

Sizewell C: Transport Monitoring Report

December 2024 – March 2025

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Document Control

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Revision History

Revision	Amendment	By	Date

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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 monitoring period – i.e. 1st December to 31st March. Although usually quarterly, this iteration of the TMR covers four months as a result of scheduling complications arising from the holiday period.
2. A summary of the transport monitoring is provided as part of this Executive Summary. This is composed of a table detailing the level of compliance or corresponding statistic to each monitoring requirement.
3. The compliance table provides a summary of the monitoring reference as per the 22 CTMP / CWTP monitoring or control requirements and corresponding documents.

Compliance Statistic Tracker

Number	Item	DCO Requirement	TMR Paragraph Reference	Monitoring Indicator
CWTP				
1	Mode Share – Construction workers	Monitor	2.3	83% Car Driver
2	Mode share - visitors	Monitor	2.3 (ii)	Not available currently
3	Car trips in / out of MDS car park	Monitor	2.4	Data being collected
4	Cycle/Motorcycle Parking Utilisation	Monitor	2.5	1-2 Average (Motor)cycles parked
5	Patronage of Each Bus Service	Monitor	2.6	Not available currently
6	Profile of Bus Arrivals to / from MDS	Monitor	2.7	0600-1930 shift pattern dependant
7	Mode Share of the AD site Construction Workforce	Monitor	2.8	Not available currently
8	Fly parking	Monitor	2.9	1 instance
CTMP				
9	Road, Rail, Marine Mode Share to / from the MDS	Monitor	3.2	100% Road Freight
10	HGV routes to / from the MDS	Control	3.3 (i)	99.6%
11	Directional split of HGVs	Monitor	3.3 (ii)	70.8% / 29.2%
12	Daily HGV / HDV Movement Caps	Control	3.3 (iii)	100%
13	Network Peak Hour HDV / HGV Movement Caps	Control	3.3 (iv)	99.9%

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Number	Item	DCO Requirement	TMR Paragraph Reference	Monitoring Indicator
14	Shoulder Peak Hour HDV / HGV Movement Caps	Control	3.3 (v)	100%
15	HGV timing restrictions	Control	3.3 (vi)	99.9%
16	Best Practice Fleet Operation	Monitor	3.3 (vii)	99.9% FORS, 68.0% CLOCS
17	HDV Emission Standards	Monitor	3.3 (viii)	100%
18	HGVs between MDS and the LEEIE	Monitor	3.4	100% compliant with best practice
19	HGVs to / from the Associated Development sites	Monitor	3.5	100% Euro VI
20	LGVs to / from the MDS	Monitor	3.6	100% Compliance
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%

4. Trend analysis has also been conducted to provide an overview of some of the transport-related monitoring requirements for the lifecycle of the project to date:

- The number of two-way HGV movements per day in comparison to the HDV cap;
- The number of two-way LGV movements per day;
- Number of AIL deliveries recorded per month; and
- Directional split of HGVs.

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

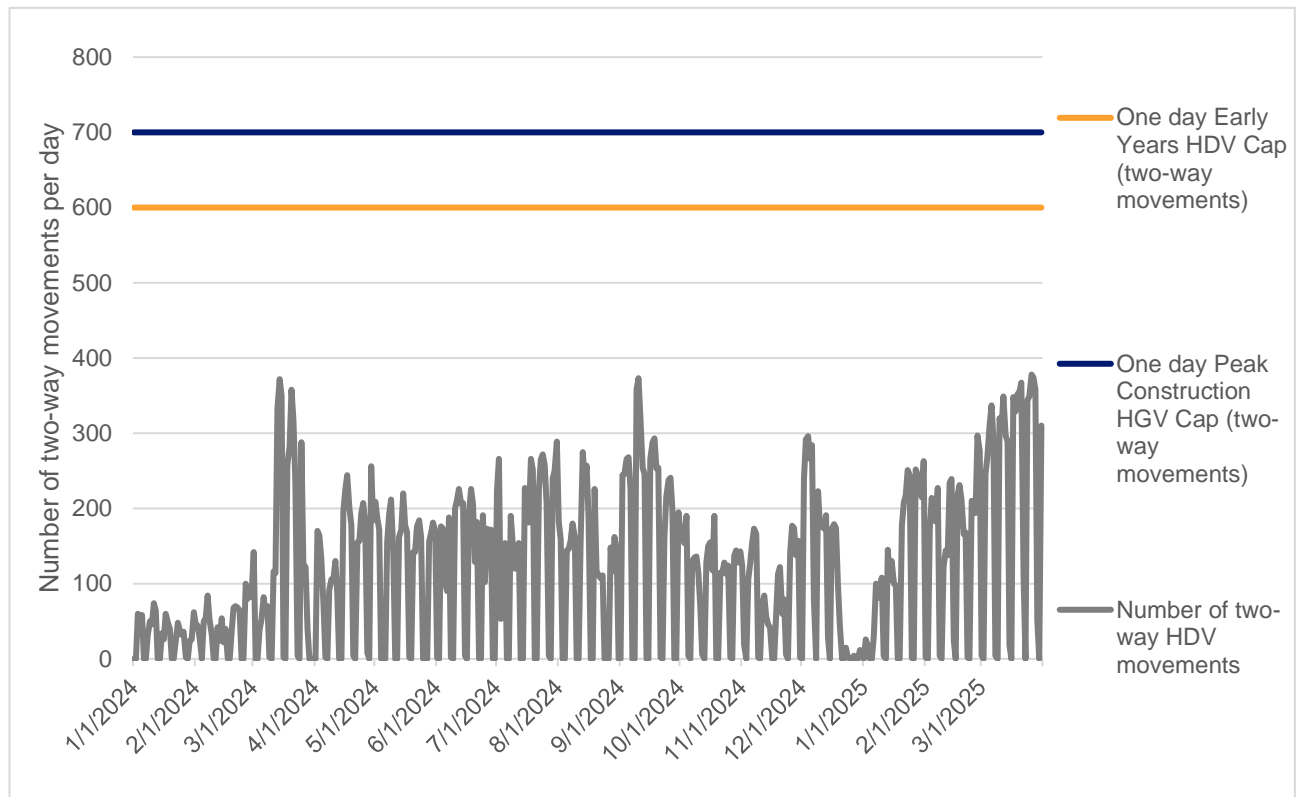
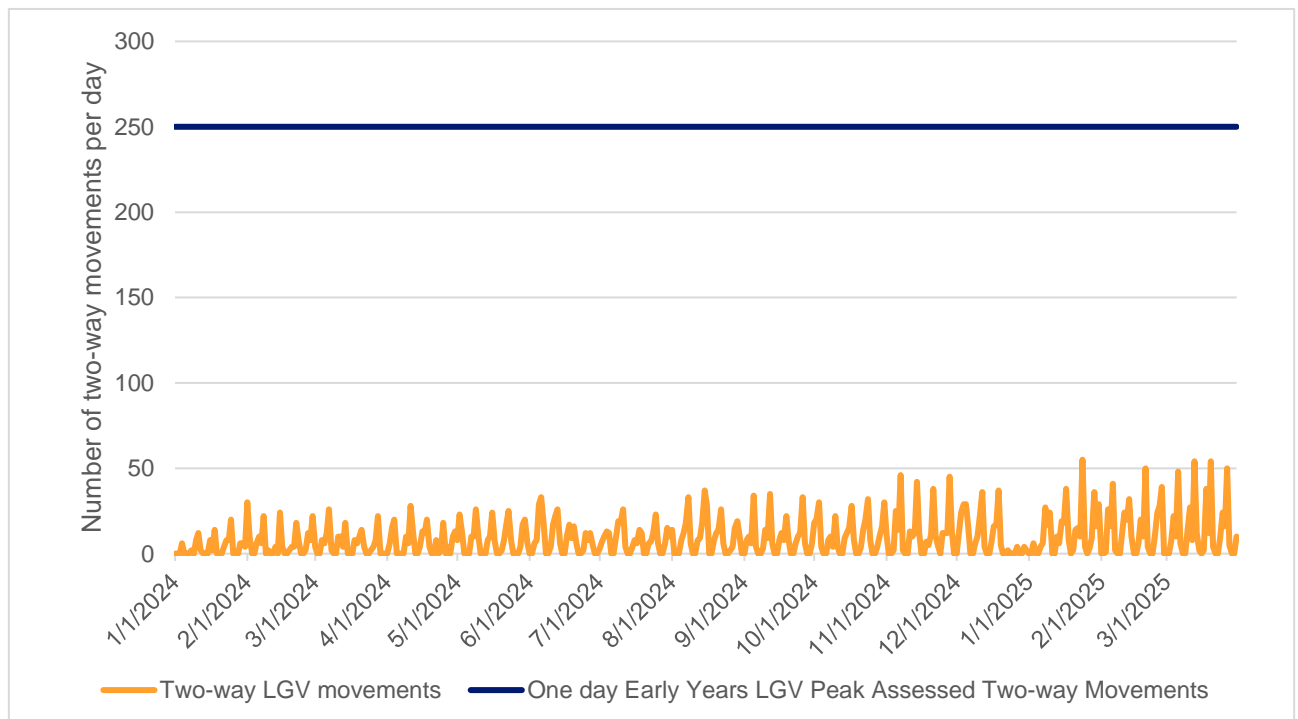


