



# The Sizewell C Project

## 8.6 Traffic Incident Management Plan (TIMP)

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Revision: 1.0  
Applicable Regulation: Regulation 5(2)(q)  
PINS Reference Number: EN010012

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May 2020

Planning Act 2008  
Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009





# SIZEWELL C PROJECT – TRAFFIC INCIDENT MANAGEMENT PLAN

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## Contents

1	Introduction .....	1
1.1	Background .....	1
1.2	Scope .....	1
1.3	Incident Management Area.....	2
1.4	Structure .....	4
2	Roles and Responsibilities.....	5
2.1	Introduction.....	5
2.2	Roles and responsibilities .....	5
3	Management Structure .....	8
3.1	Introduction.....	8
3.2	Transport review group.....	8
3.3	Transport co-ordinator .....	9
3.4	Transport and traffic groups.....	10
4	Management of Sizewell C HGVs and Buses.....	11
4.1	Introduction.....	11
4.2	Measures to manage HGVs outside of the IMA.....	11
4.3	Measures to manage vehicles within the IMA.....	12
5	Management of Planned and Unplanned Incidents .....	18
5.1	Introduction.....	18
5.2	Planned incidents and events.....	19
5.3	Unplanned incidents .....	20
6	Review .....	22
6.1	TRG review.....	22
6.2	Transport and traffic groups review .....	22
6.3	SZC Co. review .....	22
	References .....	24

## Tables

**None Provided.**



SIZEWELL C PROJECT – TRAFFIC INCIDENT  
MANAGEMENT PLAN

**NOT PROTECTIVELY MARKED**

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**Plates**

Plate 1.1 – Incident management area ..... 3

Plate 4.1 – HGV routes prior to two village bypass and Sizewell link road ..... 13

Plate 4.2 – HGV routes once two village bypass and Sizewell link road are operational..... 15

**Figures**

**None Provided.**

**Appendices**

**None Provided.**

## 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 project means that care needs to be taken with the way in which it is designed, constructed and operated.

1.1.4 This draft **Traffic Incident Management Plan (TIMP)** (Doc Ref. 8.6) accompanies SZC Co.'s application for a Development Consent Order (DCO) to the Planning Inspectorate for the proposed development of Sizewell C. The final **TIMP** will be appended to the Section 106 Agreement and the implementation of the approved **TIMP** 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).

### 1.2 Scope

1.2.1 This draft **TIMP** sets out the management of the Sizewell C construction traffic during an event or incident occurring on either the heavy goods vehicle (HGV) or park and ride bus routes to the main development site. This draft **TIMP** would help minimise potential impacts of traffic associated with Sizewell C construction on response times and delivery of emergency services in the event of an incident.

1.2.2 SZC Co. has no statutory authority in the event of a traffic incident on the road network and a TIMP is not specifically required by Regulation 5 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations (2009) (Ref 1.1). The production of this draft **TIMP** demonstrates SZC Co.'s commitment to work constructively with the highway authorities (Highways England and Suffolk County Council (SCC)) and emergency services in order to manage traffic incidents on the highway network.

1.2.3 This document forms part of a package of transport management documents to assist in the management of transport movements for the Sizewell C

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construction works. The other transport management documents to be implemented for the Sizewell C construction works to complement the **TIMP** are as follows:

- **Construction Traffic Management Plan (CTMP)** (Doc Ref 8.7); and
- **Construction Worker Travel Plan (CWTP)** (Doc Ref 8.8).

