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Sizewell C: Transport Monitoring Report

July 2025 – September 2025

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Document Control

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Revision History

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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 July to 30th September.
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	Final Mode Share – Construction workers	Monitor	2.3	78.3% Car Driver
2	Mode share - visitors	Monitor	2.3 (ii)	Not currently available
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	Limited Instances
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)	78.3% / 21.7%
12	Daily HGV / HDV Movement Caps	Control	3.3 (iii)	100%
13	Network Peak Hour HDV / HGV Movement Target	Control	3.3 (iv)	91.3%
14	Shoulder Peak Hour HDV /	Control	3.3 (v)	97.3%

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Number	Item	DCO Requirement	TMR Paragraph Reference	Monitoring Indicator
	HGV Movement Target			
15	HGV timing restrictions	Control	3.3 (vi)	99.9%
16	Best Practice Fleet Operation	Monitor	3.3 (vii)	99.9%, 86.5%
17	HDV Emission Standards	Monitor	3.3 (viii)	99.9%
18	HGVs between MDS and the LEEIE	Monitor	3.4	100%
19	HGVs to / from the Associated Development sites	Monitor	3.5	100%
20	LGVs to / from the MDS	Monitor	3.6	100%
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 (2025)

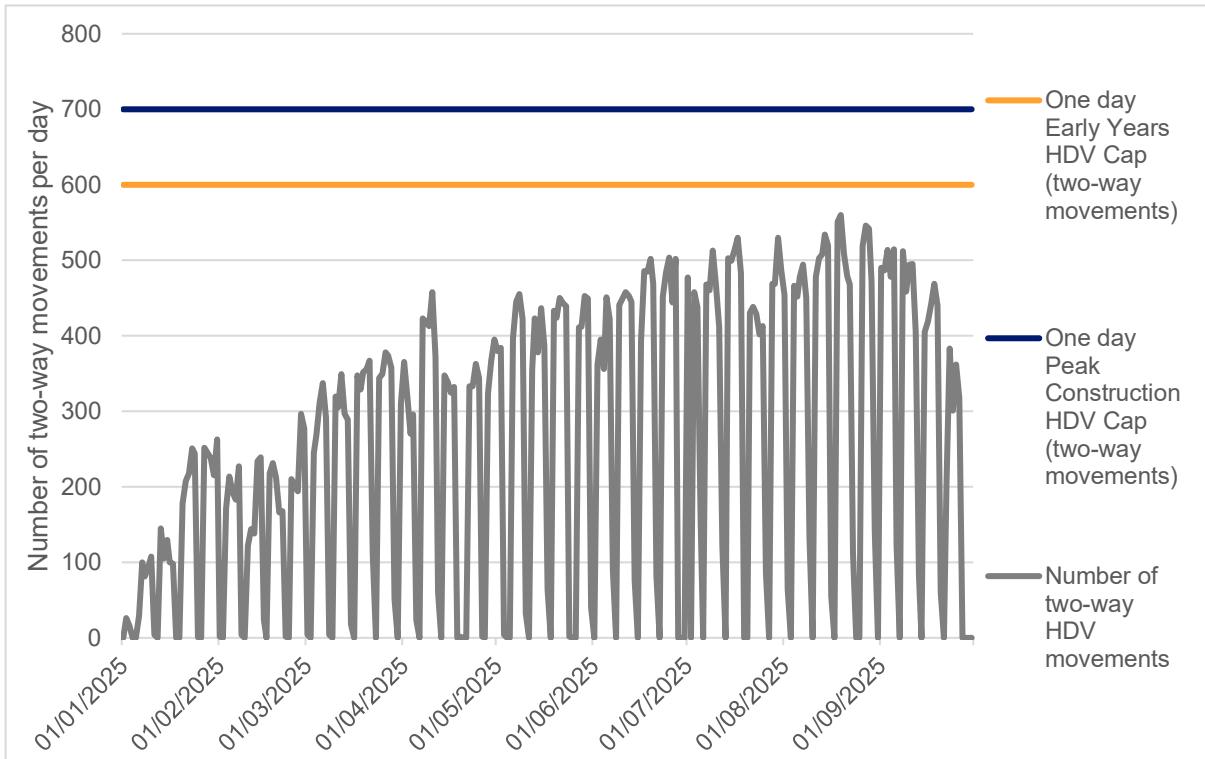
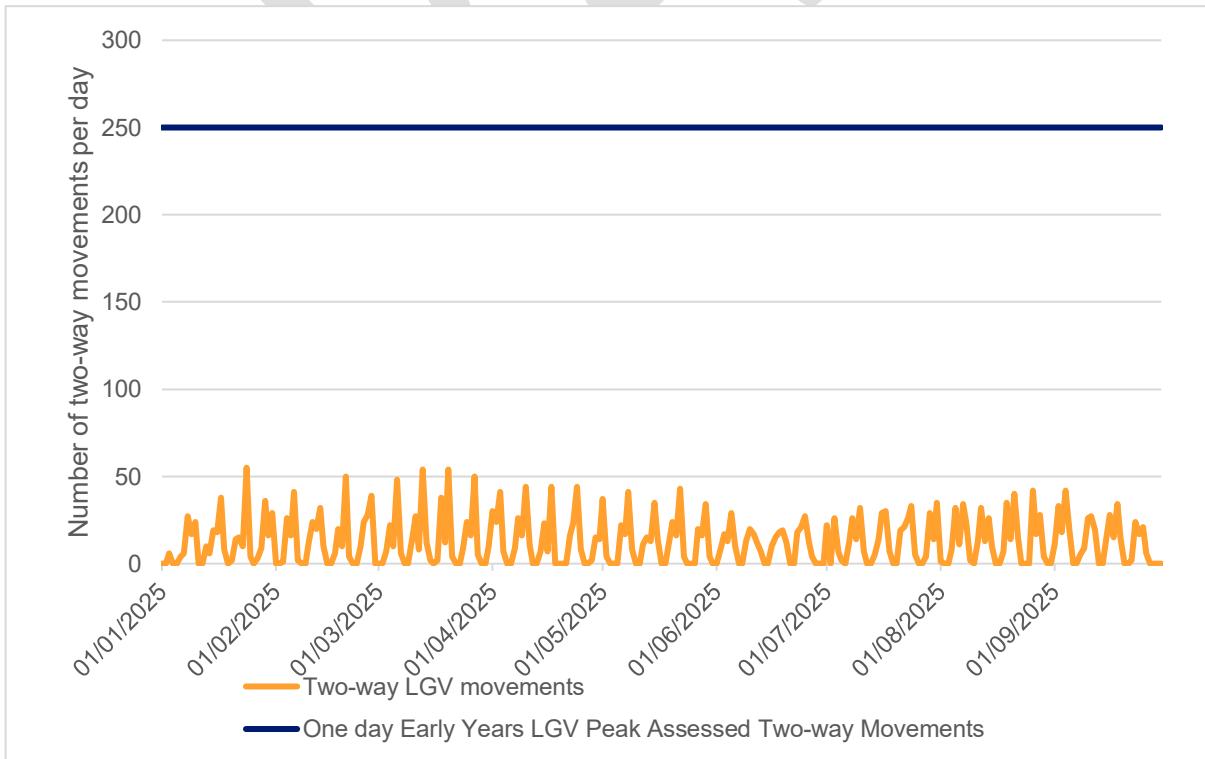