Figure 2 – Number of actual vs assessed two-way LGV movements per day



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Figure 3 – Number of AIL Deliveries per day to date

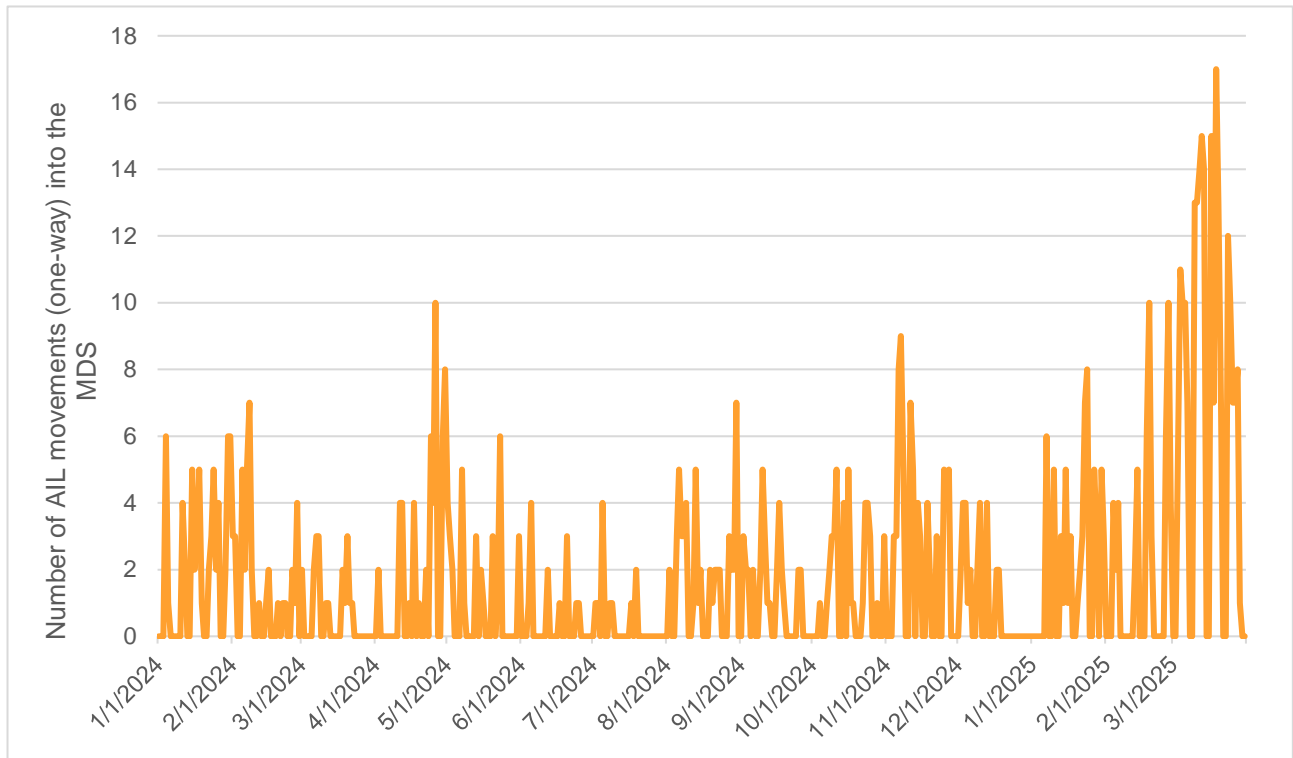
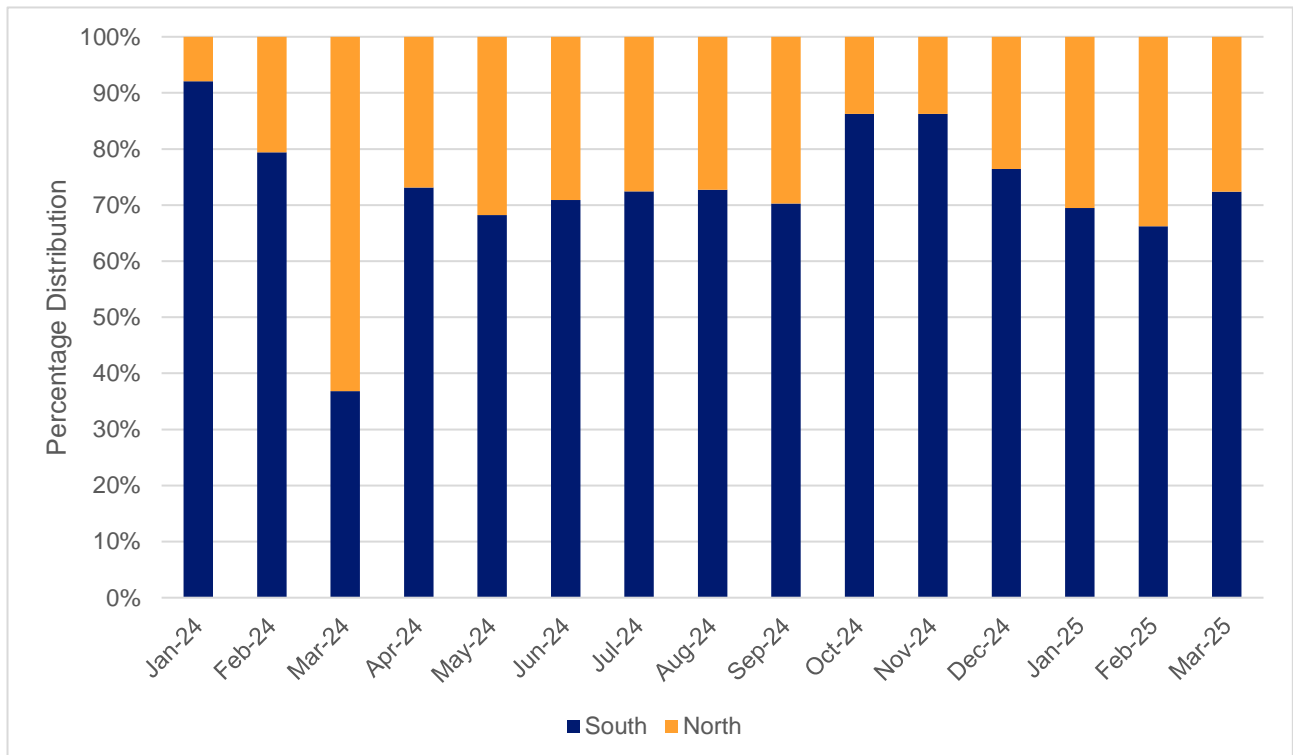


Figure 4 – Directional Split of HGV Deliveries per month



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1 Introduction

- 1.1.1 The Development Consent Order (DCO) for Sizewell C requires NNB Generation Company Limited (Sizewell C) to implement a series of transport management plans until the end of the construction period. These consist of the Construction Worker Travel Plan (CWTP), Construction Traffic Management Plan (CTMP) and the Traffic Incident Management Plan (TIMP).
- 1.1.2 Further to the requirements set out in each management plan, Sizewell C must prepare a Transport Monitoring Report (TMR) for consideration by the Sizewell C Transport Review Group (TRG) to enable compliance against the management plans to be reviewed throughout the construction programme.
- 1.1.3 The TRG is composed of East Suffolk Council (ESC), Suffolk County Council (SCC), National Highways (NH), Suffolk Constabulary (SC) and Sizewell C. It met for the first 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 Sizewell C to review the position of Sizewell C from a transport perspective for the previous four months – i.e. 1st December 2024 to 31st March 2025. The next TRG meeting will take place in May 2025 as agreed at the previous meeting in January 2025. The delay is to reflect difficulty in scheduling a meeting during the holiday period. The next meeting date will be agreed at the meeting in May.

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 workforce movements are set out in paragraph 5.2.6 of the CWTP:

“SZC Co. must prepare a monitoring report, summarising the data in Table 5.1, and submit it to the TRG for review.”

- 2.1.2 The remainder of this section sets out the position for the period between December 2024 – March 2025.

2.2 Construction Workforce Profile

- 2.2.1 The workforce numbers for the year to date, including December 2024, are provided in **Table 2.1**. The data has also been disaggregated into location or type of worker, which is summarised in **Table 2.2**.