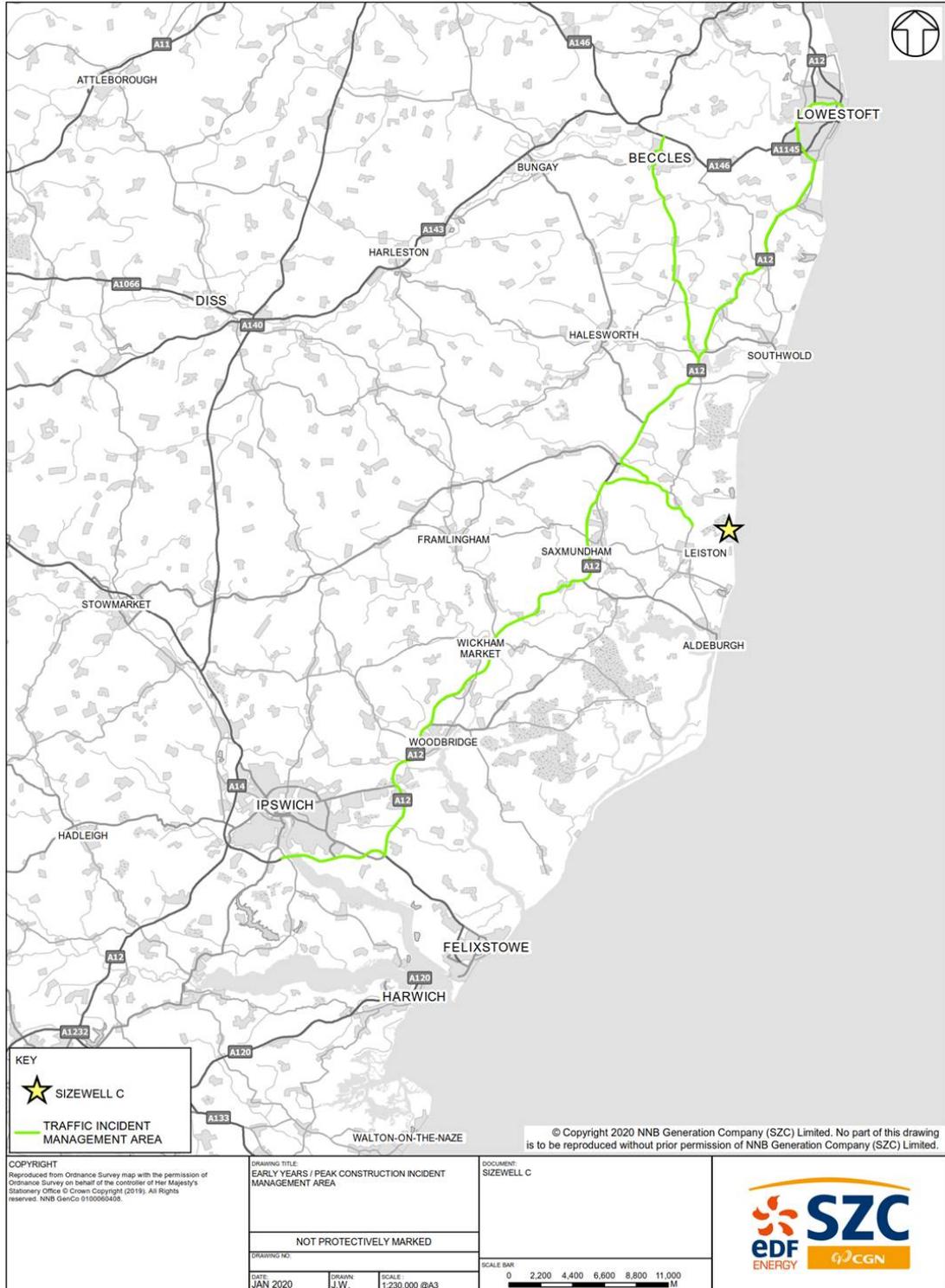
1.2.4 Implementation of the **CTMP** and the **CWTP** will also be secured through the Section 106 Agreement (see the draft **Section 106 Heads of Terms**).

### 1.3 Incident Management Area

1.3.1 The Incident Management Area (IMA) is the geographical area to which this draft **TIMP** relates. The IMA is illustrated in **Plate 1.1** below and includes the following roads, which are to be used by Sizewell C HGVs and, in part, by park and ride buses:

- A14 between junction 56 for Ipswich and junction 58 for the A12;
- A12 between A14 junction 58 at Ipswich and Lowestoft port;
- A145 from Beccles to the A145/A12 junction; and
- B1122 (and subsequently Sizewell link road) between the A12 and the main development site.

Plate 1.1 – Incident management area



## 1.4 Structure

1.4.1 The structure of this draft **TIMP** is as follows:

- **section 2** provides a summary of the roles and responsibilities of SZC Co., the highway authorities and the emergency services with respect to traffic incident management;
- **section 3** sets out the proposed management structure for the **TIMP** and the responsibilities of each stakeholder; and
- **section 4** sets out the infrastructure and measures proposed by SZC Co. to facilitate the management of incidents within the IMA;
- **section 5** identifies the proposes measures to assist with the management of planned and unplanned traffic incidents within the IMA;
- **section 6** sets out the review process for the measures and commitments detailed within the **TIMP**.

