



The Sizewell C Project

8.8 Construction Worker Travel Plan (CWTP)

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1 Introduction

1.1 Background

1.1.1 SZC Co. is proposing to build a new nuclear power station at Sizewell in East Suffolk, known as Sizewell C. Located to the north of the existing Sizewell B power station, the Sizewell C site is located on the Suffolk coast, approximately halfway between Felixstowe and Lowestoft; to the north-east of the town of Leiston.

1.1.2 Once operational, Sizewell C would be able to generate enough electricity to supply approximately six million homes in the United Kingdom (UK). The Sizewell C Project would also generate significant economic benefit for the local area.

1.1.3 SZC Co. recognises that the scale of the Sizewell C Project means that care needs to be taken with the way in which it is designed, constructed and operated.

1.1.4 This draft **Construction Worker Travel Plan (CWTP)** accompanies SZC Co.'s application for a Development Consent Order (DCO) to the Planning Inspectorate for the proposed development of Sizewell C. The final **CWTP** will be appended to the Section 106 Agreement and the implementation of the approved **CWTP** will be secured through an obligation in that agreement as set out in the draft **Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4).

1.1.5 This draft **CWTP** contains the measures which will be put in place to ensure successful delivery of a bus-based approach to the daily movement of the construction workforce during the Sizewell C construction works. These measures are designed to deliver confidence that the bus-based approach will be effectively delivered and that the impacts on the local transport network would be managed and mitigated as set out in the **Transport Assessment** (Doc Ref. 8.5).

1.1.6 In addition, this draft **CWTP** also considers the scope for encouraging sustainable mode choice for non-work travel by the construction workforce.

1.2 Context

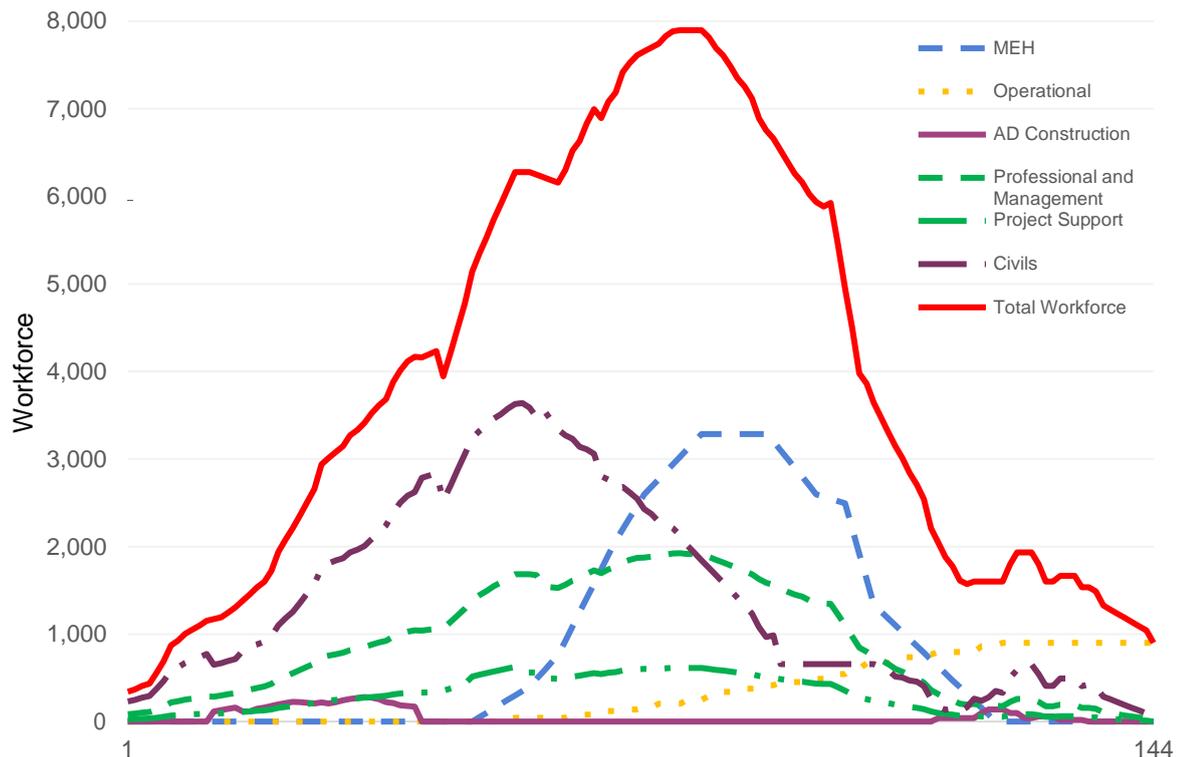
a) Estimated number of workers

1.2.1 The peak construction workforce for Sizewell C is estimated to be 7,900 workers at the main development site. There will be a further 600 associated development staff undertaking non-construction roles at the

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main development site and associated development sites (e.g. security, maintenance, catering etc). 580 of the 600 associated development workforce are expected to work at the main development site and 20 are expected to work at the northern and southern park and ride facilities and freight management facility. **Plate 1.1** shows the forecast workforce profile for the Sizewell C Project.

Plate 1.1 – Sizewell C workforce profile



b) Accommodation strategy

1.2.2

The workforce during the construction phase of the Sizewell C Project would comprise a mixture of:

- home-based workers who are already resident in the local area or region and who would commute to and from the main development site from their existing home daily; and
- non-home-based workers who do not currently live in the local area or region and would find accommodation in the area during the construction phase.