Table 2.1 – Sizewell C Workforce – December 2024 and 2025 Year-to-Date

Month	Data Classification	Average Daily Workers	Peak Daily Workers
December	Observed	458	884
January	Observed	955	1336
February	Observed	1080	1255
March	Observed	1145	1297

- 2.2.2 A breakdown for the average number of workers on each site for the monitoring period is presented in **Table 2.2** below.

Table 2.2 – Average Workforce Numbers per Site – December 2024 – January 2025

Classification	Average Numbers of Workers by Class			
	December	January	February	March
ACA	112	382	372	400
TCA	136	262	301	278
MCA	83	138	174	199

- 2.2.3 The remaining workers not included in the workforce disaggregation presented in Table 2.2 are located off-site. It is concluded that this element be **kept under review** by the TRG.

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:

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- Only the MDS is able to generate mode share data for trips at the time of writing, but, when able, data will be provided for both Park and Ride sites;
- The mode share targets to be met during the Early Years are confirmed in **Table 2.3** below, and are to be achieved prior to the Peak Construction phase commencing;
- Review by the TRG of target-compliance, as per the CWTP, is to be:
 - percentage-based, as opposed to reviewing absolute numbers of workers per mode; and
 - account for final mode trips in only one direction i.e. worker trips inbound to the MDS.

Table 2.3 – Early Years Mode Share Targets – MDS

Classification	'Assessment' Targets	'Aim Targets'
Walk/Cycle	0%	2%
Car Driver	16%	13%
Car Passenger	4%	6%
Direct Bus	40%	39%
Park and Ride Bus	40%	39%
Rail	0%	1%
Total	100%	100%

- 2.3.3 Baseline data for the Sizewell C worker travel has been collected via a Workforce Travel Survey and will continue to be collected annually, as advised to the TRG in April 2024. The survey was undertaken in June 2024 and was issued to the TRG at their next meeting in September.
- 2.3.4 For the most recent survey presented to the TRG in September, there were, in total, 394 responses from a potential circa 1,000 worker passholders included in the survey circulation. It is important to note, however, that passes are issued to workers that may be visiting the site on a monthly or less regular basis. In real terms, therefore, the percentage participation of workers is higher than the indicated 39% amongst workers travelling to the site more regularly.
- 2.3.5 Analysis of the survey results has been undertaken to present the following information regarding worker travel habits:
- Main mode of travel to the MDS (longest stage of the journey);
 - Typical final mode of travel to the MDS;
 - Distance travelled to work on a daily basis; and
 - Typical days commuted to the workplace per week.
- 2.3.6 **Table 2.4** presents a summary of the typical final and main modes of travel to the MDS as per the annual travel survey results.

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Table 2.4 – Annual Travel Survey Mode Share

Mode	Final Mode Share	Main Mode Share
Car Driver	78.17%	82.74%
Car Passenger	14.97%	11.17%
Cycle	0.76%	0.51%
Motorcycle	0.51%	0.00%
Public Bus	0.25%	0.00%
Rail	0.00%	3.30%
Taxi	0.00%	0.25%
SZC Bus	1.78%	0.76%
Walk	3.55%	1.27%
Total	100.00%	100.00%

- 2.3.7 It should be noted that the car driver mode share is higher than forecast in the CWTP in the absence of worker accommodation and public transport provision. It is anticipated that this mode share will decrease as the project progresses, resulting in workers being located closer to the site and increased public and Sizewell-operated transport provision. **Table 2.5** presents a breakdown of the typical commuting distance for the SZC workforce.

Table 2.5 – Typical Commuting Distance

Distance Travelled to Work	Number of People	Percentage
0-5 miles	94	23.86%
5-10 miles	41	10.41%
10-20 miles	57	14.47%
More than 20 miles	202	51.27%
Total	394	100.00%

- 2.3.8 The travel survey shows that, at present, the majority of people reside over 20 miles away from the site. Also asked in the survey was the number of times each worker commuted to the site on a typical work week. Results from this enquiry are presented in **Table 2.6**.

Table 2.6 – Commuting Frequency to Site

Frequency of Commute	Number of People	Percentage
Once per week	69	17.51%
2-3 days per week	46	11.68%
3-4 days per week	91	23.10%
5 days per week	188	47.72%
Total	394	100.00%

- 2.3.9 It is concluded that this requirement be **kept under review** by the TRG and be monitored in the next travel and worker surveys.

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ii) Visitors

- 2.3.10 As required in paragraph 4.9.1 of the CWTP, visitor mode shares to the MDS must be monitored by Sizewell C via booking systems on arrival.
- 2.3.11 Review has been undertaken by Sizewell C as follows:
- Visitor mode share data is being recorded via the visitor booking system that collects daily and weekly data. At present, the majority of visitors arrive by car.
 - Information is provided to visitors regarding sustainable travel options when booking a visit to the site via the Visitor Management System. This is provided in the form of a leaflet available at the reception desk and includes:
 - Locations of car, motorcycle and cycle parking;
 - Local bus timetables;
 - Darsham railway station timetables and sustainable connectivity options to/from Darsham railway station;
 - Walking routes from Leiston to the site; and
 - A car sharing app is currently in development.
- 2.3.12 Following the opening of the ACA, visitor numbers are being recorded daily. The recording of all the workforce is being undertaken by security by the use of go readers at the ACA. This is also undertaken upon any instance of staff leaving the site if it is pertinent for staff to regain access.
- 2.3.13 For the months of December, January, February, and March the total number of visitors at the MCA were 601, 1489, 1552, and 2238, respectively.
- 2.3.14 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 Parking has since been suspended at the MCA since the commencement of the outage.
- 2.4.3 It is concluded that this requirement be **kept under review** by the TRG.

2.5 Cycle and Motorcycle Parking Utilisation

- 2.5.1 As required in Table 5.1 of the CWTP, there is a requirement for SZC to monitor utilisation levels once per month (on a weekday) at its bicycle and motorcycle parking facilities at all Sizewell C car parks.
- 2.5.2 Review has been undertaken by Sizewell C as follows in **Table 2.7**.

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Table 2.7 – Observed Cycle and Motorcycle Parking

Date	MCA		ACA	
	Cycle	Motorcycle	Cycle	Motorcycle
09/12/2024	0	0	0	1
16/12/2024	0	0	0	1
13/01/2025	0	0	0	1
20/01/2024	0	0	0	1
10/02/2025	0	0	1	1
17/02/2025	0	0	1	1

2.5.3 In the monitoring period, MCA parking is no longer available. Henceforth, only parking data will be provided for the ACA.

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

2.6 Patronage of Each Bus Service

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

2.6.2 Review has been undertaken by Sizewell C as follows:

- The main passenger contract ITT will be released on 06/01/2025. All prospective bidders have been notified in advance of this date. The evaluation and subsequent decision to award this will be completed by June 2025; and
- The hydrogen bus pilot was successfully launched in January 2025 following the completion of necessary works to enable safe fuelling. These vehicles used daily in transporting the workforce across the working day between Monday and Friday to/from Ipswich; and
- There is a requirement to introduce and extend the workforce passenger provision as the workforce numbers increase. External services planned to be in operation in 2025 are from Ipswich train station, Martlesham Park and Ride, and Pakefield Pontins.

2.6.3 Bus movement and patronage data is collected in the following ways:

- For arrivals and departures, all journeys are recorded on the bus ticketing machines, which also record bus patronage;
- All bus movements to access sites are recorded daily on the Delivery Management System;
- For arrivals and departures at each site, the ATCs located at site entrances are able to disaggregate movements of buses and HGVs used in construction, providing directional bus volume data; and
- Bus patronage data will be collected by onboard pass readers as part of the hydrogen bus pilot, which, if proven to be successful, will be installed to all future buses in the Sizewell fleet.

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

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2.7 Profile of Bus Arrivals to / from MDS

2.7.1 As stated in Table 5.1 of the CWTP, there is a requirement for Sizewell C to monitor the bus arrival / departure data at the MDS to gain a greater understanding of workforce shift patterns.

2.7.2 Review has been undertaken by Sizewell C as follows:

- All patronage data and timetabled buses are recorded for all workforce utilising the internal bus service between the ACA and MCA Monday to Friday between 0600-1900 which covers all existing shift requirements; and
- There are no existing bus services operating on the weekend as workforce numbers remain low. However, limited weekend services to accommodate construction requirements will commence in Q2 2025.

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

2.8 Mode Share of the AD site Construction Workforce

2.8.1 As stated in Table 5.1 of the CWTP, there is a requirement for Sizewell C to monitor the mode share of construction worker movements quarterly to the AD sites via a manual count. The following methodology was agreed with SCC prior to the April 2024 TRG meeting and is repeated below for information.

- Sizewell C will collect the mode share data for the AD construction workers via **1 gate entrance count** conducted by Sizewell C staff at the entrance to each AD site car park on a common weekday (same day) across a 0700-1900 period to record inbound and outbound movements every 15 minutes for the following modes:
 - Walk/Cycle
 - Car Driver
 - Car Passenger
 - Direct Bus
 - Park and Ride Bus
 - Rail
 - Other
- The entrance count will be conducted for the final and main mode of transportation for their journey.
- It is only once the AD sites are operational that an ATC will be installed at the northern and southern park and ride facilities and the accommodation campus as well as the MDS car parks.