Figure 2 – Number of actual vs assessed two-way LGV movements per day (2025)



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Figure 3 – Number of AIL Deliveries per day (Year-to-date)

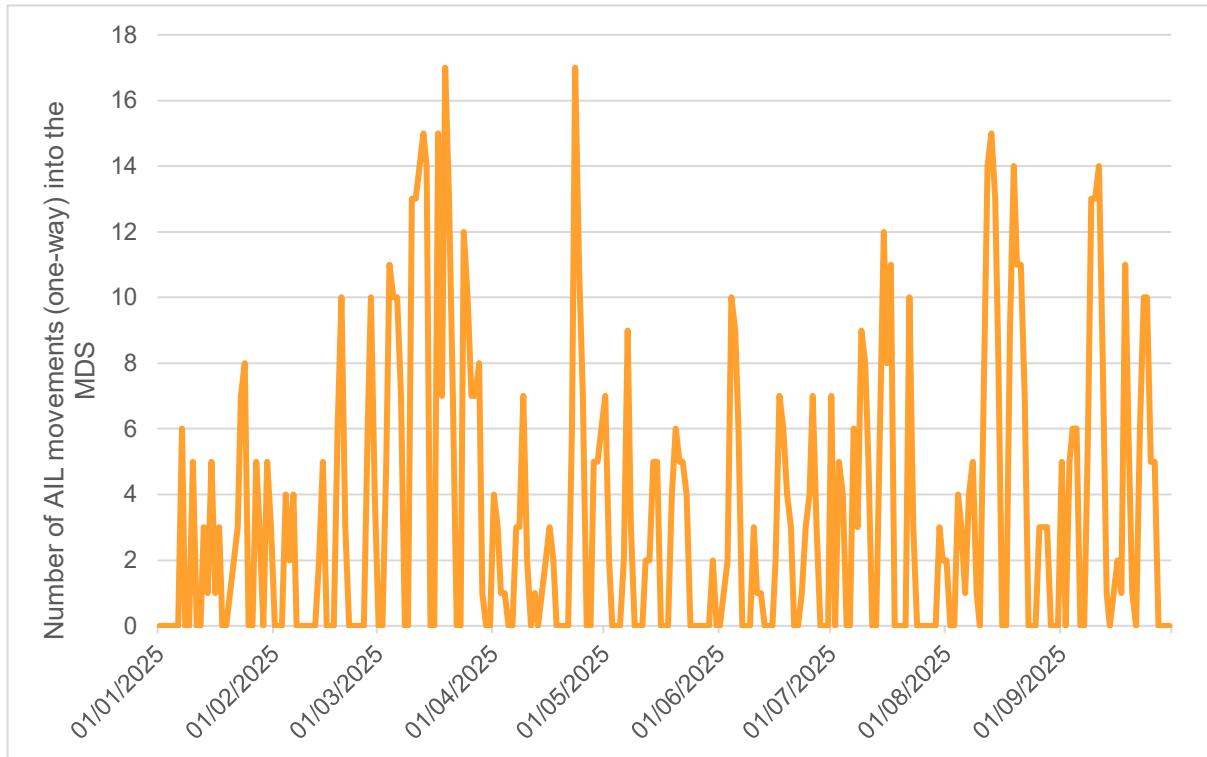
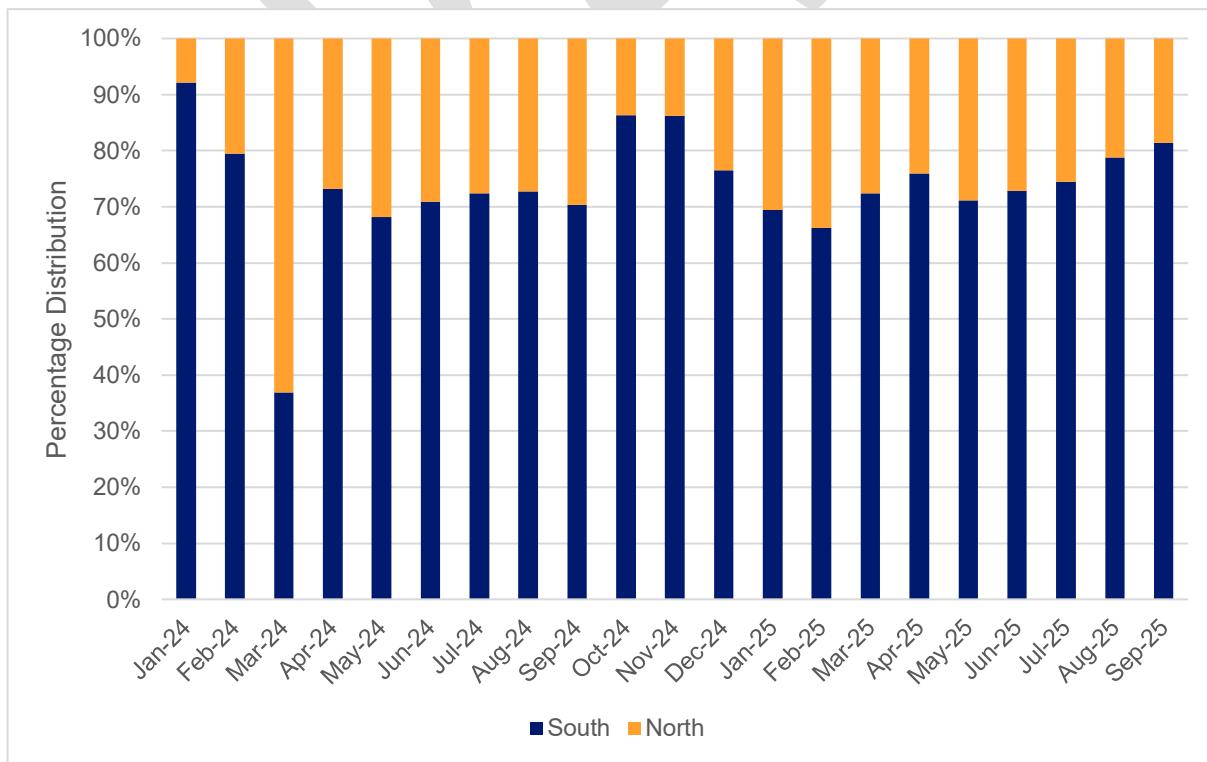


