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Sizewell C – Transport Monitoring Report

March 2024

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825 Registered office: 90 Whitfield Street, London W1T 4EZ

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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)	A vehicle having one or more of the following characteristics on any part of the vehicle combination: <ul style="list-style-type: none"> i. a gross vehicle weight of more than 44,000kg; ii. an axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle; iii. a width of more than 2.9 metres; iv. a rigid length of more than 18.65 metres; v. the vehicle load projects over the front or rear of the vehicle by more than 3.05m or more than 305mm over the side of the vehicle; or vi. is a Part 2 vehicle combination (N3 vehicle and trailer) of greater than 25.9m total length.
Heavy Goods Vehicle (HGV)	A goods vehicle >3.5 tonnes and ≤ 44 tonnes gross vehicle weight (maximum allowable total weight when loaded).
Heavy Duty Vehicle (HDV)	HGVs and buses
Light Goods Vehicle (LGV)	A goods vehicle with a maximum gross weight of up to 3.5 tonnes.
Early Years	The construction period up until the Sizewell Link Road (SLR) and Two Village Bypass (TVB) are available for use.
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)
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

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 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 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 inform discussion at the meeting on 28th March 2024 and reviews the position for the previous month – i.e. 1st to 29th February 2024. This is in advance of the TRG meeting quarterly from its meeting on 25th April 2024, after which each transport monitoring report will cover the previous quarter's performance moving forward.

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 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 month of February.

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 site (AD) sites is summarised below.

MDS

- Site establishment activities remain ongoing at the TCA, MCA and ACA; and
- Construction of the office and welfare accommodation at the ACA. This work remains ongoing.

ii) Workforce numbers

2.2.2 The observed and forecast¹ workforce numbers at the MDS for Quarter 1 2024 are provided in **Table 2.1**. Since the report was prepared prior to the end of March, the number of workers in March is provided as a forecast.

Table 2.1 – Average Daily SZC Workforce numbers – MDS – Q1 2024

Month	Workers
January	326
February	501
March	664 – forecast

2.2.3 Forecasts for the following quarter are provided below:

Table 2.2 – Average Daily SZC Workforce numbers – MDS – Q2 2024

Month	Workers
April	777 – forecast
May	876 – forecast
June	939 – forecast

2.2.4 It is concluded that this element be **kept under review** by the TRG.

¹ Workforce numbers marked as ‘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 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:

- Since the P&R sites remain at pre-construction stage, only the MDS is generating trips at the time of writing;
- The mode share targets to be met during the Early Years are confirmed in **Table 2.3** below, and to be achieved therefore prior to the Peak Construction years 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 to the MDS.

Table 2.3 – Early Years Mode Share Aim Targets – MDS

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

2.3.3 Baseline data for the SZC Co worker travel will be collected, as advised to the TRG in January 2024, via a Workforce Travel Survey twice per year to meet the requirements of the CWTP. The survey is intended for issue to SZC Co workers in April 2024.

2.3.4 It is proposed that SCC, as the local highway authority, receive a copy of the survey template to approve prior to the survey being conducted to ensure the format for baseline mode share collection has SCC-sign off. The results will be shared with the TRG at its meeting on 25th July 2024.

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 currently available due to technical issues with the visitor booking system. These are being resolved by the SZC Co access control team. When rectified, this information will be monitored weekly internally; and

- Information has yet to be provided to visitors on their sustainable travel options when booking a visit, however this is being put in place. 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 – aiming for Q2 2024 – and 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:
 - 2 No. cycles out of 10 No. designated spaces were occupied on 15/02/2024 and 29/02/2024; and
 - 1 No. motorcycle out of 4 No. designated spaces were occupied on 15/02/2024 and 29/02/2024.
- 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 1st 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 hoping to operate a new service between the MDS and Ipswich from April 2024 for SZC workers. Other routes may include locations in Pakefield south of Lowestoft and Orwell near Ipswich in Q3 2024 dependant on demand and service frequencies. Reviews are ongoing in this respect; and
- In addition, an internal bus service will commence in April 2024 between the ACA / TCA and MCA for use by SZC Co workers.

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 propose 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 mode share of construction worker trips quarterly to the AD sites.