2.8.2 The AD sites are yet to be constructed, so an update has been provided on the potential timescales for this based on the Implementation Plan:

- Park and Ride sites – enabling works are being undertaken on both the Southern and Northern Park and Rides. Construction is due to commence in 2025 and partial operation will be available from Q4 2025 for the NPR and Q1 2026 for the SPR. Both sites will be fully operational by Q3 2026; and
- Accommodation campus – commencing in 2026 as part of the construction of the site.

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

2.9 Fly Parking

2.9.1 As required in Table 5.1 of the CWTP, there is a requirement for Sizewell C to monitor illegitimate worker parking off-site continually.

2.9.2 Local residents have direct access to the information centre email address and phone number to report any concerns. Any report received of potential fly parking or other nuisance is investigated and recorded according to the results of the investigation. The Sizewell vehicle fleet is marked with prominent fleet numbers, so as to easily identify any vehicles fly parking.

2.9.3 Review has been undertaken by Sizewell C as follows:

- This is to be reported monthly to TRG during the 1st three months of construction and quarterly thereafter but included in the TMR regardless;
- Sizewell C employs a dedicated community support officer for any fly parking incidents. They are employed to ensure expectations of the construction workforce are implemented on-site and in the local community to appropriately deal with any issues or community concerns relating to safety and security;
- While there have been some reports of small commercial vehicles parking in the Leiston area, it is established that these contractors are residing in Leiston and park outside their accommodation. Another instance of parking which caused disruption to local businesses in the local private estate has since been resolved to ensure there are no future occurrences. We will continue to work closely with the local community to minimise any impact. A dedicated team of fly parking attendants will be developed ahead of the Park and Ride sites opening; and
- Generally, with the current number of workers, there continues to be sufficient parking provision to accommodate the workforce.

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

2.10 Action Plan

2.10.1 A summary of the key CWTP priorities for the covered monitoring period (Q3 2024) is provided below:

- The ITT for the main passenger contract will be released to all prospective bidders on 06/01/2025. The valuation and decision of the award will be henceforth decided in June 2025. Of the six initial bidders, two subsequently withdrew their option to bid, leaving four current bidders. The contract award to provide the main passenger workforce transport will formally commence by the end of September 2025. This will be a 3-year contact with up to 2-year extension in this procurement exercise. The contract will cover passenger transport, car parking management, VIP and visitor transport, demand response transport and vehicle maintenance.;
- The implementation of the hydrogen bus pilot has been delayed and will commence early in Q1 of 2025 as result of minor delays to the overall programme. The data from this will determine the long-term strategy for final vehicle fuel type to be used in the long-term workforce passenger transport solution; and

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- A gap analysis has been completed to assist the design requirements of the primary bus operation centre in Ipswich. The design for the operating centre is planned to be completed by the end of Q1 2025 to enable the timely submission of the required planning application.

2.11 CWTP Change Log

2.11.1 During the monitoring period, the CWTP was updated to reflect changes as discussed at the January 2025 TRG meeting. Table 2.8 presents a CWTP Change Log as included in Appendix B, Construction Worker Travel Plan, Revision A,

Table 2.8 Construction Worker Travel Plan Change Log

Revision	Approval Date	List of Changes
1	TBC	<ul style="list-style-type: none"> • Change of tense at paragraph 1.1.5. • CTWP typo at para 2.4.3 and 6.6.1 changed to CWTP. • Inclusion of FMF at Table 1.1 and para 4.1.1 and deletion of para 1.4.2 to include FMF • in the scope of the CWTP. • Inclusion of reference to cycle parking for FMF at para 4.2.9, and electric vehicle • charging at para 4.7.19 • Para 4.3.15 changed to remove tautological wording of 'park and ride buses' and • 'enable' changed to 'enabling'. • Para 4.7.13 amended to include car passengers as fly parking. • Para 4.9.1 amended to include clarification that it includes processing through security. • Inclusion of specific FMF travel pack at Section 4.11. • Inclusion of surveying of FMF at Table 5.1. • Change of process for Change Log at Appendix 5.3.9.

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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 were set out in paragraph 8.8.2 of the CTMP:

“Table 8.1 summarises the controls, targets and commitments set out in this CTMP and the data proposed to be collected in order to monitor the CTMP, a summary of which will be included in the monitoring reports. With the exception of complaints / issues, all data in relation to the CTMP will be collected through the DMS.”

- 3.1.2 The remainder of this section sets out the position for the defined monitoring period.

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

- 3.2.1 As required in paragraph 4.4.4 of the CTMP, Sizewell C has a requirement (monitor) to ensure a minimum 60% of construction materials (measured in tonnes) is delivered to / from the MDS by rail and sea, with the remainder being by road. This is to be reported annually to the TRG.

- 3.2.2 Review has been undertaken by Sizewell C as follows:

- 100% of construction materials to date were delivered by road; and
- The 40% maximum target by road is for attainment over the course of the construction period and does not require compliance at this stage of commencement. Nor do the Rail and Marine infrastructure supporting the target come online until around 2026, including the Beach Landing Facility. It is therefore suggested this be kept under review and reported annually to the TRG as per the requirements of the CWTP.

- 3.2.3 It is concluded that that this target be reviewed at the **TRG in Q1 2025** as to whether the 60/40 split in tonnage is still anticipated to be achievable by the end of the project.

3.3 HGVs to / from the MDS¹

i) HGV Routes

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

- 3.3.2 Review has been undertaken by Sizewell C as presented in **Table 3.1**.

Table 3.1 – HGV Route Compliance

Monitoring Period	Total HGV Movements (one-way)	Compliant HGV Movements	Non-compliant HGV Movements	Percentage Compliance
December	1594	1591	3	99.9%
January	2076	2065	11	99.5%
February	3287	3285	2	99.9%
March	5204	5169	35	99.3%

¹ Does not include AILs or LGVs

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Monitoring Period	Total HGV Movements (one-way)	Compliant HGV Movements	Non-compliant HGV Movements	Percentage Compliance
Total	12161	12110	51	99.6%

3.3.3 It is concluded that this control requirement was **not met** for this monitoring period since there were some instances of non-adherence to the approved routes, albeit representing a very low percentage of total trips (approximately 0.4% across the monitoring period).

3.3.4 It is noted that Sizewell C took immediate remedial action to discuss the breaches with the relevant contractors and that driver induction remain ongoing. Warnings have been issued to the offending drivers and any further offences will result in driver bans.

ii) Directional Split of HGVs²

3.3.5 As required in paragraph 4.4.8 of the CTMP, Sizewell C has a requirement to monitor the directional split of HGV trips originating to the north/south of the B1122 to form a comparison with the 85% south and 15% north split assessed in the Consolidated TA. This is to be reported to each TRG meeting.

3.3.6 Review has been undertaken by Sizewell C as follows:

- Routes to the 'north' are the CTMP Early Years routes 2a (A12 between Yoxford Roundabout and Lowestoft Port) and 3a (A12 between Yoxford Roundabout and Beccles) combined; and
- The route to the 'south' the CTMP Early Year route 1a (A12 between Yoxford Roundabout and Seven Hills Interchange);

3.3.7 **Table 3.2** presents a summary of the directional split of HGVs and AILs for the months of December, January, February, and March. Internal HDV movements are not included.

Table 3.2 – Directional Split of HGVs

Monitoring Period	South (Route 1a)		North				Total North/South Split
			Route 2a		Route 3a		
	No.	%	No.	%	No.	%	
December	1100	76.4%	286	19.9%	53	3.7%	23.6%/76.4%
January	1446	69.4%	586	28.2%	50	2.4%	30.6%/69.4%
February	1706	66.2%	806	31.3%	65	2.5%	33.8%/66.2%
March	2917	72.4%	1003	24.9%	109	2.7%	27.6%/72.4%
Total	7169	70.8%	2681	26.5%	277	2.7%	70.8%/29.2%

3.3.8 Whilst this will continue to be monitored by Sizewell C, it is concluded that this monitoring requirement was **not met but is in progress** for the monitoring period. The observed % of HGVs north of the A12 / B1122 Yoxford Roundabout was higher than the 15% modelled in the DCO Consolidated TA, but given the volume of HGV movements is small relative to the Early Years cap, in real terms, 15% of the cap has not been exceeded.

² Note that the total number for Directional split is the combined AILs and HDVs. LGV and Internal movements excluded.

NOT PROTECTIVELY MARKED

iii) Daily HDV Movement Cap

3.3.9 As required in paragraph 4.4.9 of the CTMP, Sizewell C has a requirement in the Early Years to control the number of HDV / HGV movements to and from the MDS across a 24-hour period on the B1122 through Theberton and Middleton Moor. This is to be reported to each TRG meeting. It should be noted that buses have been accounted for following the commencement of their operation.