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- 1.2.3 SZC Co. has developed an **Accommodation Strategy** (Doc Ref. 8.10) for the non-home-based workers, which makes use of existing local accommodation where possible, in addition to a proposed temporary accommodation campus on the main development site and a proposed temporary caravan site at Land East of Eastlands Industrial Estate (LEEIE) in Leiston.
- 1.2.4 The on-site campus is intended to provide accommodation for up to 2,400 construction workers. A further 600 construction workers would live in 400 caravans (an average occupancy of 1.5 workers per caravan) located on LEEIE.
- 1.2.5 Based on the socio-economic studies and accommodation proposals the assessed construction workers are assumed to be made up of:
 - home-based (2,016 workers or 25.5% of workforce); and
 - non-home-based (5,884 workers or 74.5% of workforce) comprising:
 - 2,400 workers on campus
 - 600 workers in caravans
 - 2,884 workers living off site.
- 1.2.6 All associated development workers (600 workers) are assumed to be home-based.

1.3 Scope

1.3.1 Movements of the construction workforce to and from the Sizewell C main development site would represent most construction workforce movements associated with the construction phase of the Sizewell C Project. **Table 1.1** below sets out the types of trips this draft **CWTP** would manage.

Table 1.1: Trips managed by CWTP

Facility	Travel to Work Trips
Main development site.	Construction workers.
Accommodation campus.	Campus employees.
Park and ride facilities.	Construction workers using the park and ride facility and park and ride employees.
LEEIE	LEEIE employees and construction workers using the park and ride facility.

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1.3.2 The freight management facility is located near to the strategic road network in order to intercept HGV traffic en route to the main development site and as such is not accessible by non-car modes. Given this, it is assumed that the small number of workers at the freight management facility would all travel to work by car and are not included within the scope of the **CWTP**.

1.3.3 SZC Co. also proposes to prepare an Operational Travel Plan for the operational phase of the Sizewell C Project. The Operational Travel Plan will be prepared nearer to the time that Sizewell C becomes operational and will take account of the transport conditions at that time. The Operational Travel Plan will be prepared in accordance with prevailing planning guidance at that time and will be subject to the approval of the local planning authority following consultation with Suffolk County Council (SCC). The preparation of the Operational Travel Plan will be secured by the Section 106 Agreement, see the draft **Section 106 Heads of Terms** which is appended to the **Planning Statement** (Doc Ref. 8.4).

1.3.4 The construction workers for the Sizewell C Project will be required to adhere to the **CWTP** until the Operational Travel Plan comes into force.

1.3.5 This document forms part of a package of transport management documents to assist in the control of transport movements for the Sizewell C construction works. The other transport management documents to be implemented for the Sizewell C construction works to complement the **CWTP** are as follows:

- **Construction Traffic Management Plan (CTMP)** (Doc Ref 8.7); and
- **Traffic Incident Management Plan (TIMP)** (Doc Ref 8.6).

1.3.6 Implementation of the **CTMP** (Doc Ref. 8.7) and the **TIMP** (Doc Ref 8.6) will be secured through the Section 106 Agreement, see the draft **Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4).

1.4 Structure of the plan

1.4.1 The remainder of this draft **CWTP** is structured as follows:

- **Section 2** summarises the management structure of the **CWTP**.
- **Section 3** summarises the **CWTP** objectives and targets.

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- **Section 4** describes the measures to be implemented for the **CWTP**.
- **Section 5** deals with the monitoring and review of the **CWTP**.
- **Section 6** deals with enforcement of the **CWTP**.

2 Management Structure

2.1 Introduction

2.1.1 This section sets out the proposed management structure for the **CWTP** and the responsibilities of each stakeholder.

2.1.2 The overall management and implementation of the **CWTP** will be the responsibility of SZC Co.

2.1.3 The following groups and individuals will be involved:

- Transport review group (TRG);
- Transport co-ordinator; and
- Transport and traffic groups.

2.2 Transport review group

2.2.1 A transport review group (TRG) will be established with members taken from the key transport stakeholders and SZC Co. The scope of the TRG in relation to the **CWTP** is proposed to be as follows:

- receive transport monitoring reports from SZC Co. relating to the implementation and operation of the **CWTP**;
- monitor the implementation of and compliance with the **CWTP**;
- consider the case for, and approve amendments to the **CWTP** put forward by the transport co-ordinator;
- consider the use of the transport contingency fund if targets in the **CWTP** are not being met;
- advise SCZ Co. on potential enhancements to the **CWTP**; and
- consider the views and opinions of the transport and traffic groups.

2.2.2 The TRG will have further duties with regards to the **CTMP** (Doc Ref 8.7) and **TIMP** (Doc Ref 8.6), which are set out in those documents.

2.2.3 The TRG members will comprise:

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- the transport co-ordinator;
- one representative to be nominated by SCC;
- one representative to be nominated by Highways England;
- one representative to be nominated by East Suffolk Council; and
- two representative, in addition to the transport co-ordinator to be nominated by SZC Co.

2.2.4 Membership of the TRG does not fetter the members' planning and other statutory duties.

2.2.5 In addition to the TRG members, specialist ad-hoc attendance can be called upon by the TRG from transport providers, emergency services and lead contractors. However, these invitees will not have any voting rights.

2.2.6 The TRG will be formed prior to commencement of construction and will meet every 3 months unless the TRG decides to meet at a different frequency. The TRG will be able to delegate issues or functions to a sub-group if it decides to.

2.2.7 The establishment of the TRG will be secured through an obligation in the Section 106 Agreement (see draft Section 106 Heads of Terms provided as an appendix to the Planning Statement (Doc Ref. 8.4)).