2.8.2 Review has been undertaken by SZC Co as follows:

- The CWTP requires this to be a “manual” count;
- SZC Co are reviewing the methods for collecting this, which may include collecting as part of the Q2 2024 Sizewell C Worker Travel Plan – i.e. this covering final mode trips to the MDS, and, to the AD sites separately. This is to be confirmed, and it is recommended the approach and Draft Sizewell C Worker Travel Plan Survey be approved by SCC prior to it being conducted; and
- It is intended that the AD worker mode shares be reported to the next meeting in July.

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 TRG during the 1st 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 February 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:

- Preparation of the Workforce Travel Packs – this is currently being finalised for issue before the end of Q1 2024. The information will increase for the workforce as and when AD infrastructure is built, including the introduction of park and ride and direct bus services;
- Intranet / Extranet app – All Sizewell C staff now have access to the SZC Co intranet, whilst an extranet is in development to provide workers with a SZC-specific smartphone ‘app’ to inform their journey choices. The date of

completion is to be confirmed but intended for Q2 2024, and that this would enable multi-modal information to be provided, including a car-share journey matching service;

- 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 which is now in place;
- 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 August 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 February 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 February 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 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 SZC Co as follows:

- 616 No. HGV trips (one-way) to the MDS were recorded in total for the month of February 2024;
- Of these, 4 No. trips (one-way) were not compliant to the Early Years route requirements;
- 99.4% 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 February 2024 since there were some instances of non-adherence to the approved routes. This was a very low percentage however (0.6%) 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.

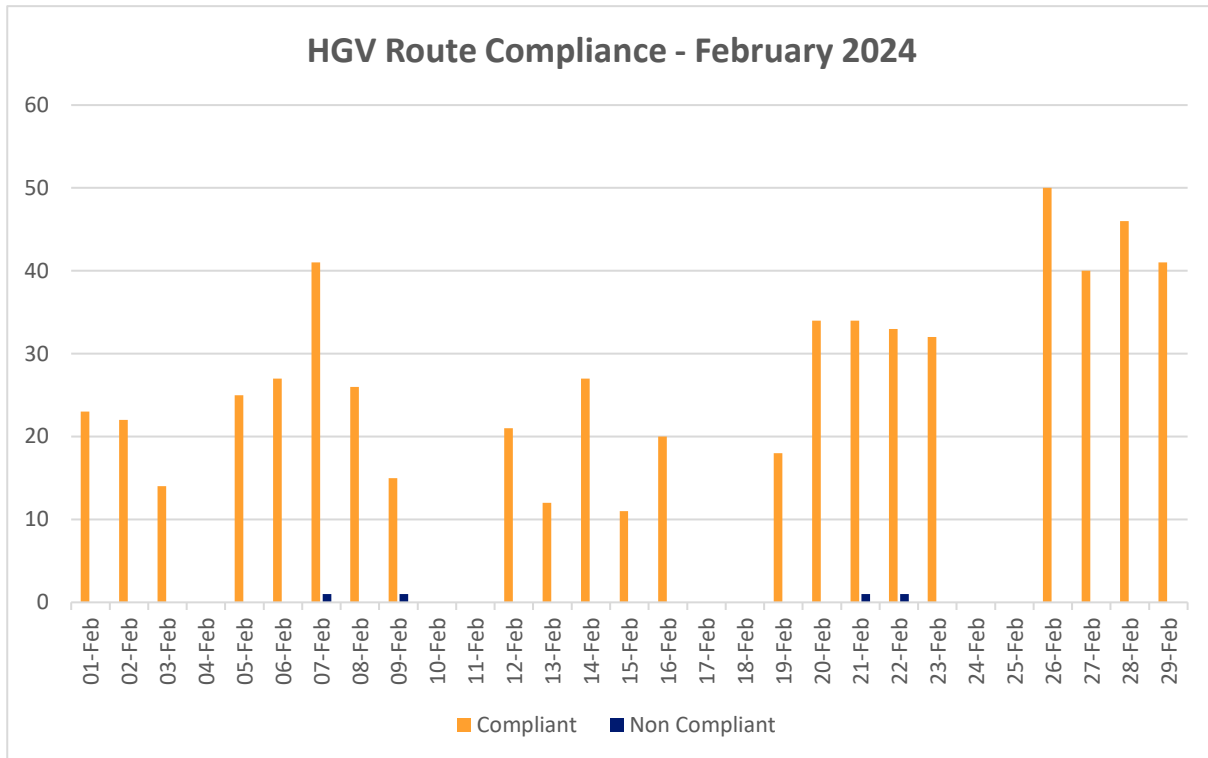


Plate 3.1 – Actual HGV trips (1-way) to the MDS per day (February 2024)

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 to each TRG meeting.

