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Sizewell C – Transport Update Report

Transport Review Group – January 2024

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

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Contents

References and Definitions	2
1 INTRODUCTION.....	3
1.2 Report Scope.....	3
2 MONITORING OF CONSTRUCTION WORKER MOVEMENTS.....	4
2.1 Introduction.....	4
2.2 Construction Programme and Workforce Profile.....	4
2.3 Mode Share.....	5
2.4 Action Plan	6
2.5 CWTP Change Log	6
3 MONITORING OF FREIGHT MOVEMENTS	7
3.1 Introduction.....	7
3.2 Delivery Management System.....	7
Pre-Commencement HGV / AIL movements	7
3.3 CTMP Action Plan.....	1
3.4 CTMP Change Log.....	1
4 TRAFFIC INCIDENT MANAGEMENT PLAN.....	3
4.1 Introduction.....	3
4.2 TIMP update.....	3
4.3 Recorded Incidents	3
4.4 TIMP Action Plan.....	3

4.5	TIMP Change Log.....	3
5	TRANSPORT ENGAGEMENT UPDATE.....	4
5.1	Introduction.....	4
5.2	Overview	4
5.3	Transport and Rights of Way Working Groups.....	4
5.4	Forums	5
5.5	Leiston Information Centre / SZC Free Phone.....	5

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DOCUMENT CONTROL

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Revision history / Record of comments

Revision	Amendment	By	Date

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 that NNB Generation Company Limited (SZC Co.) implement a series of transport management plans until the end of the construction period – i.e. the Construction Worker Travel Plan (CWTP), Construction Traffic Management Plan (CTMP) and Traffic Incident Management Plan (TIMP).
- 1.1.2 Compliance with the DCO management plan is to be reviewed by the Transport Review Group (TRG), which includes the following stakeholders – East Suffolk Council (ESC), Suffolk County Council (SCC), National Highways (NH), Suffolk Constabulary (SC) and SZC Co.
- 1.1.3 Construction of Sizewell C formally commenced on 15th January 2024. The TRG must meet monthly for the first three months of construction and quarterly thereafter, unless otherwise agreed with the TRG.
- 1.1.4 The DCO management plans require a transport monitoring report (TMR) to be submitted to the TRG ahead of each TRG meeting following first commencement. As such, the first DCO TMR will be in February 2024 for monitoring January 2024 and this report is presented as an Update Report therefore for consideration at the January 2024 TRG meeting.
- 1.1.5 In terms of the periods covered by forthcoming monitoring reports, the following is proposed:
- Feb 2024 TMR – monitoring up to and including 31st January 2024;
 - Mar 2024 TMR – monitoring up to and including 29th February 2024;
 - Apr 2024 TMR – monitoring up to and including 31st March 2024; and
 - July 2024 TMR – monitoring for Quarter 2 2024 (i.e. April, May and June 2024), and each subsequent TRG meeting monitors the previous quarter.
- 1.1.6 This report has been prepared by SZC Co. to summarise activities and transport monitoring data for December 2023, which was prior to first commencement of the DCO. As such, it is provided to demonstrate compliance with the Pre-commencement CTMP rather than the DCO management plans. It also summarises activities undertaken by SZC Co. to prepare for first commencement and the beginning of the implementation of the DCO management plans.

1.2 Report Scope

- 1.2.1 The format of the report is 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 – updates on transport engagement activities, including summaries of the Transport Working Groups and Transport Forums that have met prior to 31st December 2023.

2 Monitoring of Construction Worker Movements

2.1 Introduction

2.1.1 This section provides an update on the construction activities and construction workforce profile and mode share.

2.2 Construction Programme and Workforce Profile

i) Construction activities

2.2.1 The following key construction activities took place during Q4 2023:

MDS:

- Site establishment activities at TCA, MCA and ACA;
- Construction of the KGA access;
- Construction of the temporary access off Lover's Lane to the TCA; and
- Construction of the Office and Welfare Accommodation at the ACA.

AD sites

- No construction activity took place in Q4 2023.

2.2.2 The following activities are anticipated for Q1 2024:

MDS:

- Site establishment activities at TCA, MCA and ACA;
- Construction of the Office and Welfare Accommodation at the ACA;
- Benhall – habitat establishment works are programmed to commence during the quarter and last until mid-2024, subject to ground conditions. Spoil exports to the TCA are therefore expected during this period; and

AD sites

- Site establishment works at the FMF and the southern park and ride facility;

Other activities

- Felixstowe Road layby minor works to enable water tankers to fill for delivery to the MDS;
- B1122 resurfacing works.

ii) **Workforce numbers**

2.2.3 The following indicative¹ workforce numbers were recorded at the MDS during Q4 of 2023:

Table 2.1 – Indicative Workforce numbers at the MDS – Q4 2023

Month	Workers
October 2023	392
November 2023	523
December 2023	569

2.2.4 In terms of forecasts for Q1 2024, the following estimates are provided for the MDS.

Table 2.2 – Indicative Workforce numbers at the MDS – Q1 2024

Month	Workers
January 2024	542
February 2024	636
March 2024	664

2.3 Mode Share

2.3.1 A workforce travel survey is currently programmed for Q2 in 2024, the results of which will be shared with TRG members.