Figure 4 – Directional Split of HGV Deliveries per month



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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 three months – i.e. 1st July 2025 to 30th September 2025. This report has been prepared in advance of the next TRG meeting, which will take place in October 2025 as agreed at the previous meeting in July 2025. The next meeting date will be agreed at the meeting in October.

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:

“S2C 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 July 2025 – September 2025.

2.2 Construction Workforce Profile

2.2.1 The workforce numbers for the year to date, 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 – 2025 Year-to-Date

Month	Data Classification	Average Daily Workers	Peak Daily Workers
January	Observed	955	1336
February	Observed	1080	1255
March	Observed	1145	1297
April	Observed	1109	1514
May	Observed	1088	1378
June	Observed	1372	1597
July	Observed	1838	2255
August	Observed	1990	2326
September	Observed	2101	2298

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 (July-September)

Classification	Average Numbers of Workers by Class		
	July	August	September
ACA	295	280	326
TCA	487	429	483
MCA	520	502	596

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.

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2.3 Mode Share

i) Construction Workers

2.3.1 As required in Tables 3.2 and 3.4 of the CWTP, SZC Co has a requirement (monitor) to meet a series of mode share targets in respect to construction worker travel (unidirectional) to the MDS and Northern and Southern Park and Ride sites.

2.3.2 Review has been undertaken by SZC Co as follows:

- 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 most recent survey was undertaken in April 2025 is presented within this report.

2.3.4 For the most recent survey presented to the TRG in July, there were, in total, 429 responses. 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. Therefore, in real terms, the percentage participation is not representative amongst those travelling to site more regularly. Of those workers, there was a 2% increase in participation from last survey.

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.

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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.

Table 2.4 – Annual Travel Survey Mode Share

Mode	Final Mode Share	Final Mode (People)	Main Mode Share	Main Mode (People)
Car Driver	78.3%	336	84.6%	364
Car Passenger	6.8%	29	6.3%	27
Cycle (inc. E-bike)	0.2%	1	0.7%	3
Motorcycle	0.5%	2	0.5%	2
Public Bus	0.2%	1	0.2%	1
Rail	0.0%	0	1.4%	6
Taxi	0.5%	2	0.2%	1
SZC Bus	8.2%	35	1.2%	5
Walk	4.9%	21	4.2%	18
Didn't Answer	0.5%	2	0.5%	2
Total	100.00%	429	100.00%	429

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	98	22.8%
5-10 miles	54	12.6%
10-20 miles	74	17.2%
More than 20 miles	195	45.5%
Didn't Answer	8	1.9%
Total	429	100.0%

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	50	11.7%
2-4 days per week	55	12.8%

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Frequency of Commute	Number of People	Percentage
5 days per week	117	27.3%
Less Frequent / Didn't Answer	207	48.3%
Total	429	100%

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.