3.3.10 Review has been undertaken by Sizewell C as follows:

- Monday to Friday – no more than 600 No. two-way SZC HDV trips per day are permitted;
- 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.

3.3.11 The HDV movements in December are presented in **Table 3.3**.

Table 3.3 – HDV two-way movements per hour / day to and from the MDS – December 2024

Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Total
02-Dec	29	23	26	36	39	26	20	9	10	9	4	231
03-Dec	29	36	26	45	29	32	26	14	28	14	1	280
04-Dec	24	37	31	59	31	16	37	30	22	2	1	290
05-Dec	29	35	23	44	26	29	32	21	19	1	0	259
06-Dec	22	39	37	48	33	39	22	11	22	5	0	278
07-Dec	2	6	9	14	17	8	14	5	3	0	0	78
09-Dec	12	34	25	32	17	24	19	16	25	9	2	215
10-Dec	8	31	23	29	21	17	3	6	17	7	2	164
11-Dec	9	28	29	27	19	23	16	4	13	3	2	173
12-Dec	12	29	27	19	22	15	6	10	19	0	3	162
13-Dec	17	40	27	32	22	13	1	15	14	0	2	183
14-Dec	4	11	1	5	7	0	0	0	0	0	0	28
16-Dec	13	31	13	22	35	9	3	25	16	2	0	169
17-Dec	15	28	15	24	31	12	8	19	20	2	1	175
18-Dec	11	22	15	31	26	16	7	19	10	7	2	166
19-Dec	9	17	8	4	8	13	10	9	9	3	1	91
20-Dec	2	6	11	8	10	0	3	0	0	0	0	40
23-Dec	0	3	4	8	0	0	0	0	0	0	0	15
24-Dec	0	2	0	0	0	0	0	0	0	0	0	2
27-Dec	0	3	1	0	0	0	0	0	0	0	0	4
30-Dec	0	5	6	1	0	0	0	0	0	0	0	12
31-Dec	0	0	2	0	0	0	0	0	0	0	0	2
Average	11	21	16	22	18	13	10	10	11	3	1	137
Max	29	40	37	59	39	39	37	30	28	14	4	290
Total	247	466	359	488	393	292	227	213	247	64	21	3017

3.3.12 This demonstrates that:

- Weekday two-way HDV movements did not exceed 290 two-way movements on any day in December, with this occurring on 04/12/2024; and
- Weekend HDV two-way movements were minimal on Saturdays and zero (hence not shown) on Sundays.

3.3.13 It is concluded that this control requirement was met for the month of December 2024.

NOT PROTECTIVELY MARKED

3.3.14 The HDV movements in January 2025 are presented in **Table 3.4**.

Table 3.4 - HDV two-way movements per hour / day to and from the MDS – January 2025

Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Total
02-Jan	6	12	0	2	0	2	2	0	2	0	0	26
03-Jan	0	6	8	0	0	2	0	0	0	0	0	16
06-Jan	0	6	2	2	6	4	4	0	2	3	0	29
07-Jan	3	10	11	26	8	14	8	16	4	0	0	100
08-Jan	5	10	5	18	22	5	4	10	2	0	0	81
09-Jan	9	3	15	29	5	9	18	0	3	1	0	92
10-Jan	5	4	19	23	19	11	12	10	4	1	0	108
11-Jan	0	2	0	0	2	0	0	0	0	0	0	4
13-Jan	13	20	8	26	14	18	18	20	8	0	0	145
14-Jan	7	15	19	23	9	8	12	6	3	2	1	105
15-Jan	9	14	16	34	13	8	15	18	1	2	0	130
16-Jan	10	6	12	16	14	9	18	14	1	0	0	100
17-Jan	2	30	18	19	11	8	4	5	1	0	0	98
20-Jan	6	40	22	28	17	22	6	24	10	0	0	175
21-Jan	18	36	12	56	17	11	12	34	8	4	0	208
22-Jan	16	41	16	32	34	12	12	34	18	3	0	218
23-Jan	25	37	25	24	42	22	20	44	8	2	2	251
24-Jan	35	40	24	29	38	8	24	30	15	1	0	244
25-Jan	0	1	0	0	0	0	0	0	0	0	0	1
27-Jan	30	31	16	42	38	17	22	38	18	0	0	252
28-Jan	20	44	18	28	43	16	20	23	28	3	2	245
29-Jan	35	27	23	50	20	15	26	32	4	4	2	238
30-Jan	18	59	21	21	43	4	6	25	15	1	2	215
31-Jan	26	47	31	32	33	18	19	27	24	2	4	263
Average	12	23	14	23	19	10	12	17	7	1	1	139
Max	35	59	31	56	43	22	26	44	28	4	4	263
Total	298	541	341	560	448	243	282	410	179	29	13	3344

3.3.15 This demonstrates that:

- Weekday two-way HDV movements did not exceed 263 two-way movements on any day for the month of January 2025, with this occurring on 31/01/2025; and
- Weekend HDV two-way movements were minimal on Saturdays where they did occur and zero (hence not shown) on Sundays.
- There were instances where vehicles departed after 1800 from the MDS during the month. These are summarised in Section 3 vi).

3.3.16 It is concluded that this control requirement was **met** for the month of January 2025.

3.3.17 The HDV movements in February are presented in **Table 3.5**.

Table 3.5 – HDV two-way movements per hour /day to and from the MDS – February 2025

Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Total
Feb-01	0	2	0	0	0	0	0	0	0	0	0	2
Feb-03	8	28	24	20	35	4	20	26	6	1	0	172
Feb-04	28	22	17	30	28	14	18	26	22	9	0	214
Feb-05	23	34	26	24	16	10	12	32	10	5	1	193

NOT PROTECTIVELY MARKED

Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Total
Feb-06	21	22	27	32	22	6	22	22	6	3	0	183
Feb-07	36	30	19	42	34	9	18	30	6	3	0	227
Feb-08	2	2	0	0	0	0	0	0	0	0	0	4
Feb-10	20	20	6	13	17	13	6	24	0	3	0	122
Feb-11	17	14	21	13	2	5	41	14	12	3	2	144
Feb-12	12	30	12	19	12	14	14	12	10	3	0	138
Feb-13	38	40	10	42	24	11	18	24	23	4	0	234
Feb-14	28	20	42	28	25	26	29	34	4	3	0	239
Feb-15	0	10	4	6	0	4	0	0	0	0	0	24
Feb-17	7	44	16	28	40	4	19	33	11	6	0	208
Feb-18	18	30	16	37	28	28	24	28	18	4	0	231
Feb-19	22	34	14	28	14	23	20	16	37	4	0	212
Feb-20	22	16	28	30	15	6	15	24	4	6	0	166
Feb-21	18	28	22	28	24	12	12	2	18	4	0	168
Feb-22	2	0	0	0	0	0	0	0	0	0	0	2
Feb-24	10	20	26	42	26	25	12	22	14	13	0	210
Feb-25	20	30	23	28	30	24	8	14	18	7	0	202
Feb-26	18	36	14	19	32	12	14	24	22	3	0	194
Feb-27	37	44	27	48	40	16	34	22	20	9	0	297
Feb-28	35	36	50	32	37	22	18	30	14	3	0	277
Average	18	25	19	25	21	12	16	19	11	4	0	163
Max	38	44	50	48	40	28	41	34	37	13	2	297
Total	442	592	444	589	501	288	374	459	275	96	3	4063

3.3.18 This demonstrates that:

- Weekday two-way HDV movements did not exceed 297 two-way movements on any day for the month of February 2025, occurring on 27/02/2025; and
- Weekend HDV two-way movements were minimal on Saturdays where they did occur and zero (hence not shown) on Sundays.