2.3.2 As part of this update report, spot checks on modal uptake were undertaken in December 2023 by the Site Delivery team at the MCA, which is where the majority of the workers currently are working:

- Cycling:
 - 0 No. cycles were parked in the MCA 10 cycle parking spaces.
- Motorcycle:
 - 1 No. motorcycle was parked in the MCA car park out of a total 4 No. designated motorcycle parking spaces provided.
- Cars
 - 160 No. cars are parked at the MCA car park on a typical day out of 250 No. spaces. SZC Co. is currently reviewing options for promoting car-sharing, including use of the workforce intranet for matches and allocation of designated parking bays in the MDS car park. The same is being reviewed to encourage uptake of electric vehicles. Progress will be reported to the February 2024 TRG.
 - No instances of fly parking amongst SZC Co. worker vehicles were recorded during December 2023.

¹ Workforce numbers – are presented as ‘indicative’ throughout this report as they do not take account of the 5-day rule for SZC worker classification. It is intended that workforce estimates be provided from February 2024 onwards.

2.4 Action Plan

2.4.1 With regards to construction workers, the following actions are being progressed for implementation by end of Q1 2024:

- Preparation of the Workforce Travel Packs;
- Establishment of the SZC intranet site for workers;
- 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;
- 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;
- Engagement will be undertaken with SCC and Leiston Town Council (LTC) in respect to SCC's scheme aspirations for the £728k Leiston Cycling / Walking Contribution. Further to the Leiston WG meeting in January, a date will be arranged by SCC to discuss its intentions – including route priorities and scheme prioritisation – with SZC Co. and LTC for the implementation of the financial contribution secured by DCO; and
- 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.

2.5 CWTP Change Log

2.5.1 SZC Co. will record any changes agreed by the TRG to the DCO management plans in a Change Log. It is proposed that this be recorded in future transport monitoring reports as an ongoing record for reference.

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

3 Monitoring of Freight Movements

3.1 Introduction

3.1.1 This section provides an update SZC Co's management of freight traffic as well as a summary of HGV and AIL movements to the MDS in Q4 2023.

3.2 Delivery Management System

3.2.1 The technical specification of the DMS – the Traffic Management and Monitoring System (TMMS) – was issued to SCC, NH and ESC prior to commencement. This demonstrated that the specification would have functionality to the requirements of the DCO CTMP.

3.2.2 A summary of Q4 2023 progress is provided as follows:

- The DMS contains a tracker and booker component, both elements for which went live on 18th December 2023;
- SZC Co. is currently undertaking induction training of all contractors to make sure they are aware of their requirement to use the system to book each delivery to / from the MDS and any of the AD sites; and
- Meetings also took place with Suffolk Constabulary in January 2024 to brief them on the data capability.

3.2.3 It is intended that data from the DMS will be used to inform a full review of January 2024 freight management in the forthcoming February 2024 TMR.