## 2 Roles and Responsibilities

### 2.1 Introduction

2.1.1 In developing an effective **TIMP**, it is important to understand the roles that the various organisations would play in incident management within the IMA. In this case, the organisations are:

- The highway authorities (Highways England and SCC);
- The emergency services:
  - Suffolk Constabulary;
  - Suffolk Fire and Rescue Service; and
  - East of England Ambulance Service NHS Trust; and
- SZC Co.

### 2.2 Roles and responsibilities

#### a) Highway authorities

2.2.1 The Traffic Management Act 2004 (TMA) places a network management duty on all highway authorities to ensure road networks are managed effectively to minimise congestion and disruption to traffic.

2.2.2 Highways England is responsible for managing the strategic road network. In Suffolk this is comprised of the A11, A12 south of Ipswich, and the A14.

2.2.3 SCC are the local highway authority and responsible for managing the local highway network in Suffolk.

2.2.4 In the event of an incident on the strategic road network or local road network the role of Highways England or SCC (depending on road hierarchy) is generally to:

- Initiate traffic management strategies on incident impacted facilities.
- Protect the incident scene.
- Provide traffic control.
- Assist motorists with disabled vehicles.
- Provide traveller information.
- Determine road repair needs.

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- Establish and operate alternative diversionary routes.
- Repair highway infrastructure.

b) **Emergency services**

**2.2.5** In the event of an incident, Suffolk Constabulary is often the first organisation to become aware that the highway network is not functioning as it should through reported incidents by the public to their contact and control room. Suffolk Constabulary's key roles and responsibilities in relation to traffic incidents are to:

- Assist with incident detection and verification.
- Secure the incident scene.
- Assist disabled motorists.
- Provide emergency medical aid until help arrives.
- Direct traffic.
- Arrange transportation for the injured.
- Conduct accident investigations.
- Serve as incident commander.
- Safeguard personal property.
- Coordinate clearance and repair resources if requested.
- Supervise scene clearance if requested and dependent on seriousness of incident.

**2.2.6** The contact and control room is the first point of operational command for all major incidents in Suffolk and would contact the other emergency services (i.e. Suffolk Fire and Rescue Service and East of England Ambulance Service NHS Trust), as required, during the management of an incident.

**2.2.7** Suffolk Fire and Rescue Service would assist Suffolk Constabulary at the scene of an incident and its roles and responsibilities would be to:

- Protect the incident scene.
- Provide traffic control until police or local authorities arrive.
- Provide emergency medical care.

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- Provide initial hazardous material response and containment.
- Suppress any fire.
- Rescue crash victims from wrecked vehicles.
- Rescue crash victims from contaminated environments.
- Serve as incident commander, where appropriate.
- Assist in incident clearance if requested and dependent on seriousness of incident.

**2.2.8** Where required, East of England Ambulance Service NHS Trust would attend the scene of an incident. East of England Ambulance Service NHS Trust's roles and responsibilities relate to the triage, treatment, and transport of injured victims, and would be to:

- Provide advanced emergency medical care.
- Determine the destination and transportation requirements for the injured.
- Coordinate the evacuation with fire and police responders.
- Serve as incident commander for medical emergencies.
- Determine approximate cause of injuries for the receiving medical centres.
- Remove medical waste from incident scene.

c) **SZC Co.**

**2.2.9** SZC Co. has no statutory responsibilities in the event of a traffic incident within the IMA. However, depending on the nature of the incident, SZC Co. would assist with incident management planning as set out in **sections 3 and 4** of this draft **TIMP**.

## 3 Management Structure

### 3.1 Introduction

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

3.1.2 The overall management and implementation of the **TIMP** would be the responsibility of SZC Co..

3.1.3 The following groups and individuals would be involved:

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

### 3.2 Transport review group

3.2.1 A transport review group (TRG) will be established with members taken from the key transport stakeholders and SZC Co..