3.3.19 It is concluded that this control requirement was **met** for the month of February 2025.

3.3.20 The HDV movements in March are presented in **Table 3.5**.

Table 3.5 – HDV two-way movements per hour /day to and from the MDS – March 2025

Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Total
01-Mar	0	2	1	0	1	0	0	0	0	0	0	4
03-Mar	15	34	22	28	31	34	23	29	15	14	0	245
04-Mar	16	38	39	37	24	29	20	20	30	11	5	269
05-Mar	18	48	28	34	18	35	50	38	33	6	3	311
06-Mar	19	46	40	54	27	32	39	20	35	22	3	337
07-Mar	17	54	30	45	27	25	35	26	31	1	1	292
08-Mar	0	2	0	0	1	0	1	0	0	0	0	4
10-Mar	12	49	34	47	38	33	35	37	30	5	0	320
11-Mar	26	36	23	63	37	25	38	27	20	7	3	305
12-Mar	8	51	40	52	50	33	42	35	29	4	5	349
13-Mar	10	49	35	53	36	29	42	14	15	12	2	297
14-Mar	2	44	46	37	24	38	33	20	20	23	2	289
15-Mar	0	25	3	15	5	0	0	0	0	0	0	48
17-Mar	22	48	46	59	30	45	36	30	7	18	7	348

NOT PROTECTIVELY MARKED

Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Total
18-Mar	26	61	38	52	36	26	38	21	9	18	4	329
19-Mar	15	57	42	44	42	44	38	25	27	11	7	352
20-Mar	25	60	43	38	56	30	39	36	17	7	4	355
21-Mar	12	56	46	45	54	47	37	33	18	11	8	367
22-Mar	1	34	12	31	10	8	2	8	2	2	0	110
24-Mar	15	38	42	41	53	38	23	43	20	26	5	344
25-Mar	17	44	65	48	37	23	21	46	29	17	2	349
26-Mar	27	49	47	57	39	26	40	45	27	18	3	378
27-Mar	32	43	55	49	32	29	27	49	34	15	9	374
28-Mar	23	54	56	42	35	30	35	36	23	22	2	358
29-Mar	7	17	8	16	1	1	0	0	0	1	0	51
31-Mar	14	51	35	54	27	25	16	36	25	9	18	310
Average	15	42	34	40	30	26	27	26	19	11	4	273
Max	32	61	65	63	56	47	50	49	35	26	18	378
Total	379	1090	876	1041	771	685	710	674	496	280	93	7095

3.3.21 This demonstrates that:

- Weekday two-way HDV movements did not exceed 378 two-way movements on any day for the month of March, occurring on 26/03/2025; and
- Weekend HDV two-way movements were minimal on Saturdays where they did occur and zero (hence not shown) on Sundays.

3.3.22 It is concluded that this control requirement was **met** for the month of March 2025.

3.3.23 The movement data presented in **Tables 3.3 - 3.6** demonstrates that at no point was a movement cap breached for the monitoring period.

3.3.24 Since the introduction of bus services, there have been additional movements occurring outside of the hours presented in Tables 3.3-3.6 to account for varied shift patterns.

iv) Network Peak Hour HDV Movement Caps

3.3.25 As required in paragraph 4.4.16 of the CTMP, Sizewell C has a requirement in the Early Years to control the number of HDV movements to and from the MDS during the weekday AM (0800-0900) and PM (1700-1800) network peak hours. During the Early Years there must be no more than 57 two-way HDV movements in the AM peak hour and 34 two-way HDV movements in the PM peak hour. This is to be reported to each TRG meeting.

3.3.26 Review has been undertaken by Sizewell C as follows:

- The results in **Tables 3.3 - 3.6** demonstrate that there four instances where HDV two-way movements met the cap for two-way movements during the AM peak hour. Three of these instances occurred during March between the 18th and 20th with the other instance occurring during January.
- There were, however, no instances where 35 two-way movements occurred during the PM peak hour.

3.3.27 It is concluded that this control requirement was **not met** for the monitoring period and will be kept under review by Sizewell C to ensure continued compliance even with the programme ramping up.

NOT PROTECTIVELY MARKED

v) Shoulder Peak Hour HDV Movement Target

3.3.28 As required in paragraph 4.4.17 of the CTMP, Sizewell C has a requirement in the Early Years to monitor the number of HDV movements to and from the MDS during the weekday AM (0700-0800) and PM (1600-1700) shoulder peak hours. During the Early Years there is a target of no more than 47 two-way HDV movements in the AM shoulder peak hour (0700-0800) and 42 two-way HDV movements in the PM shoulder peak hour (1600-1700). This is to be reported to each TRG meeting.

3.3.29 Review has been undertaken by Sizewell C as follows:

- The results in **Tables 3.3 – 3.6** demonstrate that HDV two-way movements for the monitoring period did not exceed the two-way cap during the AM or PM shoulder peak periods.

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

vi) HDV Timing Restrictions

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

3.3.32 Review has been undertaken by Sizewell C as follows:

- No SZC HGVs are permitted to use the B1122 through Theberton and Middleton Moor between 2300-0700 hours, nor are HGVs permitted to use the CTMP HGV routes within the Suffolk boundary north of the A12 / A14 Seven Hills junction after 0000 hours and before 0600; and

3.3.33 **Table 3.7** presents a summary of the timing compliance for the monitoring period.

Table 3.7 – HDV Timing Compliance

Monitoring Period	Total HGV Movements (two-way)	Compliant HGV movements	Non-compliant HGV movements	Percentage Compliance
December	1594	1590	4	99.7%
January	2076	2076	0	99.7%
February	3287	3282	5	99.8%
March	5204	5199	5	99.9%
Total	12161	12147	14	99.9%

3.3.34 It is worth noting that in addition to the movements presented in, prior approval was granted by Suffolk County Council to permit Sizewell C in operating overnight works for both Lover's Lane and Friday Street roundabout on 07/03/2025 and 24-28/03/2025, respectively. 7 vehicles associated with works on 07/03/2025 were recorded on the B1122 outside of permitted times as approved by SCC. Although 17 vehicles were anticipated for overnight works at Friday Street, approximately half were recorded to have arrived on 28/03/2025.

3.3.35 It is concluded that this control requirement was **not met** for the monitoring period, but a high level of compliance was experienced.

NOT PROTECTIVELY MARKED

vii) Best Practice Fleet Operation

3.3.36 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.

3.3.37 Compliance levels for the monitoring period are summarised in **Table 3.8**.

Table 3.8 – Best Practice Fleet Operation Compliance (FORS)

Monitoring Period	Total HGVs and AILs (All Sites)	FORS Silver & above	FORS Bronze	Non-compliant HDVs	Percentage Compliance
December	1778	1147	631	0	100%
January	1926	1376	549	1	99.9%
February	3074	2080	994	0	100%
March	5130	3487	1642	1	99.9%
Total	11908	8090	3816	2	99.9%

3.3.38 It is concluded that this monitor requirement was not met for the monitoring period albeit representing a small percentage of total vehicles used (less than 0.1%). Sizewell C will continue to prioritise further improvement.

3.3.39 Paragraph 4.4.50 of the CTMP outlines a monitoring requirement to comply with the Construction Logistics and Community Safety (CLOCS) standards throughout the supply chain. This is to be monitored via the DMS-booker.

3.3.40 CLOCS Compliance levels for the monitoring period are summarised in **Table 3.9**.

Table 3.9 – Best Practice Fleet Operation Compliance (CLOCS)

Monitoring Period	Total HDVs and AILs (All Sites)	Compliant HDVs	Non-compliant HDVs	Percentage Compliance
December	1778	1147	631	64.5%
January	1926	1376	550	71.4%
February	3074	2080	994	67.7%
March	5130	3487	1643	68.0%
Total	11908	8090	3818	68.0%

3.3.41 The requirement to monitor best practice fleet operation compliance for the monitoring period has been met, but it is acknowledged further progress is to be made.

3.3.42 As the Tier 1 contractor has switched haulier company, there has been a delay in onboarding to comply with best practice fleet operation. Progress is being made to worked towards higher levels of certification, but there are time requirements involved with achieving certification. This is a constant process that will continue to be improved despite setbacks as the project programme increases as a function of this time lag.

NOT PROTECTIVELY MARKED

viii) HDV Emission Standards

3.3.43 As required in paragraph 4.4.52 of the CTMP, Sizewell C has a requirement (control) to ensure that all Sizewell C must ensure that all HDVs will comply with the requirements of Euro VI emission standards unless it is an exempt vehicle. This is to be reported to each TRG meeting.

3.3.44 Compliance levels for the monitoring period were as presented in **Table 3.10**.

Table 3.10 – HDV Emission Standards

Monitoring Period	Total HDVs and AILs	EURO VI	Exempt Vehicles (EURO V)	Non-compliant Vehicles	Percentage Compliance
December	1621	1602	19	0	100%
January	2140	2092	48	0	100%
February	3343	3313	30	0	100%
March	5420	5339	81	0	100%
Total	12524	12346	178	0	100%

3.3.45 The CTMP outlines a requirement for there to be fewer than 8% of total vehicles being exempt. It is concluded that this control requirement was met for the monitoring period given a 100% Euro VI or V compliance rate.

3.4 HGVs Between MDS and ACA

3.4.1 There has been a small volume of HGV movements between the MDS and ACA resulting from the construction process and subsequently booked in the DMS. HGV movements to/from the ACA directly, are not included in the MDS HDV caps, but are required to be monitored and reported to each meeting of the TRG.

3.4.2 The volume of HGV movements (two-way) for the monitoring period was recorded and review was undertaken as follows:

- December 2024:
 - 37 No. total HGVs were recorded to route between the ACA and MDS;
 - 100% of vehicles were Euro VI compliant.
- January 2025:
 - 59 No. total HGVs were recorded to route between the ACA and MDS;
 - 100% of vehicles were Euro VI compliant.
- February 2025:
 - 766 No. total HGVs were recorded to route between the ACA and MDS;
 - 100% of vehicles were Euro VI compliant.
- March 2025:
 - 1172 No. total HGVs were recorded to route between the ACA and MDS;
 - 100% of vehicles were Euro VI compliant.