Pre-Commencement HGV / AIL movements

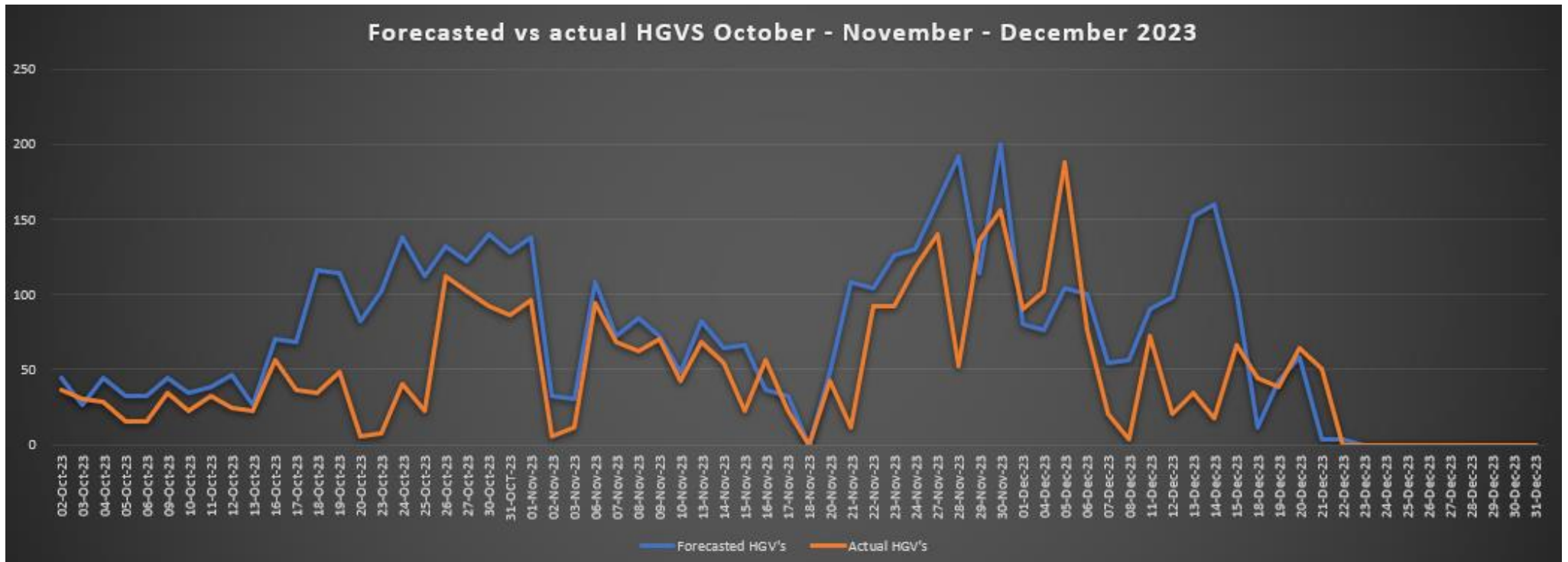
3.2.4 Prior to the DMS going live, HGV and AIL movements have been monitored by SZC Co. throughout the pre-commencement period.

3.2.5 The Pre-Commencement Construction Traffic Management Plan (PC CTMP) set out the forecast HGV movements up to December 2023, as well as how these were being managed on the highway network.

3.2.6 The observed HGV movements in Q4 2023 travelling to / from the MDS are shown in **Plate 3.1**. This data was provided by manual counts conducted at each site gate by on-site security workers, where it is required that vehicles report in and out.

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Plate 3.1 – Daily HGVS (two-way) to / from MDS – Q4 2023



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3.2.7 This demonstrates that HGV trips peaked at 188 two-way HGVs in a day (94 HGVs in each direction) at the beginning of December.

3.2.8 In terms of AILs, the daily average generated during Q4 2023 was as follows:

- Oct = 0;
- Nov = 7; and
- Dec = 7.

3.3 CTMP Action Plan

3.3.1 A summary is provided below of the actions put forward by the Transport Co-ordinator and Delivery Co-ordinator for Q1 2024 regarding the CTMP.

i) Transport Coordinator

- Liaison with Royal Mail over communications preference for road closure notifications affecting its delivery routes; and
- Action any updates to the CTMP as per the Change Log.

ii) Delivery Coordinator

- Provide a weekly summary of DMS data to TRG members, if this is confirmed as their preference at the 25/1/2024 TRG meeting;
- Discuss TRG members' communications preferences, including frequency and form, over any HGV breaches that occur throughout the construction programme;
- Continue to train contractors in the DMS and ensure compliance through the contractual process, including taking remedial action where necessary for any contractors or their sub-contractors not adhering to the DCO HGV routing strategy;
- Maintain a log of all driver breaches of HGV routes for review as needed at TRG meetings; and
- Provide additional HGV routing signage as needed. For example, SZC Co. has received requests from Leiston Town Council in January 2024 for additional signage for construction vehicles turning right out of Lover's Lane onto the B1122 Abbey Road to discourage the left turn into Leiston.

3.4 CTMP Change Log

3.4.1 The DCO requires that SZC Co. record any changes recommended by TRG members in a Change Log. It is proposed that this be recorded in future transport monitoring reports as an ongoing record for reference.

3.4.2 Recommendations have been received from Suffolk Constabulary as per **Table 3.1**.

Table 3.1 – CTMP Change Log

Date of Request	Organisation	CTMP Ref.	Stakeholder Comment	SZC Response	TRG Decision
05/01/2024	Suffolk Constabulary	Paragraph 3.2.1	Typo corrected - “305mm over the site of the vehicle” should read as “305mm lateral projection on either side”	Recommend TRG review	Decision pending – meeting on 25/1/2024.
05/01/2024	Suffolk Constabulary	Table 5.1	Clarity added to make clear that the ‘days’ are ‘clear days’. Word ‘clear’ to be inserted beside ‘days’ in Table 5.1.	Recommend TRG review	Decision pending – meeting on 25/1/2024.