2.3 Transport co-ordinator

2.3.1 A transport co-ordinator will be appointed by SZC Co. and be in place prior to commencement of construction and throughout the construction phase of the Sizewell C Project. The transport co-ordinator will be responsible for the management, development and implementation of the **CWTP** and the other transport management plans (i.e. **CTMP** (Doc Ref 8.7) and **TIMP** (Doc Ref 8.6)). The appointment of the travel co-ordinator will be secured through the Section 106 Agreement, see draft **Section 106 Heads of Terms** provided as an appendix to the **Planning Statement** (Doc Ref. 8.4).

2.3.2 The transport co-ordinator will have the following transport-related responsibilities related to the **CWTP**:

- promote the objectives and benefits of the **CWTP** to encourage compliance with its contents;

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- monitor the success of the **CWTP** against the modal share targets;
- report the monitoring of the **CWTP** to the TRG to allow consideration of appropriate mitigation action if required;
- report to the TRG on relevant feedback from the transport and traffic groups;
- propose **CWTP** updates to the TRG as required and make any approved amendments; and
- resolve issues and problems through liaison with other parts of SZC Co. and its contractors.

2.3.3 This role will be appointed prior to commencement of the construction of the Sizewell C Project and at an appropriate senior level.

2.3.4 In addition to the recruitment of the transport co-ordinator role, SZC Co. will employ a team of individuals to assist with delivery of the transport strategy on a day to day basis.

2.4 Transport and traffic groups

2.4.1 Prior to commencement of construction, SZC Co. intends to establish local transport and traffic groups with local stakeholders which would form key links between the transport review group and the wider community. These local transport and traffic groups would provide an indication of the transport-related issues that are impacting the general public.

2.4.2 SZC Co. will submit proposals for the formation, terms of reference, and membership of these local transport and traffic groups to the TRG for approval. Once established, the local transport and traffic groups would meet regularly to discuss any relevant transport-related feedback from the public. Minutes of each local transport and traffic group meeting would be provided to the TRG as part of SZC Co.'s transport monitoring.

2.4.3 The establishment of the local transport and traffic groups will be secured through an obligation in the Section 106 Agreement, see draft **Section 106 Heads of Terms** provided as an appendix to the **Planning Statement** (Doc Ref. 8.4).

3 Objectives and Targets

3.1 Introduction

3.1.1 This section summarises the objectives of the **CWTP** and the proposed targets.

3.2 Objectives

3.2.1 The objectives of the **CWTP** are to:

- minimise the volume of traffic associated with the construction of the Sizewell C Project so far as reasonably practicable; and
- maximise the sustainable movement of the construction workforce required for the construction of the Sizewell C Project so far as reasonably practicable.

3.3 Type of targets

3.3.1 The targets which will be included in the **CWTP** will be SMART, that is:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time related.

3.3.2 There are two types of targets, namely: ‘aim’ and ‘action’ targets. Aim targets are generally based on the percentage share of each travel mode used and are measured over a specific time frame. Action targets are task specific and are typically consolidated into an Action Plan.

3.4 Aim targets

3.4.1 This draft **CWTP** provides a series of mode share ‘aim’ targets for the construction phase of the Sizewell C Project.

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3.4.2 First and foremost, SZC Co.'s aim is to achieve the mode share targets that have been assessed as part of the DCO application as set out in the **Transport Assessment** (Doc Ref. 8.5).

3.4.3 However, it is recognised that for certain aspects of the **Transport Assessment** (Doc Ref. 8.5), the assessment includes some worst-case assumptions in order to provide a robust assessment of the highway network.

3.4.4 Therefore, the mode share targets have been set out as follows:

- mode share assessment targets – these targets are based on the assumptions included in the **Transport Assessment** (Doc Ref. 8.5) and which the traffic modelling is based, which assume no workers would walk or cycle as part of their journey to work; and
- mode share aim targets – these targets are based on SZC Co. aim to encourage workers to walk and cycle to the main development site and associated development sites.

3.4.5 It should be noted that the mode share assessment targets have been derived based on the gravity model, as summarised in **Chapter 7** of the **Transport Assessment** (Doc Ref. 8.5), which forecasts the geographic distribution of construction workers. However, whilst it is considered that the gravity model provides a robust estimate of the workforce distribution for assessment purposes, the actual geographic distribution of construction workers cannot be precisely predicted and would vary over time throughout the construction phase of the Sizewell C Project. As such, as part of the early monitoring of the **CWTP**, the actual mode share split will be derived and reviewed by the transport co-ordinator and reported to the TRG. Any proposed changes to the mode share targets would be put forward by the transport co-ordinator to the TRG (for example, the actual distribution of workforce may change the split between direct bus and park and ride bus). The mode share targets would only be adjusted in agreement with the TRG.

a) **Main development site journey to work**

i. **Mode share assessment targets**

3.4.6 The implementation of the **CWTP** measures is designed to achieve a high level of non-car modes of transport for the journey to work at the main development site for the construction workforce.

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3.4.7 **Table 3.1** sets out journey to work mode share assessment targets for the construction workers journey to work at the main development site. It sets out the mode used for the last leg of the journey to the main development site (the final mode) as more than one mode may be used to complete a journey to work. The mode share targets in **Table 3.1** are based on the mode share applied to the **Transport Assessment** (Doc Ref. 8.5) and associated traffic modelling.

3.4.8 The ‘early years’ mode share targets are based on the early years transport strategy prior to the northern and southern park and ride facilities being operational. Once the northern and southern park and ride facilities become operational, the ‘peak construction’ mode share targets would apply.