NOT PROTECTIVELY MARKED

3.4.3 The increase in internal movements experienced during the monitoring period serves as a function of the ACA being complete as of Q3 2024 and it is anticipated that general movements will increase as further progress is made. It is concluded that this be **kept under review**.

3.5 HGVs to / from the Associated Development sites

3.5.1 This has been reviewed as follows:

- December 2024:
 - 27 No. HGV trips were booked in the DMS in December 2024 to / from the AD sites. These trips were associated with the SLR (0), SPR (20), Yoxford (4) and TVB (3);
 - 100% of vehicles were Euro V or VI compliant; and
- January 2025:
 - 132 No. HGV trips were booked in the DMS in January 2025 to / from the AD sites. These trips were associated with the SPR (8), TVB (116) and Yoxford (8);
 - 100% of vehicles were Euro V or VI compliant.
- February 2025:
 - 334 No. HGV trips were booked in the DMS in February 2025 to / from the AD sites. These trips were associated with the SPR (9), SLR (1), NPR (158), and TVB (166)
 - 100% of vehicles were Euro V or Euro VI compliant.
- March 2025:
 - 339 No. HGV trips were booked in the DMS in March 2025 to / from the AD sites. These trips were associated with the SPR (3), SLR (14), TVB (239), and NPR (83)
 - 100% of vehicles were Euro V or Euro VI compliant.

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 December 2024 were as follows:

- All LGVs arriving at the MDS in December 2024 booked onto the DMS system; and
- A total 282 No. monthly LGV movements (two-way) were generated to / from the MDS as shown in **Table 3.11** compared to a maximum of 250 No. daily LGV movements (two-way) forecast in the Consolidated TA during the Early Years.

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Table 3.11 – LGV Movements per Hour / Day to and from the MDS (two-way) – December 2024

Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Total
02-Dec	0	3	1	4	2	0	0	0	1	1	0	12
03-Dec	2	1	4	3	4	0	1	4	1	1	2	23
04-Dec	2	2	5	5	6	4	0	2	1	2	0	29
05-Dec	3	3	6	9	1	1	4	1	0	1	0	29
06-Dec	1	4	1	2	2	2	0	1	1	2	0	16
09-Dec	0	2	1	0	0	0	0	2	1	0	0	6
10-Dec	0	0	2	2	2	3	0	0	0	1	0	10
11-Dec	0	2	1	6	4	2	1	0	4	3	0	23
12-Dec	6	4	7	4	8	3	0	1	2	1	0	36
13-Dec	0	0	1	3	0	0	0	0	0	0	0	4
16-Dec	0	2	1	2	0	0	2	0	0	0	0	7
17-Dec	0	1	3	4	3	0	0	1	3	1	0	16
18-Dec	0	2	1	5	2	4	1	1	1	0	0	17
19-Dec	1	3	8	10	2	10	2	1	0	0	0	37
20-Dec	0	1	2	1	1	0	0	0	0	0	0	5
23-Dec	0	1	1	0	0	0	0	0	0	0	0	2
27-Dec	1	1	0	0	1	1	0	0	0	0	0	4
30-Dec	0	1	1	2	0	0	0	0	0	0	0	4
31-Dec	0	0	0	2	0	0	0	0	0	0	0	2
Average	1	2	2	3	2	2	1	1	1	1	0	15
Max	6	4	8	10	8	10	4	4	4	3	2	37
Total	16	33	46	64	38	30	11	14	15	13	2	282

3.6.3 Compliance levels in January 2025 were as follows:

- All LGVs arriving at the MDS in January 2025 booked onto the DMS system; and
- A total 386 No. monthly LGV movements (two-way) were generated to / from the MDS as shown in **Table 3.12** compared to a maximum of 250 No. daily LGV movements (two-way) forecast in the Consolidated TA during the Early Years. It should be noted that 1 vehicle departed the site outside of hours on 14/10/2024.

Table 3.12 – LGV Movements per Hour / Day to and from the MDS (two-way) – January 2025

Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Total
02-Jan	0	2	4	0	0	0	0	0	0	0	0	6
03-Jan	0	2	2	0	0	0	0	0	0	0	0	4
06-Jan	0	2	0	0	2	0	2	0	0	0	0	6
07-Jan	0	3	6	6	2	1	2	4	3	0	0	27
08-Jan	0	0	9	2	4	2	0	0	0	0	0	17
09-Jan	0	9	6	2	4	0	1	2	0	0	0	24
10-Jan	2	0	2	3	2	0	1	0	0	0	0	10
13-Jan	0	0	2	0	2	0	2	0	0	0	0	6
14-Jan	0	6	0	7	0	4	2	0	0	0	0	19
15-Jan	0	6	4	2	4	2	0	0	0	0	0	18
16-Jan	2	3	9	14	4	4	2	0	0	0	0	38
17-Jan	0	2	4	2	0	0	0	0	0	0	0	8
18-Jan	2	0	0	0	0	0	0	0	0	0	0	2
20-Jan	0	4	0	4	2	0	0	4	0	0	0	14
21-Jan	0	2	4	6	0	2	1	0	0	0	0	15

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Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Total
22-Jan	0	0	0	4	2	2	0	2	0	0	0	10
23-Jan	4	14	6	6	10	0	11	2	2	0	0	55
24-Jan	2	0	0	2	0	0	0	0	0	0	0	4
25-Jan	0	3	0	0	0	0	0	0	0	0	0	3
27-Jan	0	2	3	0	0	0	2	0	2	0	0	9
28-Jan	2	5	8	3	6	2	2	6	2	0	0	36
29-Jan	0	2	4	4	4	0	0	0	2	0	0	16
30-Jan	0	8	5	8	2	2	4	0	0	0	0	29
31-Jan	0	6	0	0	0	4	0	0	0	0	0	10
Average	1	3	3	3	2	1	1	1	0	0	0	16
Max	4	14	9	14	10	4	11	6	3	0	0	55
Total	14	81	78	75	50	25	32	20	11	0	0	386

3.6.4 Compliance levels in February 2025 were as follows:

- All LGVs arriving at the MDS in February 2025 booked onto the DMS system; and
- A total 375 No. monthly LGV movements (two-way) were generated to / from the MDS as shown in **Table 3.13** compared to a maximum of 250 No. daily LGV movements (two-way) forecast in the Consolidated TA during the Early Years.

Table 3.13 - LGV Movements per Hour / Day to and from the MDS (two-way) – February 2025

Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Total
Feb-03	0	0	0	1	0	0	0	0	0	0	0	1
Feb-04	0	4	4	6	6	0	6	0	0	0	0	26
Feb-05	0	2	0	6	4	4	0	0	0	0	0	16
Feb-06	0	8	8	12	4	6	0	1	0	2	0	41
Feb-07	0	0	0	0	2	0	0	0	0	0	0	2
Feb-10	2	3	1	4	2	0	0	0	0	0	0	12
Feb-11	0	6	4	4	0	4	6	0	0	0	0	24
Feb-12	0	2	8	0	8	0	2	0	0	0	0	20
Feb-13	4	8	6	4	6	4	0	0	0	0	0	32
Feb-14	0	2	2	0	2	0	2	2	0	0	0	10
Feb-17	0	2	0	2	0	0	0	2	0	0	0	6
Feb-18	0	6	2	0	6	4	0	0	2	0	0	20
Feb-19	2	0	2	0	2	2	0	2	0	0	0	10
Feb-20	4	20	4	8	10	4	0	0	0	0	0	50
Feb-21	0	2	2	0	0	0	0	0	0	0	0	4
Feb-24	2	0	0	4	2	0	0	2	0	0	0	10
Feb-25	0	12	4	4	4	0	0	0	0	0	0	24
Feb-26	0	2	8	6	6	2	0	0	0	4	0	28
Feb-27	0	16	8	4	3	8	0	0	0	0	0	39
Average	1	5	3	3	4	2	1	0	0	0	0	20
Max	4	20	8	12	10	8	6	2	2	4	0	50
Total	14	95	63	65	67	38	16	9	2	6	0	375

3.6.5 Compliance levels in March 2025 were as follows:

- All LGVs arriving at the MDS in March 2025 booked onto the DMS system; and

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- A total 433 No. monthly LGV movements (two-way) were generated to / from the MDS as shown in **Table 3.14** compared to a maximum of 250 No. daily LGV movements (two-way) forecast in the Consolidated TA during the Early Years.