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 July, August, and September the total number of visitors at the MCA were 817, 821, and 1015, 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.

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2.5.2 Review has been undertaken by Sizewell C as follows in **Table 2.7**.

Table 2.7 – Observed Cycle and Motorcycle Parking

Date	ACA	
	Cycle	Motorcycle
02/07/2025	5	2
21/07/2025	6	3
04/08/2025	8	3
18/08/2025	4	1
08/09/2025	6	3
22/09/2025	7	3

2.5.3 Following the previous monitoring period, parking is only permitted at 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 was released on 06/01/2025. The evaluation and subsequent decision to award this will be completed by October 2025 with the appointed contractor commencing in January 2026 to deliver the main passenger workforce contract; 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. The results of the pilot have been reported to Sizewell C board; further works are required in determining a fuelling strategy and establishing the split of hydrogen bus introduction against electric; and
- There is a requirement to introduce and extend the workforce passenger provision as the workforce numbers increase. External services in operation in 2025 are from Ipswich train station to Orwell Logistics Park, Martlesham Park and Ride to site, and Pakefield Pontins to site and a Lowestoft bus service. Further services will be introduced in October 2025 with the partial opening of the Northern Park and Ride and partial opening of the Southern Park and Ride operations will commence in December 2025.

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;

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- 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 eventually 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.

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:

- Patronage data and timetabled buses are recorded for all workforce utilising the internal bus service between the ACA and MCA. Previously, this ran Monday to Friday between 0600-1900 which covered all shift requirements. However, following a ramp up in the programme, the internal bus service now runs six days a week from 0530-1930, with occasional services running between 1900-2300; and

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.

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

- Park and Ride sites – 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 SPR. Both sites will be fully operational by Q3 2026; and
- Accommodation campus – commencing in 2026 as part of the construction of the site.

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

2.9 Fly Parking

2.9.1 As required in Table 5.1 of the CWTP, there is a requirement for 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;
- 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, including the appointment of a fly parking contractor, which is currently in progress. A car parking manager has also been appointed recently to oversee day-to-day operations at the ACA; 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 (Q2 2025) 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 July 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 January 2026. This will be a 3-year contract 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;

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- All vehicles required to support the workforce transport to the end of 2026 will be ordered by Q4 2025; and reviewed periodically; and
- 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 Q4 2025 to enable the timely submission of the required planning application. Design and build of the vehicle maintenance facility will commence in Q1 2026 estimated for completion by Q4 2026.

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 2026** 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
July	7,758	7,711	47	99.4%
August	10,885	10,855	30	99.7%
September	11,020	10,976	44	99.6%
Total	29,663	29,542	121	99.6%

¹ Does not include AILs or LGVs

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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 first-time offending drivers and any further offences have resulted 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 July, August, and September Internal HDV movements are not included.

Table 3.2 – Directional Split of HGVs

Monitoring Period	South (Route 1a)		North				Total North / South Split	
	No.	%	Route 2a		Route 3a			
			No.	%	No.	%		
July	3,580	74.4%	594	12.3%	637	13.2%	74.4% / 25.6%	
August	5,127	78.8%	797	12.2%	584	9.0%	78.8% / 21.2%	
September	3,889	81.4%	663	13.9%	226	4.7%	81.4% / 18.6%	
Total	12,596	78.3%	2,054	12.8%	1,447	9.0%	78.3% / 21.7%	

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 progress continues to be made towards the target 85%.

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.

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

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

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

Table 3.3 – HDV two-way movements per hour / day to and from the MDS – July 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
01/07/2025	17	46	68	47	50	60	39	61	37	36	16	477
03/07/2025	21	40	49	54	46	51	49	43	50	37	18	458
04/07/2025	14	68	39	44	51	41	39	44	65	27	6	438
05/07/2025	18	45	35	22	19	14	5	0	0	0	0	158
07/07/2025	15	46	40	47	54	55	45	51	60	43	12	468
08/07/2025	16	50	45	56	49	45	61	49	61	19	9	460
09/07/2025	12	44	79	54	56	56	51	51	58	42	10	513
10/07/2025	21	44	64	46	55	49	53	42	58	31	4	467
11/07/2025	22	36	72	49	51	50	17	34	56	18	7	412
12/07/2025	14	44	3	26	28	5	0	0	0	0	0	120
14/07/2025	16	44	62	38	66	69	62	42	41	57	6	503
15/07/2025	22	67	57	44	63	63	52	40	55	35	1	499
16/07/2025	22	51	71	44	59	51	63	50	51	37	15	514
17/07/2025	27	62	70	40	71	63	56	52	44	36	9	530
18/07/2025	28	60	66	57	63	41	61	44	42	15	6	483
21/07/2025	22	60	37	30	57	37	43	60	49	31	5	431
22/07/2025	25	47	48	41	61	51	39	53	39	32	2	438
23/07/2025	17	43	60	56	55	48	37	51	24	29	9	429
24/07/2025	23	38	59	51	54	26	37	40	34	35	5	402
25/07/2025	25	46	57	53	56	48	36	30	32	26	4	413
26/07/2025	10	29	6	14	8	17	0	0	0	0	2	86
28/07/2025	18	47	59	44	58	52	47	51	54	34	5	469
29/07/2025	20	53	45	67	67	43	23	65	50	26	10	469
30/07/2025	26	44	57	75	56	49	47	63	48	45	20	530
31/07/2025	27	50	51	71	40	58	40	55	36	41	18	487
Average	20	48	52	47	52	46	40	43	42	29	8	426
Max	28	68	79	75	71	69	63	65	65	57	20	530
Total	498	1204	1299	1170	1293	1142	1002	1071	1044	732	199	10654