Table 3.1: Main development site mode share assessment targets

Final Mode of Travel to Main Development Site	Early Years Workforce Split	Early Years Mode Share	Peak Construction Workforce Split	Peak Construction Mode Share
Walk/cycle	0	0%	2,400	28%
Car driver	242	16%	1,019	12%
Car passenger	58	4%	425	5%
Rail - direct bus	0	0%	100	1%
Direct bus	600	40%	1,734	20%
Park and ride bus	600	40%	2,802	33%
Total	1,500	100%	8,480	100%

3.4.9 If the mode share assessment targets set out in **Table 3.1** are met, the Sizewell C Project would have achieved a significant sustainable travel mode share during the construction phase, with 80% of the construction workers in the early years making their daily journey to work via Sizewell C bus services for at least part of their journey. At peak construction, once the campus is in place, the mode share assessment targets envisage that almost a third (28%) of the construction workers would walk to work and over half (54%) of the construction workers would use Sizewell C bus services for at least part of their journey to travel to/from the main development site.

ii. Mode share aim targets

3.4.10 In order to provide a robust assessment in the **Transport Assessment** (Doc Ref. 8.5), it was assumed that no workers would walk or cycle to the main development site. Notwithstanding this, SZC Co. is committed to encouraging workers to travel as sustainably as practically possible and is

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providing a package of measures as part of the **CWTP** to encourage walking and cycling. As such, the mode share assessment targets have been adjusted to provide mode share aim targets as summarised in **Table 3.2** below. These targets are aspirational and increase the walk/cycle mode share so that it is not just based on workers living in the campus walking to work (as is the assumption in the mode assessment share) targets, but assumes that other workers living nearby would make use of the proposed walk and cycle infrastructure improvements and walk or cycle to the main development site.

Table 3.2 – Main development site mode share aim targets

Final Mode of Travel to Main Development Site	Early Years Workforce Split	Early Years Mode Share	Peak Construction Workforce Split	Peak Construction Mode Share
Walk/cycle	30	2%	2,544	30%
Car driver	225	15%	933	11%
Car passenger	60	4%	424	5%
Rail - direct bus	0	0%	85	1%
Direct bus	585	39%	1,696	20%
Park and ride bus	600	40%	2,798	33%
Total	1500	100%	8480	100%

b) Park and ride as part of journey to work

i. Mode share assessment targets

3.4.11 **Table 3.3** summarises the mode share assessment targets for the construction workers travelling to the park and ride facilities as part of the journey to work at the main development site. The targets are based on the mode share applied to the **Transport Assessment** (Doc Ref. 8.5) and the associated traffic modelling.

Table 3.3 – Park and ride mode share assessment targets

Final Mode of Travel to Main Development Site	Northern park and ride		Southern park and ride	
	Workers	Mode share	Workers	Mode share
Car driver	1,150	81%	1,151	83%
Car passenger	269	19%	232	17%
Total	1,419	100%	1,383	100%

ii. Mode share aim targets

3.4.12 In order to provide a robust assessment in the **Transport Assessment** (Doc Ref. 8.5), it was assumed that no workers would walk or cycle to the park and ride facilities. Notwithstanding this, SZC Co. is committed to encouraging workers to travel as sustainably as practically possible and is providing a package of measures as part of the **CWTP** to encourage walking and cycling. As such, the mode share assessment targets have been adjusted to provide mode aim share targets as summarised in **Table 3.4** below.

Table 3.4 – Park and ride mode share aim targets

Final Mode of Travel to Main Development Site	Northern Park and Ride		Southern Park and Ride	
	Workers	Mode share	Workers	Mode share
Walk/cycle	28	2%	28	2%
Car driver	1135	80%	1134	82%
Car passenger	255	18%	221	16%
Total	1419	100%	1383	100%

3.4.13 Once the pattern of where workers not resident in accommodation campuses are living is established, the appropriateness of the targets for the park and ride sites would be considered through the monitoring and review process set out in **Section 5** of this **CWTP**.

3.5 Action targets

3.5.1 **Appendix 1.A** provides an initial list of early actions to be implemented for the **CWTP**.

3.5.2 A detailed Action Plan will be developed by SZC Co. and will be subject to a monitoring and review process. The detailed Action Plan will set out the tasks required to be undertaken in order to implement and manage the **CWTP** and a timescale will be provided against each action. The Action Plan will be reviewed as part of the quarterly TRG meetings.

4 Travel Plan Measures

4.1 Introduction

4.1.1 This section sets out a range of measures and procedures which will be put in place by SZC Co. to deliver the mode share targets for the workforce journey to work at the main development site and associated development sites.

4.2 Walk and cycle measures

4.2.1 SZC Co. will implement the following measures in relation to encouraging walking and cycling. SZC Co. will take into account any relevant advice or further measures to encourage walking and cycling provided by the TRG.

a) **Providing accommodation in close proximity to the main development site**

4.2.2 Whilst the remote nature of the Sizewell C site has some advantages for the location of a nuclear power station, it does not make it favourable for construction workers to walk and cycle to work.

4.2.3 From a transport perspective, the benefit of the 2,400-bed accommodation campus on the main development site is that it would greatly reduce the number of journeys to work on the highway network as well as the time associated with travelling to/from the construction site. At peak construction it would result in nearly 30% of the workforce living and working in close proximity, rather than needing to travel to and from the main development site. The residents of the campus will be able to walk to work as the site entrance, which would be just outside the campus boundary.