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,
 - 79.40% of HGV trips to the MDS in February 2024 were from the south (route 1a); and
 - Of the remaining trips to the north, 10.64% were around Beccles (route 2a) and the remainder therefore (9.94%) were from Lowestoft Port (route 3a).

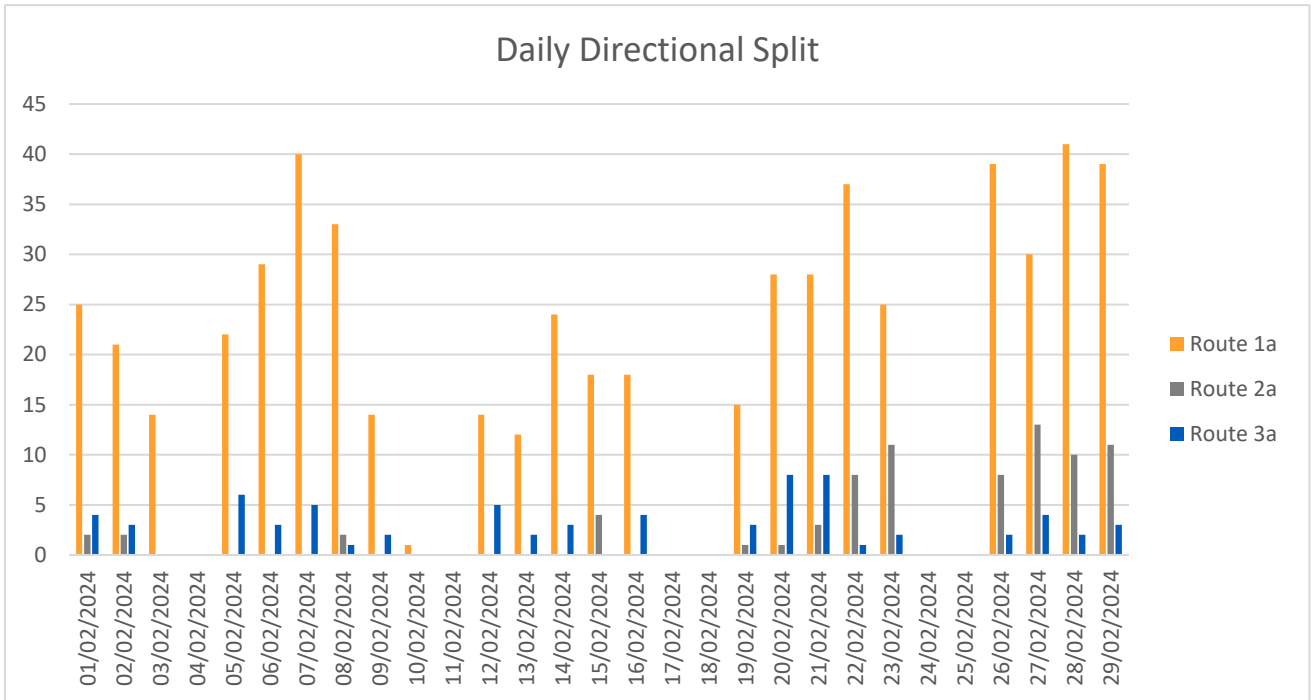


Plate 3.2 – Actual HGV trips (1-way) to the north / south per day (February 2024)