3.3.12 This demonstrates that:

- Weekday two-way HDV movements did not exceed 530 two-way movements on any day in July, with this occurring on 30/07/2025; 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 July 2025.

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

Table 3.4 - HDV two-way movements per hour / day to and from the MDS – August 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
01/08/2025	21	52	52	55	47	51	35	52	45	40	4	454
02/08/2025	9	21	3	3	14	13	0	0	0	1	0	64
04/08/2025	23	58	56	53	52	50	53	42	50	23	6	466
05/08/2025	24	41	56	60	50	49	47	43	42	30	10	452

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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
06/08/2025	24	53	58	42	53	49	57	46	46	30	20	478
07/08/2025	24	54	56	51	46	60	48	75	47	27	6	494
08/08/2025	25	63	56	48	46	59	49	57	26	16	5	450
09/08/2025	16	41	17	27	19	10	3	0	0	0	0	133
11/08/2025	22	17	60	56	81	36	52	60	47	31	16	478
12/08/2025	17	50	56	64	63	53	45	58	48	36	13	503
13/08/2025	25	61	62	57	39	73	60	46	47	20	18	508
14/08/2025	28	57	65	51	66	57	45	57	64	24	20	534
15/08/2025	34	60	61	61	70	46	57	54	52	24	1	520
16/08/2025	7	21	2	11	3	10	0	0	1	0	0	55
18/08/2025	27	63	58	48	69	67	64	78	40	28	9	551
19/08/2025	25	70	72	53	66	68	53	61	33	40	19	560
20/08/2025	31	61	76	40	57	42	74	62	26	21	18	508
21/08/2025	34	49	63	38	64	37	43	61	41	18	31	479
22/08/2025	25	55	76	42	58	47	44	50	49	19	3	468
23/08/2025	15	40	7	5	26	17	0	2	0	0	0	112
26/08/2025	22	52	57	67	52	55	54	70	41	33	16	519
27/08/2025	31	43	75	66	67	55	43	67	66	21	12	546
28/08/2025	30	54	54	65	63	51	52	75	58	23	17	542
29/08/2025	30	60	50	70	59	22	37	83	42	14	4	471
30/08/2025	17	50	3	23	25	19	2	2	0	0	0	141
Average	23	50	50	46	50	44	41	48	36	21	10	419
Max	34	70	76	70	81	73	74	83	66	40	31	560
Total	586	1246	1251	1156	1255	1096	1017	1201	911	519	248	10486

3.3.15 This demonstrates that:

- Weekday two-way HDV movements did not exceed 560 two-way movements on any day for the month of August 2025, with this occurring on 19/08/2025; and
- Weekend HDV two-way movements were minimal on Saturdays where they did occur and zero (hence not shown) on Sundays.

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

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

Table 3.5 – HDV two-way movements per hour /day to and from the MDS – September 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
01/09/2025	22	54	46	48	56	41	64	67	41	43	8	490
02/09/2025	20	43	62	52	51	58	51	65	45	34	6	487
03/09/2025	29	59	57	73	46	48	68	67	29	34	4	514
04/09/2025	19	62	54	53	46	54	43	57	44	31	15	478
05/09/2025	32	46	73	57	50	50	58	65	52	15	17	515
06/09/2025	15	32	0	26	40	9	0	0	0	2	0	124
08/09/2025	26	55	61	53	58	50	51	54	58	28	18	512
09/09/2025	28	40	50	62	65	42	35	35	55	38	9	459
10/09/2025	30	54	54	49	52	58	53	58	54	21	11	494
11/09/2025	27	39	41	68	79	32	58	63	43	36	9	495
12/09/2025	25	44	55	56	30	39	61	39	25	22	8	404
13/09/2025	9	25	15	12	7	8	3	3	0	0	0	82
15/09/2025	20	51	36	48	40	34	42	47	46	24	17	405
16/09/2025	17	33	61	69	45	25	57	40	34	31	7	419
17/09/2025	15	41	59	55	48	38	53	44	46	36	7	442
18/09/2025	23	41	48	68	41	54	65	53	46	25	5	469
19/09/2025	23	46	54	73	48	36	44	73	31	12	0	440
20/09/2025	1	6	13	14	17	7	2	0	0	0	0	60
22/09/2025	0	0	2	3	28	16	28	35	52	28	11	203
23/09/2025	9	36	70	53	45	42	39	32	32	13	12	383
24/09/2025	12	38	43	45	31	24	47	24	21	11	5	301
25/09/2025	23	32	56	62	30	31	52	24	25	14	13	362
26/09/2025	15	44	59	37	36	27	44	31	18	5	2	318

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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
Average	19	40	46	49	43	36	44	42	35	22	8	385
Max	32	62	73	73	79	58	68	73	58	43	18	515
Total	440	921	1069	1136	989	823	1018	976	797	503	184	8856

3.3.18 This demonstrates that:

- Weekday two-way HDV movements did not exceed 515 two-way movements on any day for the month of September 2025, occurring on 05/09/2025; 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 September 2025.