4.2.4 There is also proposed to be a 400-pitch caravan site at LEEIE in Leiston, which would provide temporary accommodation for 600 construction workers. Whilst a bus service is proposed from the LEEIE to the main development site, some workers staying at the caravan site may choose to walk or cycle to work. A safe walk/cycle route is being provided by SZC Co. along Lover's Lane, which will enable workers living at the caravan site to walk or cycle to work.

b) **Walk and cycle improvements**

4.2.5 Walking and cycling improvements have been incorporated within the proposals where practical to encourage walk and cycling as a mode of transport for the construction workforce.

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4.2.6 In the vicinity of the main development site the following improvements are proposed:

- Pedestrian and cycle access to the Sizewell C main development site would be via a new roundabout on the B1122. The proposed design includes a signalised toucan (to assist pedestrians and cyclists) and pegasus crossings (to assist equestrian users) on the B1122 north and Eastbridge Road arms.
- A shared footway/cycleway would run along the north side of the primary access road extending into the Sizewell C main development site. This would connect with a new footway/cycleway and bridleway on Eastbridge Road and would be the principle pedestrian and cycle route to/from the Sizewell C main development site.
- For pedestrians, cyclists and equestrians wishing to travel north towards Eastbridge and Westleton Walks, an off-road footway/cycleway and bridleway to the north of the roundabout would connect into the realigned Eastbridge Road where it would run along the east side of Eastbridge as far as the northern end of Bridleway 19 (E-363/019/0).
- A new north-south off-road bridleway, cycleway, and footway would be provided between Sizewell Gap in the south and Eastbridge Road in the north, connecting with the Suffolk Coastal Cycling Route. The route would create a new off-road walking, riding and cycling route between Leiston, LEEIE, the Sizewell C main development site access and Eastbridge. The route would enable workers living in Eastbridge and Leiston to access safely the Sizewell C main development site on foot or by bicycle. It would also enable workers living in the accommodation campus to access Leiston town centre on foot or by bicycle.
- SZC Co. will also provide funding for walk and cycle improvements, which would be secured through obligations in a Section 106 Agreement, provided in the draft **Section 106 Heads of Terms** which are appended to the **Planning Statement** (Doc Ref. 8.4). The following funding is proposed to be secured:
 - a Leiston Transport Contribution to fund pedestrian, cycle and public realm improvements in Leiston;
 - a Wickham Market Transport Contribution to fund pedestrian, cycle and public realm improvements in Wickham Market;

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- a Cycle Network Connectivity Fund to fund enhancements to the local cycle network to encourage construction workers to cycle to work; and
- a Public Right of Way Fund to fund improvements to the existing public rights of way network.

c) **Cycle parking**

4.2.7 SZC Co. will provide secure, sheltered cycle parking for the construction workforce at the main development site in order to encourage cycling to work. The number of spaces is to be agreed with SCC prior to commencement of construction.

4.2.8 In addition, the following cycle parking spaces are proposed at the associated development sites:

- 120 cycle parking spaces at the accommodation campus;
- 20 cycle parking spaces at the northern park and ride facility; and
- 20 cycle parking spaces at the southern park and ride facility.

4.2.9 Cycle parking utilisation will be monitored by the transport co-ordinator and further cycle parking will be provided, where necessary. Amendments to the provision of cycle parking will be subject to the review process set out in **Section 5** of this **CWTP**.

d) **Storage and shower facilities**

4.2.10 Shower, changing, and storage facilities are proposed for construction workers at the main development site. The facilities would mean that any worker who walks or cycles directly to the main development site would be able to wash, change, and store their clothes.

e) **Bicycle user group**

4.2.11 If through the monitoring and review process demand from the construction workforce is identified, SZC Co. proposes to establish a bicycle user group to enable a channel for cyclists to discuss any issues with the transport co-ordinator that they would like to be addressed. Any existing workers at Sizewell B who cycle to work would also be invited to join the bicycle user group.

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f) **Cycle repair equipment**

4.2.12 Cycle repair equipment will be provided at the main development site and associated development sites in case a cyclist needs to make an emergency repair to their bicycle.

g) **Walk and cycle information**

4.2.13 SZC Co. will provide the Sizewell C construction workforce with information with regard to walk and cycle facilities as well as the benefits of active travel. This is set out in the Communication Strategy later in this section.

4.3 **Bus Measures**

a) **Direct bus services**

4.3.1 SZC Co. will provide a range of direct bus services to the main development site from key locations where there are concentrations of workers.

4.3.2 All direct bus services will operate to timetables designed to meet the requirements of the shift patterns and the workforce, with additional services to meet demand at peak periods and, on some routes, regular but lower frequency services at off-peak periods.

4.3.3 The bus timetables and routes will be subject to ongoing refinement during the construction phase to adapt to the number and distribution of the workforce. This will be at the discretion of SZC Co. and the transport co-ordinator and changes to direct bus services would not need to be approved by the TRG. However, the quarterly TRG monitoring report will include information on direct buses and patronage.

4.3.4 All direct bus services will be provided exclusively for the movement of the construction workforce, SZC Co. personnel, and business visitors to the main development site and will be free of charge. This will provide a clear financial benefit to encourage workers to use the services provided and will ensure that the services efficiently move workers to and from the main development site.

b) **Park and ride facilities**

4.3.5 In the early years, a park and ride facility is proposed to be provided at LEEIE with 600 parking spaces. Park and ride buses will travel between LEEIE and the main development site.