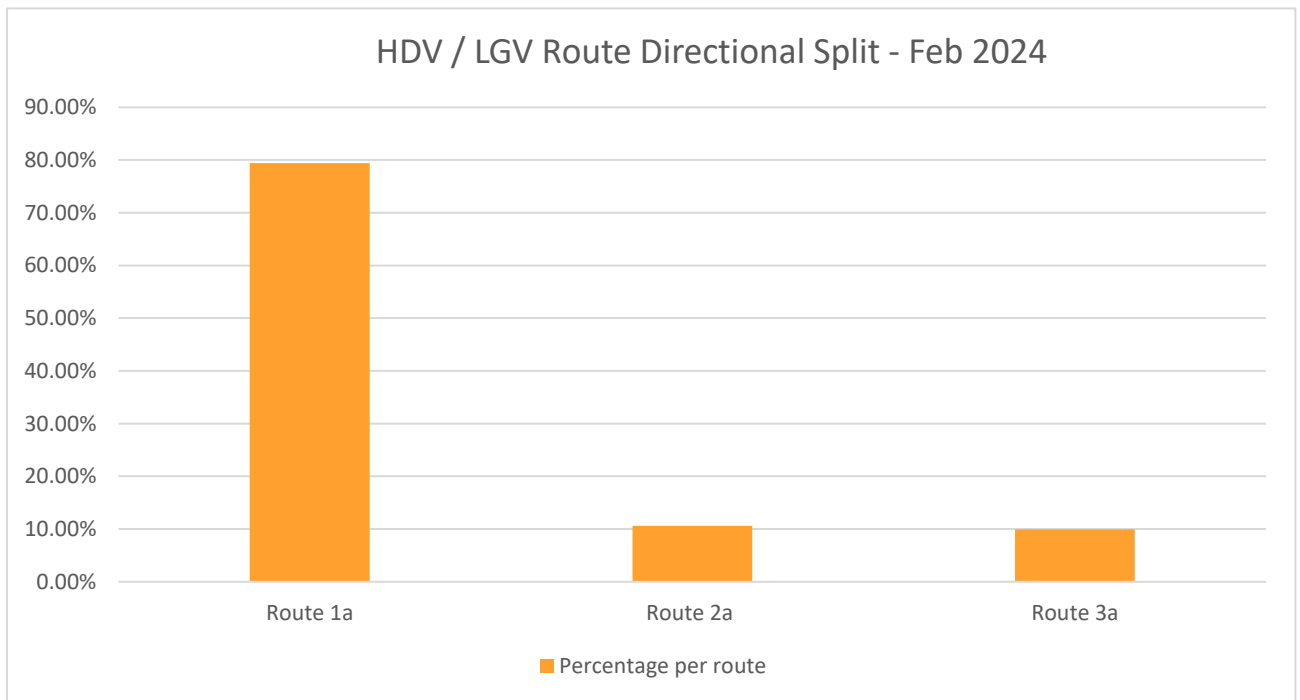


Plate 3.3 – Actual % of HGV trips to the north / south per month (February 2024)

3.3.7 It is concluded that this monitor requirement was **met** for the month of February 2024 since the obligation is to review and the proportion of trips to the south broadly reflects the forecasts in the Consolidated TA, despite the circa 5% difference.

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 to each TRG meeting.

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/times:	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
01-Feb	3	4	2	3	2	3	2	2	0	2	0	23
02-Feb	0	8	2	4	3	2	1	1	0	1	0	22
03-Feb	0	14	0	10	0	0	0	0	0	0	0	14
05-Feb	0	1	6	4	2	3	1	5	1	2	0	25
06-Feb	0	7	1	7	3	4	2	2	0	1	0	27
07-Feb	0	6	6	9	3	8	5	2	2	1	0	42
08-Feb	0	6	3	2	8	3	0	2	0	2	0	26
09-Feb	0	3	5	2	2	3	0	1	0	0	0	16
12-Feb	0	7	2	5	1	2	3	0	1	0	0	21
13-Feb	0	1	0	5	2	3	0	1	0	0	0	12
14-Feb	0	3	5	7	4	3	2	3	0	0	0	27
15-Feb	0	0	3	4	2	2	0	0	0	0	0	11
16-Feb	0	9	4	0	2	0	1	4	0	0	0	20
19-Feb	0	1	6	2	4	2	1	1	1	0	0	18
20-Feb	0	4	3	10	5	3	4	4	1	0	0	34
21-Feb	0	5	9	5	4	4	3	3	2	0	0	35
22-Feb	4	7	6	4	6	1	2	3	1	0	0	34
23-Feb	0	9	6	6	5	3	1	0	2	0	0	32
26-Feb	4	9	9	5	3	3	8	4	2	3	0	50
27-Feb	2	7	7	4	7	6	2	2	2	1	0	40
28-Feb	2	12	7	5	3	8	5	3	1	0	0	46
29-Feb	2	8	8	6	8	1	3	3	1	0	1	41
Sum	17	131	100	109	79	67	46	46	17	13	1	616

Plate 3.4 – Actual No. of HGV trips 1-way per hour / day to / from the MDS (February 2024)

3.3.11 This demonstrates that:

- Trips did not exceed 50 No. one-way, or 100 No. two-way, on during any weekday or Saturday; and
- There were no trips on a Sunday.

3.3.12 It is concluded that this control requirement was **met** for the month of February 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 to each TRG meeting.