3.2.2 The scope of the TRG in relation to the **TIMP** is proposed to be as follows:

- receive transport monitoring reports from SZC Co. relating to the implementation of the **TIMP**;
- monitor the implementation and effectiveness of the **TIMP**;
- consider the case for, and approve amendments to the **TIMP**;
- consider the use of the Transport Contingency Fund if issues relating to incident management need to be addressed;
- advise SCZ Co. on potential enhancements to the **TIMP**; and
- consider the views and opinions of the transport and traffic groups.

3.2.3 The TRG will have further duties with regards to the **CTMP** and **CWTP**, which are set out in those documents.

3.2.4 The TRG members would comprise:

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

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

3.2.6 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.

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

3.2.8 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)).

### 3.3 Transport co-ordinator

3.3.1 A transport co-ordinator would 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 would be responsible for the management, development and implementation of the **TIMP** and the other transport management plans (i.e. **CTMP** and **CWTP**). The appointment of the travel co-ordinator would 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)).

3.3.2 The transport co-ordinator would have the following transport-related responsibilities related to the **TIMP**:

- monitor the approved **TIMP**;
- report the monitoring of the **TIMP** to the TRG to allow consideration of appropriate mitigation measures and remedial action as required;

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- report to the TRG on relevant feedback from the local transport and traffic groups;
- update the **TIMP** as required in consultation with the TRG; and
- resolve issues and problems through liaison with other parts of SZC Co. and its contractors.

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

3.3.4 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.

## 3.4 Transport and traffic groups

3.4.1 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. With regards to the TIMP, the emergency services will be an important group to provide feedback to the TRG.

3.4.2 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.

3.4.3 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)).

## 4 Management of Sizewell C HGVs and Buses

### 4.1 Introduction

4.1.1 This section summarises the arrangements that are proposed to be implemented by SZC Co. to manage Sizewell C HGVs and buses in relation to incidents within the IMA.

4.1.2 Sizewell C buses are proposed to all route on the local highway network and no buses will route beyond the IMA. Therefore, in the event of an incident in the IMA, all of the buses will need to be managed within the IMA. The vast majority of Sizewell C HGVs will be travelling to and from the main development site from beyond the IMA. Therefore, in the event of an incident in the IMA, some of the proposed HGV measures would seek to restrict HGV movements entering the IMA. As such, this section is structured as follows:

- measures to manage HGVs outside of the IMA; and
- measures to manage HGVs and buses inside of the IMA.

4.1.3 These measures will be secured through the obligation to implement the **TIMP** contained in the Section 106 Agreement (see the **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4)).

### 4.2 Measures to manage HGVs outside of the IMA

#### a) Delivery management system

4.2.1 HGV deliveries to the main development site will be controlled by booking through a web-based delivery management system (DMS). The primary function of the DMS is to regulate the flow of HGVs to the main development site by providing a set number of delivery slots per day. However, depending on the nature and duration of an incident within the IMA, the DMS would enable SZC Co. to communicate with deliveries that have not yet set off on their route to the main development site and reschedule the delivery either later that day or on another day. If a scheduled delivery is cancelled, it would not be counted as HGV delivery/movement number as no delivery/movement would have occurred.

4.2.2 Further details of the DMS are included in the **Construction Traffic Management Plan (CTMP)** (Doc Ref. 8.7). The implementation of the **CTMP** will be secured through the Section 106 Agreement (see the **draft Section 106 Heads of Terms** provided as **Appendix J** to the **Planning Statement** (Doc Ref. 8.4)).

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b) **Live travel information**

4.2.3 Designated HGV routes are proposed by SZC Co., which Sizewell C HGVs would need to adhere to throughout the construction phase. The proposed Sizewell C HGV routes are set out later in this section.

4.2.4 However, beyond these designated Sizewell C HGV routes, haulage companies and their drivers would be responsible for planning their own journeys to the main development site, including checking live travel information and planning the most appropriate route whilst being restricted to delivery slots allocated by the DMS. SZC Co. would notify deliveries in the event that there is an incident within the IMA which requires action.