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- 4.3.6 The LEEIE park and ride facility will be utilised ahead of the northern and southern park and ride facilities at Darsham and Wickham Market being delivered. Once the northern and southern park and ride facilities and the main site car park are available, the LEEIE park and ride facility will no longer be required.
- 4.3.7 It is proposed to provide two park and ride facilities to support the construction phase of the Sizewell C Project. The northern park and ride facility is to be located at Darsham and the southern park and ride facility is to be located at Wickham Market. There are 1,250 proposed car parking spaces at both the northern and southern park and ride facilities.
- 4.3.8 The locations were chosen with the aim of intercepting construction workforce traffic at strategic locations to reduce traffic through the towns and villages closer to the main development site.
- 4.3.9 The following principles will be adopted for the park and ride facilities:
- Any worker living within 800 metres (m) of a park and ride facility will be expected to walk or cycle to that site and would, except in exceptional circumstances (e.g. ill health or disability), not be issued with a parking permit.
 - Cycling will be encouraged and secure cycle parking will be provided at the park and ride facilities.
 - Secure parking for motorcycling and mopeds will be provided at the park and ride facilities.
 - Car sharing will be encouraged as set out later in this section.

4.4 Rail measures

a) Rail shuttle service

- 4.4.1 It is proposed to provide a bus pick-up point at Saxmundham railway station to enable workers wishing to travel by rail to complete their journey to and from the main development site. It is envisaged that the bus serving the rail station will also be used by workers living within walk or cycle distance of the station.

b) Rail information

- 4.4.2 SZC Co. will provide information regarding available rail services, including onward bus connections to the main development site, to all workers within

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the Sizewell C Travel Plan Pack. This is set out in the Communication Strategy later in this section.

4.5 Motorcycle Measures

a) Motorcycle parking

4.5.1 SZC Co. will provide motorcycle parking at the park and ride facilities to encourage workers to motorcycle to work.

4.5.2 The proposed motorcycle parking provision at the park and ride sites is 80 spaces at the northern park and ride site and 80 spaces at the southern park and ride site.

4.5.3 Motorcycle parking utilisation will be monitored by the transport co-ordinator and increased parking provision considered where necessary.

b) Storage and shower facilities

4.5.4 Shower, changing, and storage facilities are proposed for workers at the main development site and as such, any worker that motorcycles to a park and ride site and continues their journey to work by park and ride bus, will be able to store their clothes and accessories (e.g. helmet, leather clothing) at work and have a shower.

c) Road safety improvements

4.5.5 Workers using a motorcycle would benefit from the proposed road safety improvements as part of the Sizewell C Project.

d) Motorcycle Information

4.5.6 SZC Co. will provide information regarding motorcycle rules and provision to all workers within the Sizewell C Travel Plan Pack. This is set out in the Communication Strategy later in this section.

4.6 Car Share Measures

a) Car share scheme

4.6.1 The fundamental component of any car sharing scheme is how to match potential sharers. A car share scheme will be implemented by SZC Co. allowing workers to search for matches amongst their colleagues.

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b) Car share priority parking spaces

4.6.2 Priority car parking spaces will be provided at the main development site and the park and ride facilities in order to encourage construction workers to car share.

4.7 Parking Measures

a) On-site parking constraint

4.7.1 The management of car parking spaces on site, together with the provision of free buses, is a fundamental part of the **CWTP** to reduce car-based trips on the local highway network.

4.7.2 It is proposed to provide a 1,000-space car park at the main development site. SZC Co. will implement a permit system to actively manage parking. The number of parking spaces means that at peak construction, only 12% of the construction workforce will be able to park at the main development site. This restricted number of spaces, as well as the proposed parking control measures, will act to reduce the impact of construction workforce trips on the local highway network.

b) Parking permits

4.7.3 During the construction phase of the Sizewell C Project, SZC Co. will operate three different kinds of parking permits:

- parking permits for on-site parking at the main development site;
- parking permits for the park and ride sites; and
- parking permits for the car park at the Sizewell C accommodation campus.

4.7.4 In each case, the issuing of parking permits will be carefully controlled and monitored to ensure effective enforcement of the approach to travel planning.

4.7.5 A key parking control measure is that only workers living inside the area bounded by the A12, River Blyth, and River Deben (except those living in the Leiston area) will be issued a parking permit for the main development site on-site parking. Workers without a parking permit (including those living in the Leiston area) will need to use one of the park and ride sites, a rail pick-up, a direct bus service, or walk or cycle to the main development site.

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4.7.6 For those workers allocated to a park and ride site, the principles set out in **Section 4.3** of this **CWTP** will apply. The issue of parking permits for each park and ride site will be recorded, controlled, and monitored. Workers will be required to display their parking permit when entering a park and ride site. Any construction workers leaving the Sizewell C Project, or moving to campus accommodation, will be required to surrender their park and ride parking permit.

4.7.7 It should be noted that some workers will not be certain at the time of induction on how they plan to travel to the park and ride site and there are also likely to be some workers who would have mixed mode plans, e.g. they may plan to cycle in summer when there are extended hours of daylight but drive in winter. The parking permit allocation policy will need to accommodate these variations in a managed way while seeking to encourage the use of non-car modes as far as possible.

c) **Fly parking**

4.7.8 Fly parking will be monitored by SZC Co. and reviewed by the TRG through the process set out in **Section 5** of this **CWTP**. The proposed approach to tackle fly parking is for SZC Co. to employ a patrol team to carry out daily patrols to identify possible cases of fly parking.

4.7.9 Workers will be provided with Driver Rules that must be adhered to. The Worker Code of Conduct will set out a disciplinary process relating to fly-parking. Where a worker's vehicle is proven to be fly-parking, SZC Co. will adopt a 'three strikes' disciplinary process with escalation to higher levels of management at each stage. Ultimately this process could lead to the removal of an individual worker from the Sizewell C Project.