3.3.14 Review has been undertaken by SZC Co as follows:

- The results in **Plate 3.4** demonstrate that flows in February 2024 did not exceed 12 No. HDVs one-way (24 No. two-way) during the AM peak. There was a singular instance of a HDV entering the MDS (2 No. two-way trips) during the PM peak.

3.3.15 It is concluded that this control requirement was **met** for the month of February 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 to each TRG meeting.

3.3.17 Review has been undertaken by SZC Co as follows:

- The results in **Plate 3.4** demonstrate that flows in February 2024 did not exceed 4 No. HDVs one-way (8 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 February 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 to each TRG meeting.

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 February 2024 during these hours.

3.3.21 It is concluded that this control requirement was **met** for the month of February 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 February 2024 were as follows:

- Of the 616 No. HDV deliveries (one-way), a total of 81 No. vehicles were non-FORS compliant which equates to a 86.85% compliance level; and
- Of the remaining 535 No. HDV deliveries (one-way trips), 395 No. were FORS Silver-registered and above vehicles, and 140 No. were Bronze.

3.3.24 It is concluded that this monitor requirement was **not met** for the month of February 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. This is to be reported to each TRG meeting.

3.3.26 Compliance levels in February 2024 were as follows:

- Of the 616 No. HDV deliveries, all vehicles were Euro VI compliant; 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 future monitoring reports.

3.3.27 It is concluded that this control requirement was **met** for the month of February 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 February 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 February 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 February 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 February 2024 were as follows:

- All LGVs arriving at the MDS in February 2024 booked onto the DMS system; and
- A total 99 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 February 2024 is considerably lower than forecast in the Consolidated TA for the Early Years, it is concluded that this be **kept under review**.

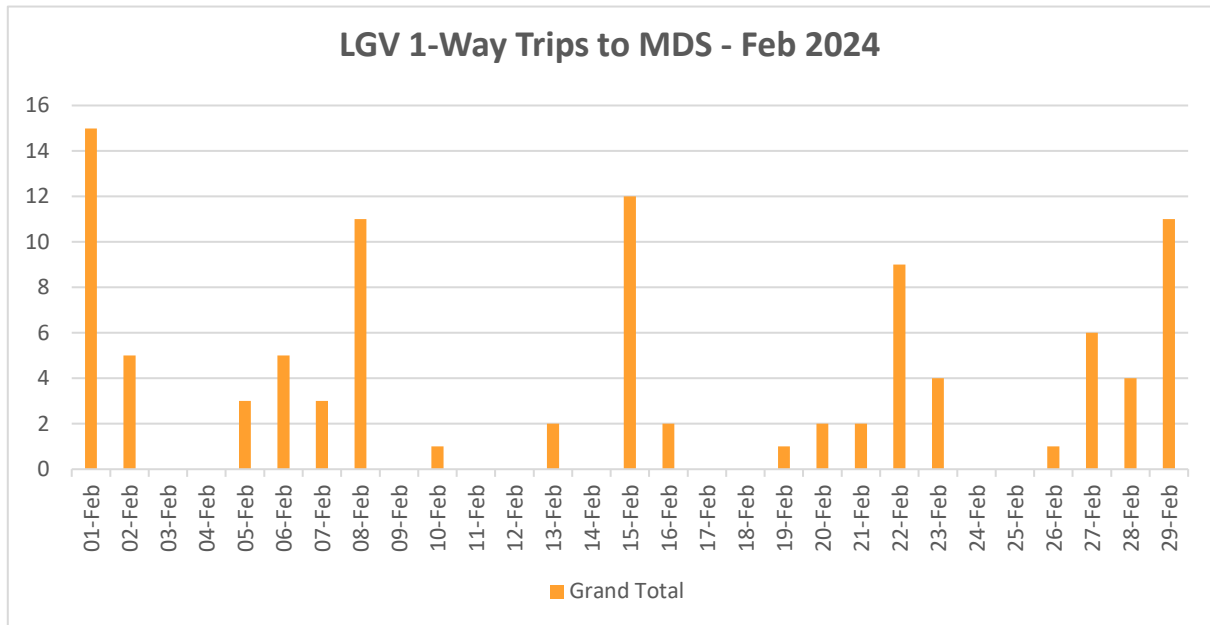


Plate 3.5 – Actual No. of LGV trips 1-way per day to the MDS (February 2024)

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 was a total of 41 No. one-way AIL movements (82 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 February 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;
- 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

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 February 2024 requiring the triggering of the TIMP by SZC Co.