3.4.3 If the TRG is content to approve these changes at its meeting on 25th January, a revised version of the CTMP will be provided to the February 2024 TRG by the Transport Coordinator.

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 Prior to commencement of the DCO, SZC Co. has been engaging with stakeholders on the TIMP. The following measures have been put in place to date:

- An Incident Communications Protocol was 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. A copy of the protocol is provided in **Appendix A** for reference; and
- An Incident Manager (Mark Freeman) has been appointed by SZC Co. and will sit within the SZC Co. site delivery team. He will act as the contact point for contractors, emergency services and the highway authorities with regards to the TIMP.

4.3 Recorded Incidents

4.3.1 In the event of there being an incident that causes the TIMP to be activated, incidents will be catalogued to provide an ongoing log for incidents that occur during the construction programme. This will be updated for each TRG meeting.

4.3.2 The TIMP was not operational in December 2023, which this report relates to.

4.4 TIMP Action Plan

A summary is provided below of the actions put forward by the Transport Co-ordinator and Delivery Co-ordinator for Q1 2024 regarding the TIMP.

- Liaison with the Incident Manager on any TIMP incidents recorded in the IMA.

4.5 TIMP Change Log

4.5.1 There have been no traffic-related change requests for amendment to the TIMP. The log is presented below for information therefore.

Table 4.2 – TIMP Change Log

Date of Request	Organisation	TIMP Ref.	Stakeholder Comment	SZC Response	TRG Decision

5 Transport Engagement Update

5.1 Introduction

This section summarises key engagement that has taken place in Q4 2023, as well as providing a look-ahead to the next month’s engagement activity prior to the next TRG meeting 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**.

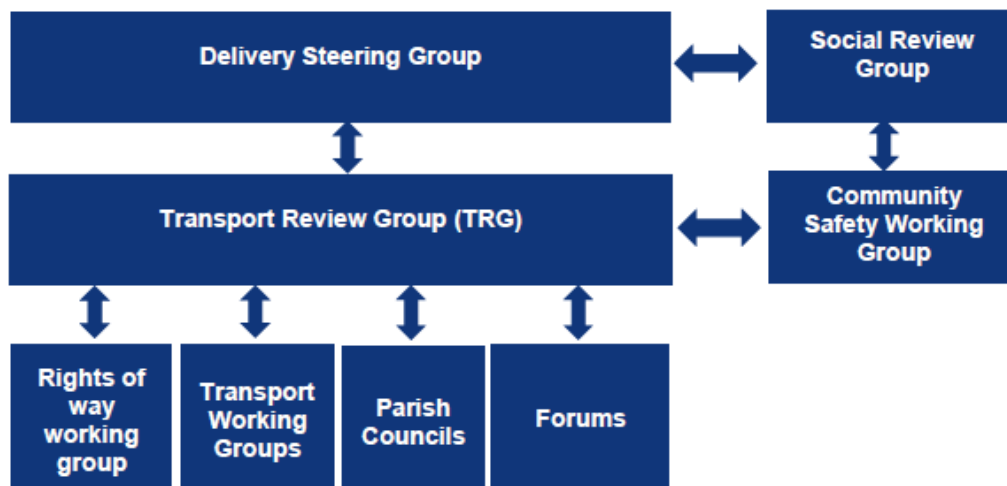


Plate 5.1 – SZC Engagement Process

5.3 Transport and Rights of Way Working Groups

5.3.1 This section relates to the following Working Groups – Wickham Market, Leiston, Marlesford and Little Glemham, B1125, Yoxford, B1122 Early Years and the Rights of Way Working Group.

5.3.2 The following meetings took place in Q4 2023 and minutes of the meetings are provided in **Appendix B** of this report:

- B1122 / B1125 Working Groups – a combined meeting of both groups on 15/11/2023 (minutes are not available for this meeting); and
- Rights of Way Working Group – 1/12/2023

5.3.3 The following meetings are scheduled for January 2024:

- Leiston Working Group – 8/1/2024;
- Community Safety Working Group – 18/1/2024; and
- Rights of Way Working Group 29/1/2024.

5.3.4 Minutes will be provided to the February 2024 TRG meeting of the Working Group meetings held in January 2024.

5.4 Forums

5.4.1 This section relates to the following Forums – the Northern Transport Forum, the Southern Transport Forum, the Main Development Site Forum and the SZC Forum.

5.4.2 The following meetings are due to take place in Q1 2024:

- Main Site Forum – 16/01/2024;
- Northern Transport Forum – 6/02/2024; and
- Southern Transport Forum – 12/02/2024.

5.4.3 A further update will be provided at the February 2024 TRG of forthcoming meetings in February.

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 during December 2023:

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

Appendix A – TIMP Communications Protocol

Appendix B – Minutes of the Transport Working Groups, RoW Working Group and Transport Forums