4.8 **Communication Strategy**

a) **Induction process**

4.8.1 All workers involved in the construction of the Sizewell C Project will be required to attend an induction session prior to commencing work.

4.8.2 The induction process is proposed to cover a number of security and safety aspects of working on the Sizewell C Project. A specific session during the induction process will cover transport issues and in particular will:

- Explain the overall transport strategy being adopted for the Sizewell C Project and the strong reliance on bus services for the movement of the workforce.

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- Explain the on-site parking that would be available at the main development site and the procedures which apply for the allocation of permits for these spaces.
- Explain the Driver Rules and Worker Code of Conduct.
- Explain the importance of compliance with the **CWTP** and the potential consequences of non-compliance.

b) **Travel plan pack**

4.8.3 It is proposed that at induction, each worker will also be issued with a Sizewell C Travel Plan Pack which will contain the following information:

- A summary of the information on the **CWTP** presented at induction.
- Up-to-date timetables for all direct and park and ride bus services serving the main development site.
- Information on local bus services and rail timetables.
- Information on walk and cycle routes.
- Information on motorcycling and where people can park.
- Information to encourage and facilitate car sharing arrangements, including details of the car share scheme.
- Promotional literature within the Sizewell C Travel Plan Pack covering such things as the benefits of walking and cycling and cost saving associated with car sharing.
- Information for non-home-based workers undertaking journeys to and from their permanent residence and how this could be undertaken using sustainable travel modes and/or avoiding peak periods of congestion.

4.8.4 Information in the Sizewell C Travel Plan Pack is proposed to be updated on a regular basis to ensure it continues to be accurate and relevant to the needs of the construction workforce.

4.8.5 The information supplied will not only enhance adherence to the **CWTP** but will also assist in encouraging the use of sustainable modes in respect of

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non-work trips made by the construction workforce while resident in the local area.

c) **Electronic communication**

4.8.6 It is proposed that during the course of the construction phase, regular information will be made available to construction workers electronically. This information will include:

- updates on bus services, routes, and pick up points;
- updates on walk, cycle, motorcycle, and rail information;
- further details on car sharing or other promotional activity;
- results of monitoring of the **CWTP**; and
- details on any issues and how they are being addressed.

4.8.7 Any other relevant information, news, or alerts with regards to the **CWTP** is also proposed to be provided to the construction workforce.

d) **Transport information points**

4.8.8 A facility will be provided on the main development site for construction to enable workers to make queries about transport issues and arrangements. In addition, the workers will be able to ask transport related questions with regard to their journey to work to SZC Co. staff working at the park and ride sites and accommodation campus.

4.9 **Contractual conditions**

4.9.1 The requirement for compliance with the **CWTP** is proposed to be imposed as a condition of contract on all contractors appointed to work on the Sizewell C Project. These requirements effectively limit the modes by which a construction worker would travel to and from the main development site to the following options:

- car travel for the limited number of workers allocated a permit for one of the 1,000 on-site parking spaces, or are car-sharing with one of those workers;
- walking or cycling for those workers who live sufficiently close to the main development site and wish to travel by this mode;

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- walking for those workers resident at the accommodation campus; and
- park and ride, direct buses, or rail shuttle for all other workers not in one of the above categories.

4.10 Summary

4.10.1 Taken together, these measures demonstrate SZC Co.'s commitment to the delivery of the transport strategy associated with the Sizewell C Project and effective implementation of the **CWTP** and provide confidence that the approach proposed will operate successfully in practice. The approach adopted will continue to be refined as the Sizewell C Project progresses and in the light of experience. The review procedures which will be adopted are set out in **Section 5** of this **CWTP**.

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5 Monitoring and Review

5.1 Introduction

5.1.1 The **CWTP** will require monitoring, review, and revision to ensure it remains effective. All monitoring will be the responsibility of SZC Co. The review of the **CWTP** will be undertaken in consultation with the TRG.

5.2 Monitoring strategy

5.2.1 Monitoring will include:

- the extent to which all of the mode share and other targets set out in this **CWTP** have been achieved and/or are reasonably likely to be achieved; and
- provision of a Travel Plan Report to the TRG every calendar quarter, unless otherwise agreed by the TRG in accordance with this **CWTP**.

a) Data collection

5.2.2 The following data is proposed to be collected for the main development site and park and ride sites in order to monitor the **CWTP**:

- mode share;
- car, cycle and motorcycle parking utilisation;
- patronage on each bus service;
- car share scheme enrolment;
- number of parking permits issued; and
- fly parking.

5.2.3 It is anticipated that the **CWTP** data to be reported in the quarterly TRG report will be collected as follows:

- Mode share: travel plan workforce survey supplemented by smart card data.

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- Cycle and motorcycle space utilisation: quarterly surveys to monitor use against supply.
- Bus patronage: a form of smart card system will be developed to monitor the bus service usage for each worker. This information will also enable any serious or persistent issues of non-compliance with the bus strategy to be identified and addressed.
- Car share scheme enrolment: records of car share scheme.
- Parking permits issued by site: records of parking permits.

5.2.4 It should also be noted that any information captured will need to be subject to compliance with any relevant data protection legislation.

5.2.5 In addition to the data collection set out above, a formal annual staff travel survey will be undertaken. The survey format will be agreed with the TRG. The results will be shared with the TRG as part of the monitoring report.

b) **Monitoring frequency**

5.2.6 A monitoring report will be produced every 3 months from the commencement of the construction works, unless otherwise agreed by the TRG. The format of the monitoring report will be agreed with the TRG prior to commencement of the Sizewell C Project.

