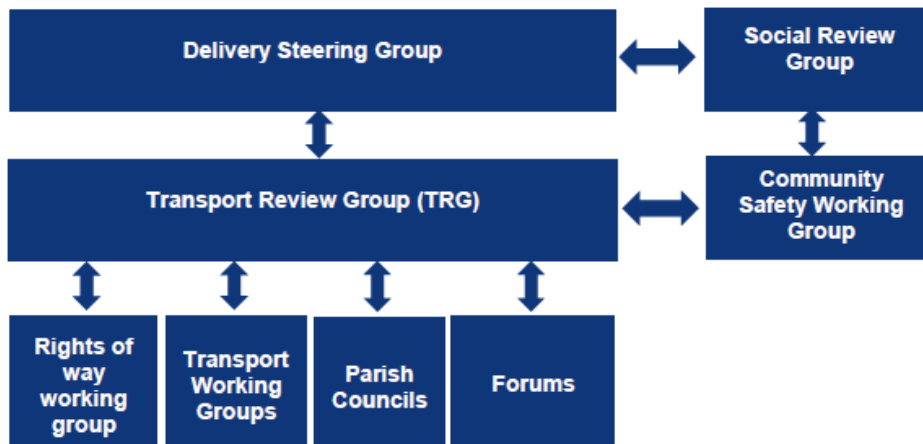
## 5 Transport Engagement Update

### 5.1 Introduction

This section summarises key engagement that has taken place in January 2024.

### 5.2 Overview

5.2.1 SZC Co'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 and Rights of Way Working Groups

5.3.1 The following meetings took place in January.

- Leiston Working Group – 8<sup>th</sup> January 2024;
- Community Safety Working Group – 18<sup>th</sup> January 2024; and
- Rights of Way Working Group – 29<sup>th</sup> January 2024.

5.3.2 The minutes for each group remain subject to final approval from the respective chairpersons. A summary has therefore been provided instead to the TRG of each meeting as below.

#### i) Leiston Working Group

5.3.3 The meeting included attendees from:

- East Suffolk Council;
- Leiston Town Council;
- Sizewell C Co; and
- Suffolk County Council.

5.3.4 The key outcomes from the meeting were:

- Updates were provided by SZC Co in respect to the Leiston Improvement Scheme. The RIBA3 80% complete drawings were presented and RIBA3 100% drawings were due for completion by the end of the week.
- SZC Co would be proceeding to RIBA4 detailed design stage in early 2024, with construction of the scheme envisaged to start around January 2025. The construction period was anticipated to last around 8 No. months; and
- SCC confirmed that it would set up a meeting with the Working Group to discuss the Leiston Walking and Cycling Improvement Scheme contribution. Funds had yet to be remitted by SZC Co but this would occur in January 2024, triggering SCC's review of the scheme long list identified at DCO stage.

## ii) Community Safety Working Group

5.3.5 The meeting was attended by representatives from:

- East of England Ambulance Service;
- East Suffolk Council;
- Maritime and Coastguard Agency;
- Sizewell C Co;
- Suffolk County Council;
- Suffolk Constabulary; and
- Suffolk Fire and Rescue Service

5.3.6 The meeting was the first of the Community Safety WG meetings established under the DoO for the Sizewell C Project which requires an introductory meeting within 3 months of commencement. The key outcomes at the meeting were:

- SCC to discuss the offline appropriate format of sharing data and the consistency of reporting. This is to be fed back to the WG at the next meeting;
- SZC to share the Deed of Obligation KPIs with the WG;
- SZC to amend the Terms of Reference as agreed during the WG meeting;
- SZC to ensure that transport reports are shared with the WG where relevant; and
- Future WG meetings are to be programmed to allow appropriate staggering between the TRG and CSWG, arranging the next meeting to take place in March.

## iii) Rights of Way Working Group

5.3.7 This meeting was attended by representatives from:

- East Suffolk Council;
- Sizewell C Co; and
- Suffolk County Council

5.3.8 The key outcomes at the meeting were:

- SZC to confirm if minutes and agendas should be published on the East Suffolk website prior to the next WG meeting;

- SCC is progressing the PRoW DCO contribution and reviewing staffing levels to meet the requirements of delivery; and
- Implementation Plans to be circulated when approved for each scheme.

## 5.4 Forums

5.4.1 The following Forums met in January.

- Main Development Site Forum – 16<sup>th</sup> January 2024.

### i) MDS Forum

5.4.2 The MDS Forum meeting was held at the Leiston Town Athletic Association and attended by:

- Sizewell C;
- Suffolk County Council;
- Aldeburgh Town Council;
- Theberton & Eastbridge Parish Council;
- Leiston-cum-Sizewell Town Council;
- Middleton-com-Fordley Parish Council;
- Knodishall Parish Council;
- Aldringham-cum-Thorpe Parish Council; and
- Suffolk Constabulary

5.4.3 The key outcomes at the meeting were as follows:

- The purpose of the forum is to provide councillors with relevant information pertaining to their district/town. An explanation as to the forecast activities for the upcoming quarter was provided to all in attendance; and
- The next meeting will take place in April.

## 5.5 Leiston Information Centre / SZC Free Phone

5.5.1 SZC Co also engage with the community to obtain feedback via the Leiston information centre and the SZC free phone.

5.5.2 A summary is provided below of the transport-related feedback received Between 01/11/2023 and 31/01/2024.

- 38 No. enquiries were made regarding construction vehicles and permissive routes;
- 0 No. enquiries were made in relation to traffic incidents; and
- 26 No. requests were made for email alerts to be issued on wide load updates.

5.5.3 Future transport related feedback will be provided to cover the previous reporting period.

Appendix A – CTMP Revision A

*Note – this has been Issued with March 2024 monitoring report instead as there is no TRG in February.*



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Appendix B – CWTP Early Action Plan

*Note – this has been Issued with March 2024 monitoring report instead as there is no TRG in February.*