3.3.20 The movement data presented in **Tables 3.3 - 3.5** demonstrates that at no point was a movement cap breached for the monitoring period.

iv) Network Peak Hour HDV Movement Caps

3.3.21 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.

3.3.22 Review has been undertaken by Sizewell C as follows:

- The results in **Tables 3.3 - 3.5** demonstrate that there sixteen instances where HDV two-way movements met or exceeded the cap during the AM peak hour. Five of these instances occurred during July, nine during August, and two occurred in September.
- There were, however, no instances where 34 two-way movements occurred during the PM peak hour.

3.3.23 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.

v) Shoulder Peak Hour HDV Movement Target

3.3.24 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.

3.3.25 Review has been undertaken by Sizewell C as follows:

- The results in **Tables 3.3 – 3.5** demonstrate that HDV two-way movements for the monitoring period exceeded the target during the PM shoulder peak period on five occasions. There were, however, no instances where it was exceeded in the AM peak.

3.3.26 It is concluded that this monitor requirement was not met for the monitoring period.

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vi) HDV Timing Restrictions

3.3.27 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.

3.3.28 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

3.3.29 **Table 3.6** presents a summary of the timing compliance for the monitoring period.

Table 3.6 – HDV Timing Compliance

Monitoring Period	Total HGV Movements (one-way)	Compliant HGV movements	Non-compliant HGV movements	Percentage Compliance
July	7,758	7,758	0	100%
August	10,885	10,867	18	99.8%
September	11,020	11,012	8	99.9%
Total	29,663	29,637	26	99.9%

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

vii) Best Practice Fleet Operation

3.3.31 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.

3.3.32 Compliance levels for the monitoring period are summarised in **Table 3.7**.

Table 3.7 – Best Practice Fleet Operation Compliance (FORS)

Monitoring Period	Total HGVs and AILs (All Sites)	FORS Silver & above	FORS Bronze	Non-compliant HDVs	Percentage Compliance
July	7,877	6,443	1,434	0	100%
August	11,041	9,154	1,879	8	99.9%
September	11,189	10,443	729	17	99.8%
Total	30,107	26,040	4,042	25	99.9%

3.3.33 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.

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3.3.34 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.

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

Table 3.8 – Best Practice Fleet Operation Compliance (CLOCS)

Monitoring Period	Total HDVs and AILs (All Sites)	Compliant HDVs	Non-compliant HDVs	Percentage Compliance
July	7,877	6,443	1,434	81.8%
August	11,041	9,154	1,887	82.9%
September	11,189	10,443	746	93.3%
Total	30,107	26,040	4,067	86.5%

3.3.36 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.

3.3.37 As the Tier 1 contractor switched haulier company, there has been a delay in onboarding to comply with best practice fleet operation. Progress is being made to work 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.

viii) HDV Emission Standards

3.3.38 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.

3.3.39 Compliance levels for the monitoring period were as presented in **Table 3.9**.

Table 3.9 – HDV Emission Standards

Monitoring Period	Total HDVs and AILs	EURO VI	Exempt Vehicles (EURO V)	Non-compliant Vehicles	Percentage Compliance
July	7,965	7,900	64	1	99.9%
August	11,125	11,055	66	4	99.9%
September	11,256	11,198	58	0	100%
Total	30,346	30,153	188	5	99.9%

3.3.40 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 an increase in the volume of HGV movements between the MDS and ACA resulting from the construction process and subsequently booked in the DMS. HGV movements

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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:

- July 2025:
 - 2,645 No. total HGVs were recorded to route between the ACA and MDS;
 - 100% of vehicles were Euro VI or V compliant.
- August 2025:
 - 3,424 No. total HGVs were recorded to route between the ACA and MDS;
 - 100% of vehicles were Euro VI compliant.
- September 2025:
 - 2,999 No. total HGVs were recorded to route between the ACA and MDS;
 - 100% of vehicles were Euro VI compliant.

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:

- July 2025:
 - 556 No. HGV trips were booked in the DMS in July 2025 to / from the AD sites. These trips were associated with the NPR (87), SPR (40), SLR (30), TVB (398), and Yoxford (1);
 - 100% of vehicles were Euro V or VI compliant.
- August 2025:
 - 1,030 No. HGV trips were booked in the DMS in August 2025 to / from the AD sites. These trips were associated with the NPR (76), SPR (120), SLR (203), TVB (357), and Yoxford (274);
 - 100% of vehicles were Euro V or Euro VI compliant.
- September 2025:
 - 3,359 No. HGV trips were booked in the DMS in September 2025 to / from the AD sites. These trips were associated with the NPR (575), SPR (147), SLR (880), TVB (753), and Yoxford (1,004); and
 - 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

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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 July 2025 were as follows:

- All LGVs arriving at the MDS in July 2025 booked onto the DMS system; and
- A total 419 No. monthly LGV movements (two-way) were generated to / from the MDS as shown in **Table 3.10** compared to a maximum of 250 No. daily LGV movements (two-way) forecast in the Consolidated TA during the Early Years.