4.2.2 All incidents are constantly monitored and 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 Quarter 2 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 February 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**.

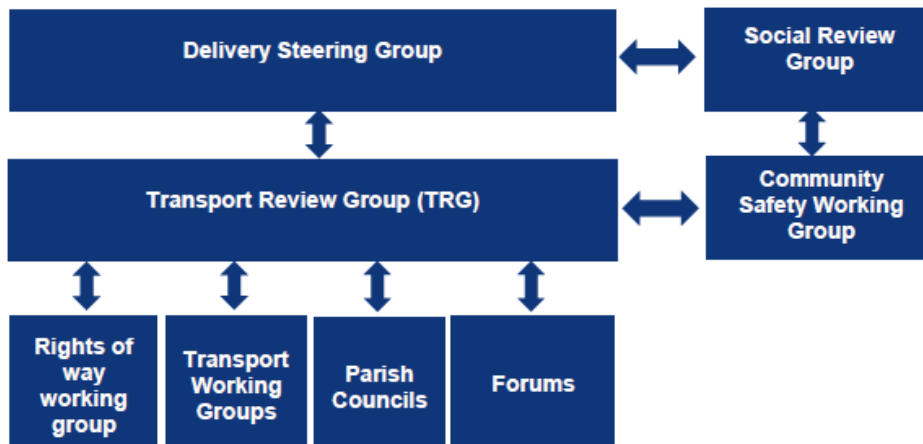


Plate 5.1 – SZC engagement process

5.3 Transport Working Groups

5.3.1 There were no meetings of Transport Working Groups in February 2024. Requirements following initial meetings are to meet every quarter at minimum (aside from the Rights of Way WG which is every 6 months) or otherwise decided by individual groups as per Section 2.7 of the CTMP Revision A. Therefore, all SZC requirements have been fulfilled.

5.4 Transport Forums

5.4.1 The following Forums met across the most recent monitoring period:

- Northern Transport Forum – 6th February 2024; and
- Southern Transport Forum – 12th February 2024

i) Northern Transport Forum

5.4.2 The key outcomes from the meeting are summarised below:

- A welcome was extended by the chair to all attendees but was noted that some relevant parish councils had not been invited. The purpose of the meeting was to provide developments to parishes impacted north of Saxmundham with actions to be taken back to review groups to outline actions for working groups;

- Updates from the following were provided to Council representatives:
 - The formation and purpose of the Transport Review Group
 - HGV Management
 - B1122 and B1125 mitigation works, utilities and timelines
 - Yoxford Roundabout update timelines including AD2 schemes
 - The Sizewell Link Road
 - Northern Park and Ride, overview and approximate timescales
 - Noise Mitigation Scheme and Vibration Survey
- A Question and Answer via relevant Town and Parish Council members occurred later, where Sizewell representatives were asked to provide clarity on transport related issues; and
- Meeting notes were circulated after the forum and were to be published on the Sizewell C website. The next meeting was also decided to be on the 8th of May 2024 and to be held at the Stratford St Andrew Riverside Centre.

ii) Southern Transport Forum

5.4.3 The key outcomes from the meeting are summarised below:

- A welcome was extended by the chair of the forum to the attendees of the first Southern Transport Forum. The DoO states that the purpose of the Southern Transport Forum shall be to allow representatives from communities located in the vicinity of the Southern Park and Ride Site, FMF, Two Village Bypass Site and other relevant parties to discuss progress and issues;
- As with the Northern Transport Forum, an update was provided concerning the Sizewell project as an entirety and the TRG;
- A presentation was then provided on the following to representatives:
 - Freight Management Facility
 - Southern Park and Ride
 - Two Village Bypass
 - A12 Improvements
 - Rail Line Update
 - Worker Code of Conduct
- A Q and A via relevant Town and Parish Council members occurred later, where Sizewell representatives were asked to provide clarity on transport related issues; and
- The next meeting is proposed to take place on 15th May 2024 at the Stratford St Andrew Riverside Centre.

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. A total of 163 No. enquiries were recorded to have been made in February 2024, most of which are classified to be general enquiries. However, concerning transport the following were received:
- 8 No. enquiries were made regarding construction vehicles and permissive routes;
 - 0 No. enquiries were made in relation to traffic incidents; and
 - 3 No. requests were made for email alerts to be issued on wide load updates.
- 5.5.2 Future transport related feedback will be provided to cover the previous reporting period.

Appendix A – CTMP Revision A

Appendix B – CWTP Early Action Plan