5.2.7 The monitoring report will be available to TRG members at least three working days in advance of the TRG meeting.

5.3 **Review**

a) **TRG review**

5.3.1 SZC Co. will monitor progress against the mode share targets set out in this **CWTP**. Mode shares will be reported to the TRG and the review by the TRG will consider whether:

- SZC Co. is meeting or on track to meet the mode share targets and no amendments to the Action Plan or mode share targets are required;
- SZC Co. is not on track to meet the mode share targets and additional measures are needed, which would be funded by the Transport Contingency Fund, see draft **Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4); and

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- SZC Co. is not on track to meet the mode share targets but no further action should be taken either because there are remedial actions already in train or because any reasons for divergence from the mode share split are reasonable and legitimate.
- 5.3.2 The TRG and transport and traffic groups will also play an important role in providing feedback on the implementation of the **CWTP** and any issues associated with it.
- 5.3.3 Where it is considered by SZC Co. that, in the light of monitoring information or feedback from the TRG or local transport and traffic groups, there is a need to amend or update the **CWTP**, SZC Co. would submit an amended **CWTP** to the TRG for approval.
- 5.3.4 The scope of the TRG, including its authority to agree amendments to the **CWTP**, will be set out in the Section 106 Agreement (see the draft **Section 106 Heads of Terms** provided as an appendix to the **Planning Statement** (Doc Ref. 8.4)).
- b) [SZC Co. review](#)
- 5.3.5 In addition to the TRG review process, internal SZC Co. meetings will take place to discuss the **CWTP**. Continual monitoring and review will be particularly important for a range of reasons. For example, it would be necessary to continually monitor the overall level of demand for and frequency of bus services, the demand for parking, and to consider any emerging issues of compliance, as well as monitoring the overall level of efficiency of implementation of the **CWTP** as a whole.

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6 Enforcement

6.1 Introduction

6.1.1 This section provides a summary of the mechanisms that will ensure compliance with the **CWTP**.

6.1.2 The enforcement of the **CWTP** is considered under the following headings:

- **Best Practice:** SZC Co. is under scrutiny from stakeholders and the community to adhere to the requirements of the **CWTP** and demonstrate best practice. SZC Co. will instigate management practices with its contractors to ensure compliance.
- **Contractual Conditions:** SZC Co. will use contractual conditions to ensure compliance with the **CWTP** (e.g. Worker Code of Conduct).
- **Default Mechanisms:** Should the **CWTP** fail to meet the targets then corrective measures will be taken.
- **Transport Contingency Fund:** A contingency fund will be secured through a Section 106 Agreement, as set out in the draft **Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4). This contingency fund could be used to implement additional measures should they be required, based on the TRG monitoring and review process.

6.2 Best practice

6.2.1 SZC Co. will use internal management procedures to ensure compliance with the requirements of the **CWTP** including:

- **Contractor kick off meetings:** contractors reminded of SZC Co.'s standards and expectations as set out in contract documentation;
- **Induction:** worker induction to include briefing on **CWTP** and Worker Code of Conduct; and
- **Learning reports:** incidences of potential breaches or non-compliance with the **CWTP** will be investigated.

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6.3 Contractual conditions

6.3.1 Upon appointment, each contractor will have within their contract a condition of contract to comply with the **CWTP**. Non-compliance could lead to sanctions and enforcement measures by SZC Co.

6.4 Default mechanisms and contingency fund

6.4.1 SZC Co. is committed to implementing a comprehensive transport strategy and package of travel plan measures in order to meet the mode share targets.

6.4.2 Notwithstanding this, it should be recognised that the Sizewell C Project is a major and complex construction project within a rural location and the mode share targets are ambitious. As such there may be a need to implement further measures in order to meet the targets.

6.4.3 In the event that the objectives and targets in this **CWTP** are not achieved, there is a transport contingency fund available, see draft **Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4), to draw on for the purpose of implementing additional measures should these be required. The fund is available for two purposes in relation to the **CWTP**:

- to introduce additional measures considered appropriate by the TRG to improve modal split if the mode share targets are not achieved or are not on track to be achieved; and
- to address any unforeseen issues that arise on the local road network. This could include issues such as rat running, fly parking, and the like.

6.4.4 The range of measures that the funding could be spent on includes, but is not restricted to, the following:

- improvements to the communication strategy;
- provision of additional sustainable infrastructure/measures;
- traffic management measures to offset identified problems;
- additional signing to assist/prevent vehicle movements on certain routes (i.e. rat running);
- introduction of controlled parking areas; and

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- introduction of physical measures on the highway to address specific problems.

6.4.5 The decision on whether money from the fund should be used will be at the discretion of the TRG as set out in **Section 5** of this **CWTP**.

APPENDIX 1.A: ACTION PLAN

Initial list of early actions to implement

Element	Action
Communication	Prepare Travel Pack.
	Establish Sizewell C intranet site for workers.
	Develop travel input to induction process.
Walk and cycle	Order cycle parking.
Bus and rail	Appoint bus operator.
	Work with the bus operator to develop detailed bus timetables, routes and stops.
	Develop park and ride permit scheme including production of permits.
Motorcycle	Order motorcycle parking.
Car share	Research car share scheme options and select a preferred scheme.
	Establish the car share scheme.
Parking	Develop parking permit system for all sites including production of permits.
Monitoring, review and compliance	Appoint Transport Co-ordinator.
	Establish TRG and hold a pre-commencement TRG meeting.
	Put meetings in TRG diaries.
	Agree with TRG and set up a data collection methodology/system.
	Set up the framework for the monitoring report.
	Include Travel Plan requirements within contractor contracts.