Table 3.10 – LGV Movements per Hour / Day to and from the MDS (two-way) – July 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
01/07/2025	0	2	1	4	9	4	2	0	0	0	0	22
03/07/2025	2	7	1	4	3	1	3	2	1	2	0	26
04/07/2025	0	0	1	2	1	3	0	0	0	0	0	7
05/07/2025	0	0	0	2	0	0	0	0	0	0	0	2
07/07/2025	0	1	1	0	0	5	1	0	4	0	0	12
08/07/2025	0	4	2	6	6	2	3	1	0	2	0	26
09/07/2025	0	2	3	2	4	2	1	0	0	0	0	14
10/07/2025	0	2	8	4	6	7	2	2	1	0	0	32
11/07/2025	1	0	3	1	2	0	0	0	0	0	0	7
14/07/2025	0	0	0	2	2	0	0	0	0	1	0	5
15/07/2025	0	3	2	2	2	1	2	2	0	0	0	14
16/07/2025	0	0	9	2	7	4	2	3	2	0	0	29
17/07/2025	0	3	4	6	6	4	1	1	5	0	0	30
18/07/2025	0	0	2	2	1	2	0	0	0	0	0	7
21/07/2025	0	0	4	5	3	3	1	2	1	0	0	19
22/07/2025	3	5	1	2	3	6	1	0	0	0	0	21
23/07/2025	2	1	5	7	6	3	2	0	0	0	0	26
24/07/2025	3	7	4	6	5	6	0	1	0	0	1	33
25/07/2025	2	2	1	0	0	0	0	0	0	0	0	5
28/07/2025	0	0	0	0	1	1	1	0	1	0	0	4
29/07/2025	0	3	4	7	2	8	4	1	0	0	0	29
30/07/2025	2	1	1	4	4	0	1	1	0	0	0	14
31/07/2025	0	3	4	7	3	4	4	3	4	3	0	35
Average	1	2	3	3	3	3	1	1	1	0	0	18
Max	3	7	9	7	9	8	4	3	5	3	1	35
Total	15	46	61	77	76	66	31	19	19	8	1	419

3.6.3 Compliance levels in August 2025 were as follows:

- All LGVs arriving at the MDS in August 2025 booked onto the DMS system; and
- A total 406 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.

Table 3.11 – LGV Movements per Hour / Day to and from the MDS (two-way) – August 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
01/08/2025	0	0	0	1	0	0	0	0	0	0	0	1
04/08/2025	1	1	1	3	1	0	0	0	0	0	1	8
05/08/2025	2	3	7	8	5	1	0	3	2	1	0	32
06/08/2025	2	1	3	1	0	2	2	0	0	0	0	11

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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
07/08/2025	0	1	4	6	6	4	1	6	4	2	0	34
08/08/2025	0	0	2	5	0	3	6	6	1	0	0	23
09/08/2025	0	0	1	1	0	0	0	0	0	0	0	2
11/08/2025	0	2	6	2	0	3	0	0	0	0	0	13
12/08/2025	1	6	7	8	6	0	1	1	1	1	0	32
13/08/2025	0	0	2	0	2	2	3	2	2	0	0	13
14/08/2025	0	4	5	3	4	4	2	2	0	1	1	26
15/08/2025	0	0	5	2	1	1	1	0	0	0	0	10
18/08/2025	0	0	1	0	5	0	1	0	0	0	0	7
19/08/2025	0	6	7	7	5	3	3	1	0	3	0	35
20/08/2025	0	2	4	3	0	1	0	1	3	0	0	14
21/08/2025	0	5	4	11	8	6	2	4	0	0	0	40
22/08/2025	0	5	3	1	2	1	0	2	0	0	0	14
26/08/2025	3	10	8	6	11	3	0	1	0	0	0	42
27/08/2025	0	5	3	4	2	0	1	2	0	0	0	17
28/08/2025	0	6	7	4	1	3	4	2	1	0	0	28
29/08/2025	1	1	2	0	0	0	0	0	0	0	0	4
Average	0	3	4	4	3	2	1	2	1	0	0	19
Max	3	10	8	11	11	6	6	6	4	3	1	42
Total	10	58	82	76	59	37	27	33	14	8	2	406

3.6.4 Compliance levels in September 2025 were as follows:

- All LGVs arriving at the MDS in September 2025 booked onto the DMS system; and
- A total 383 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.

Table 3.12 - LGV Movements per Hour / Day to and from the MDS (two-way) – September 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
01/09/2025	0	2	0	2	6	1	0	0	0	0	0	11
02/09/2025	1	1	9	5	6	7	2	2	0	0	0	33
03/09/2025	1	4	1	4	5	0	2	1	0	0	0	18
04/09/2025	1	9	4	1	9	9	4	2	3	0	0	42
05/09/2025	3	3	4	2	4	3	0	0	0	0	0	19
08/09/2025	0	0	2	0	0	0	0	1	1	1	0	5
09/09/2025	1	4	1	1	1	1	0	0	0	0	0	9
10/09/2025	1	6	4	5	5	5	0	0	0	0	0	26
11/09/2025	1	8	6	4	2	5	1	0	0	0	0	27
12/09/2025	4	3	6	4	1	0	1	0	0	0	0	19
15/09/2025	0	0	0	0	4	1	3	3	2	0	0	13
16/09/2025	2	4	6	10	3	2	1	0	0	0	0	28
17/09/2025	0	1	4	2	3	2	1	0	0	2	0	15
18/09/2025	1	7	5	5	11	4	0	0	1	0	0	34
19/09/2025	1	2	3	4	2	0	0	2	0	0	0	14
22/09/2025	0	0	0	2	0	0	0	0	0	0	0	2
23/09/2025	0	2	4	5	5	1	3	3	1	0	0	24
24/09/2025	0	3	4	2	2	2	1	3	0	0	0	17
25/09/2025	0	2	7	4	1	1	4	1	1	0	0	21
26/09/2025	2	1	2	1	0	0	0	0	0	0	0	6
Average	1	3	4	3	4	2	1	1	0	0	0	19
Max	4	9	9	10	11	9	4	3	3	2	0	42
Total	19	62	72	63	70	44	23	18	9	3	0	383

3.6.5 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.