Table 3.14 - LGV Movements per Hour / Day to and from the MDS (two-way) – March 2025

Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Total
Mar-03	2	2	0	0	0	2	1	0	0	0	0	7
Mar-04	0	3	4	2	3	1	4	1	2	1	1	22
Mar-05	0	1	1	2	0	1	3	1	0	1	0	10
Mar-06	1	2	7	6	14	4	6	3	1	0	4	48
Mar-07	0	0	3	1	0	2	0	0	0	0	0	6
Mar-10	0	2	3	4	1	1	0	1	1	0	0	13
Mar-11	0	2	7	7	2	5	1	3	0	0	0	27
Mar-12	0	0	3	2	2	1	0	0	0	0	0	8
Mar-13	0	5	11	10	8	6	5	2	1	3	3	54
Mar-14	0	1	1	2	2	0	2	0	1	2	1	12
Mar-15	0	0	0	1	1	0	0	0	0	0	0	2
Mar-17	0	0	2	0	0	0	0	0	0	0	0	2
Mar-18	0	1	6	11	7	4	3	1	1	4	0	38
Mar-19	0	0	1	1	0	1	3	2	1	3	0	12
Mar-20	0	5	12	9	12	4	5	4	3	0	0	54
Mar-21	0	0	0	2	0	0	2	0	0	0	0	4
Mar-24	0	1	3	0	3	0	0	2	0	0	0	9
Mar-25	0	2	4	9	5	1	0	1	1	1	0	24
Mar-26	1	1	4	3	1	3	0	0	1	1	1	16
Mar-27	1	9	11	9	9	2	4	2	2	1	0	50
Mar-28	0	0	0	0	4	0	0	0	1	0	0	5
Mar-31	0	0	3	2	0	3	0	0	1	0	1	10
Average	0	2	4	4	3	2	2	1	1	1	1	20
Max	2	9	12	11	14	6	6	4	3	4	4	54
Total	5	37	86	83	74	41	39	23	17	17	11	433

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

3.7 LGVs to / from the Postal Consolidation Facility and the Southern P&R

- 3.7.1 There is no data to report since these sites remain at pre-construction stage. It is concluded that this be **kept under review**.

3.8 AILs by road to / from the MDS

- 3.8.1 The CTMP requires that, for each reporting period, the number of AIL movements, routes used and compliance restrictions be recorded and included in the TMR.
- 3.8.2 The AILs recorded to have entered the site for the monitoring period are disaggregated into six categories:
- Construction and Use (C&U)
 - VR1
 - Special Order

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- Special Types General Order (STGO) Category 3 (not exceeding 150,000kgs)
- STGO Category 2 (not exceeding 80,000kgs)
- STGO Category 1 (not exceeding 46,000/50,000kgs with 5 axles and 6 axles, respectively)

3.8.3 The number of AILs booked in the DMS for the reporting period per month is reported in **Table 3.15**.

Table 3.15 – AIL Bookings per Month

Monitoring Period	Total AILs	C&U	STGO Cat 1	STGO Cat 2	STGO Cat 3	Percentage Compliance	
						Route	Timing
December	27	15	3	6	3	100%	100%
January	61	41	5	13	2	100%	100%
February	56	5	36	14	1	100%	100%
March	216	39	113	63	1	100%	100%
Total	360	100	157	96	7	100%	100%

- 360 No. one-way movements associated with AILs occurred during the monitoring period, all of which were compliant with timing and route restrictions.

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

3.9 CTMP Action Plan

3.9.1 A summary of the key CTMP priorities for the forthcoming monitoring period (Q2 2025) is provided below:

- To increase the percentage of FORS and CLOCS compliant HGVs;
- To increase the percentage of vehicles being tracked into SZC Project; and
- Reinforce to all haulier drivers via responsible Tier 1 Contractors to use the preferred routes to the MDS and not to travel during exclusion timings.

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

4.3 TIMP Action Plan

- 4.3.1 A summary is provided below of the actions put forward by the Sizewell C Incident Manager prior to Q2 2025 regarding the TIMP. The actions are to:
- Continue working with stakeholders in accordance with the TIMP incident communications protocol to respond to incidents as they occur on the highway network (currently unknown); and
 - Continue to implement the TIMP.

4.4 TIMP Change Log

- 4.4.1 There have been no requests from TRG members to amend the TIMP.

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5 Transport Engagement Update

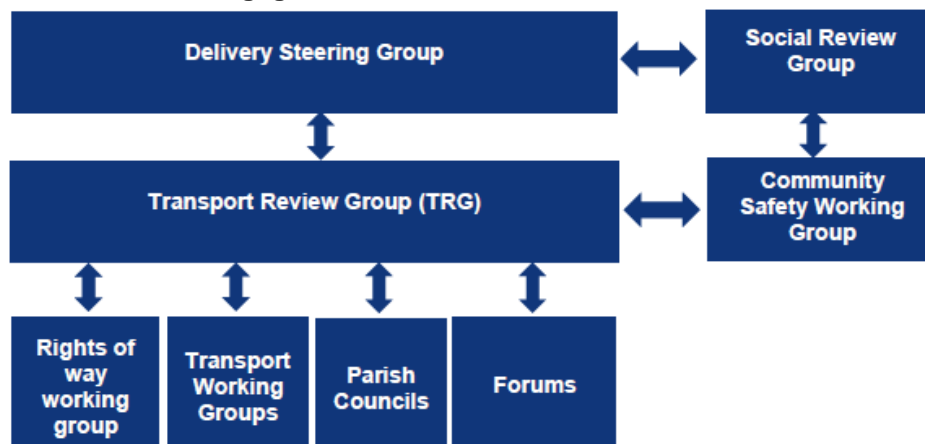
5.1 Introduction

- 5.1.1 This section summarises key engagement that has taken place in the monitoring period between December 2024 – March 2025.

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 In chronological order, there was a meeting of the following working groups and parish council during the monitoring period as presented in Table 5.1.

Table 5.1 – Transport Working Group Summary

Date of Meeting	Transport Working Group	Summary of Meeting
23-Jan-25	Wickham Market TWG	The design for traffic calming intervention in Wickham Market was discussed, and feedback provided to the design team
30-Jan-25	B1122 TWG	The design for pedestrian and traffic improvements for the B1122 scheme for the Early Years was discussed, and feedback provided to the design team
13-Feb-25	B1125 (Blythburgh/Walberswick) TWG	The design for the closure of the B1125 at Blythburgh was discussed, including maintenance work for the B1387 and the design for the A12/B1387 junction
27-Feb-25	Leiston TWG	The design for one way and traffic calming interventions in Leiston were discussed, and feedback provided to the design team. The next steps were also discussed, including formal working group acceptance of the scheme
13-Mar-25	Yoxford TWG	The design for a pedestrian crossing of the A12 at Yoxford was discussed and feedback provided to the

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Date of Meeting	Transport Working Group	Summary of Meeting
		design team. The working group formally accepted the scheme
04-Apr-25	B1125 (Westleton) TWG	The design for traffic calming interventions in Westleton were discussed and feedback provided to the design team. The working group formally accepted the scheme by email

5.4 Transport Forums

5.4.1 As per paragraph 2.7.13 of the CTMP, a Main Development Site Forum, Northern Transport Forum and Southern Transport Forum were established upon commencement of the DCO, designed to form a link between the TRG and the wider community. During the monitoring period, the following forums convened:

- 05/02/2025 – Northern Transport Forum
- 12/03/2025 – Southern Transport Forum
- 27/03/2025 – Community Forum

5.5 Leiston Information Centre / SZC Free Phone and Email (info@sizewellc.com)

5.5.1 Sizewell C also engage with the community to obtain feedback via the Leiston information office, the SZC 24-hour helpline, and contact email address. A total of 798 No. enquiries were recorded to have been made in the reporting period, most of which are classified to be general enquiries, relating primarily to jobs, accommodation opportunities and general project information.

5.5.2 However, concerning transport, the following were received by month:

- December 2024: 123 (all topics with an average response time of 3 days)
 - 9 No. enquiries were made regarding construction vehicles and permissive routes.
 - 0 No. enquiries were made in relation to traffic incidents; and
 - 1 No. requests were made for email alerts to be issued on wide load updates.
- January 2025: 232 (all topics with an average response time of 4 days)
 - 15 No. enquiries were made regarding construction vehicles and permissive routes.
 - 0 No. enquiries were made in relation to traffic incidents; and
 - 0 No. requests were made for email alerts to be issued on wide load updates.
- February 2025: 216 (all topics with an average response time of 3 working days)
 - 24 No. enquiries were made regarding construction vehicles and permissive routes.
 - 0 No. enquiries were made in relation to traffic incidents; and
 - 0 No. requests were made for email alerts to be issued on wide load updates.
- March 2025: 227 (all topics with an average response time of 5 working days)
 - 18 No. enquiries were made regarding construction vehicles and permissive routes.

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- 0 No. enquiries were made in relation to traffic incidents; and
 - 1 No. requests were made for email alerts to be issued on wide load updates.
- 5.5.3 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:

- 1 No. table listing votes taken by the TRG since commencement in January 2024.

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