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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
- 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 3.13**.

Table 3.13 – AIL Bookings per Month

Monitoring Period	Total AILs	C&U	STGO Cat 1	STGO Cat 2	STGO Cat 3	Non-AIL	Percentage Compliance	
							Route	Timing
July	119	60	20	33	4	2	100%	100%
August	156	95	21	28	8	4	100%	100%
September	169	105	10	39	12	3	100%	100%
Total	444	260	51	100	24	9	100%	100%

- 444 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 (Q4 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 Q4 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

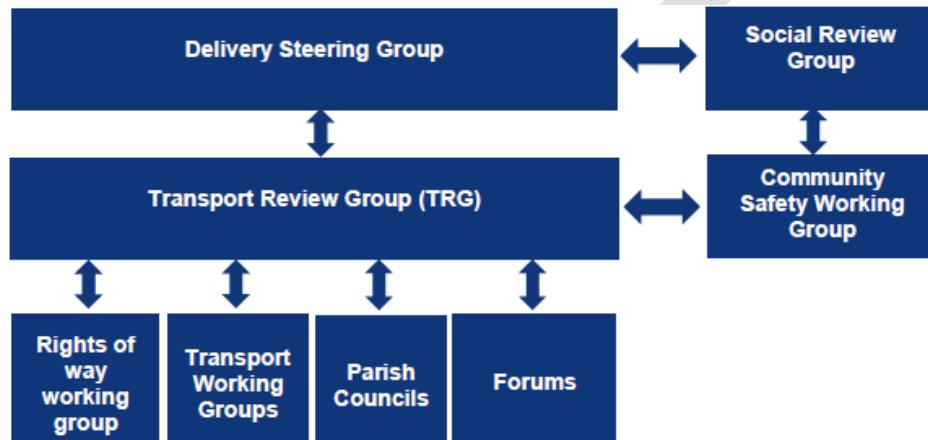
5.1 Introduction

5.1.1 This section summarises key engagement that has taken place in the monitoring period between July 2025 – September 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 – SJC Engagement Process



5.3 Transport Working Groups

5.3.1 During the course of the last monitoring period, there has naturally been a quiet period for working groups since the production of the last Transport Monitoring Report and its circulation to the TRG. This is as a result of design stages, which are the subjects of Transport Working Groups, being at a stage where there are few updates or points for discussion with the public. Consequently, just one working group convened, as presented in Table 5.1.

5.3.2 In Q3 2025, there were five meetings of TWGs primarily focused on progressing design updates. Prior to the TRG convening, there will be an additional meeting for the Leiston TWG whereby SJC will lead on a walkthrough of the materials palette for upcoming construction. Details are to be provided in the monitoring report covering Q4 2025.

Table 5.1 – Transport Working Group Summary

Date of Meeting	Transport Working Group	Summary of Meeting
05/09/2025	Leiston	Design updates including landscaping options were discussed; the materials palette for footways was raised and a meeting agreed; pre-engagement dates were confirmed and approach agreed
08/09/2025	B1125 (Blythburgh and Walberswick)	Design updates were given; A12/B1387 junction and improvements to B1387 were discussed. Next steps to formal scheme agreement discussed and agreed
18/09/2025	B1122	Design updates were given; community feedback on ongoing

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Date of Meeting	Transport Working Group	Summary of Meeting
		design elements was discussed. Programme for improvements was discussed and next steps to formal scheme agreement were discussed and agreed
25/09/2025	Marlesford & Little Glemham	Design updates were discussed, with reference to key surveys including bats. The interaction with the 11KV cable was discussed
29/09/2025	Wickham Market	Design updates were given, and next steps to formal scheme agreement were discussed and agreed.

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:

- 02/07/2025 – Main Development Site Forum;
- 06/08/2025 – Northern Transport Forum; and
- 03/09/2025 – Southern Transport Forum.

5.4.2 The next upcoming meeting is due to take place for the MDS Forum on 08/10/2025 and will be included within the next period monitoring report.

5.5 Leiston Information Centre / SJC 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 and the SJC 24-hour helpline and contact email address. A total of 916 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:

- July 2025: 282 (all topics with an average response time of 2 working days)
 - 11 No. enquiries were made regarding construction vehicles and permissive routes.
 - 14 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.
- August 2025: 290 (all topics with an average response time of 1 working day)
 - 21 No. enquiries were made regarding construction vehicles and permissive routes.
 - 12 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.
- September 2025: 344 (all topics with an average response time of 1 working day)
 - 15 No. enquiries were made regarding construction vehicles and permissive routes
 - 19 No. enquiries were made in relation to traffic incidents; and

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- 0 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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