4.3 **Measures to manage vehicles within the IMA**

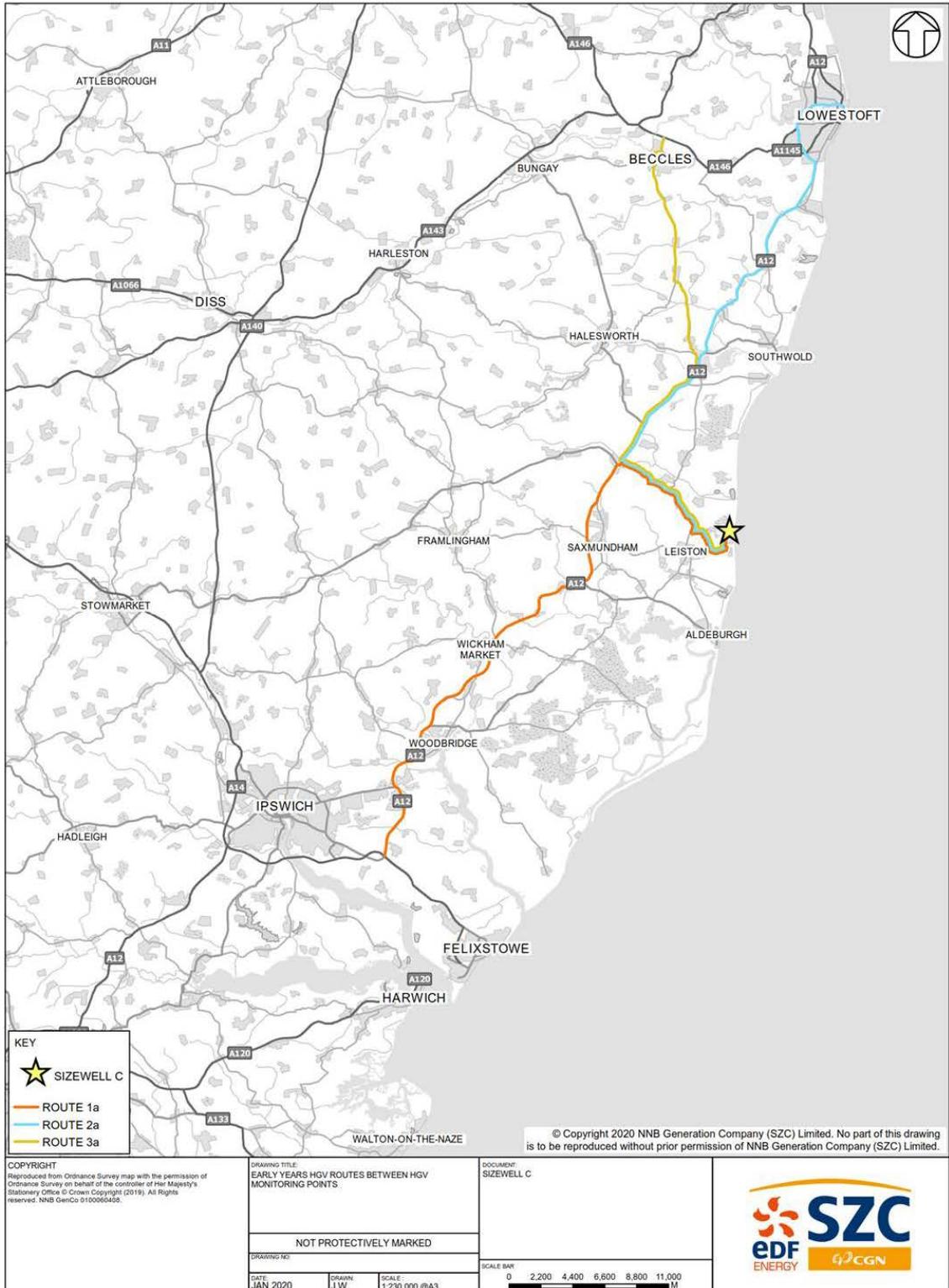
a) **HGV routes**

4.3.1 Sizewell C HGVs will be required to use the designated HGV routes and will be monitored for compliance.

4.3.2 During the early years, HGVs to and from the main development site will be required to use the following routes, which are illustrated in **Plate 4.1**:

- Route 1a: HGV route from the A12/A14 junction at Seven Hills via the A12 to the A12/B1122 junction and then along the B1122 and Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.
- Route 2a: HGV route from Lowestoft Port via the A12 to the A12/B1122 junction and then along the B1122 and Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.
- Route 3a: HGV route from Beccles (at A145/A146 junction) via the A145 to the A145/A12 junction, then along the A12, to the A12/B1122 junction, and then along the B1122 and Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.

Plate 4.1 – HGV routes prior to two village bypass and Sizewell link road



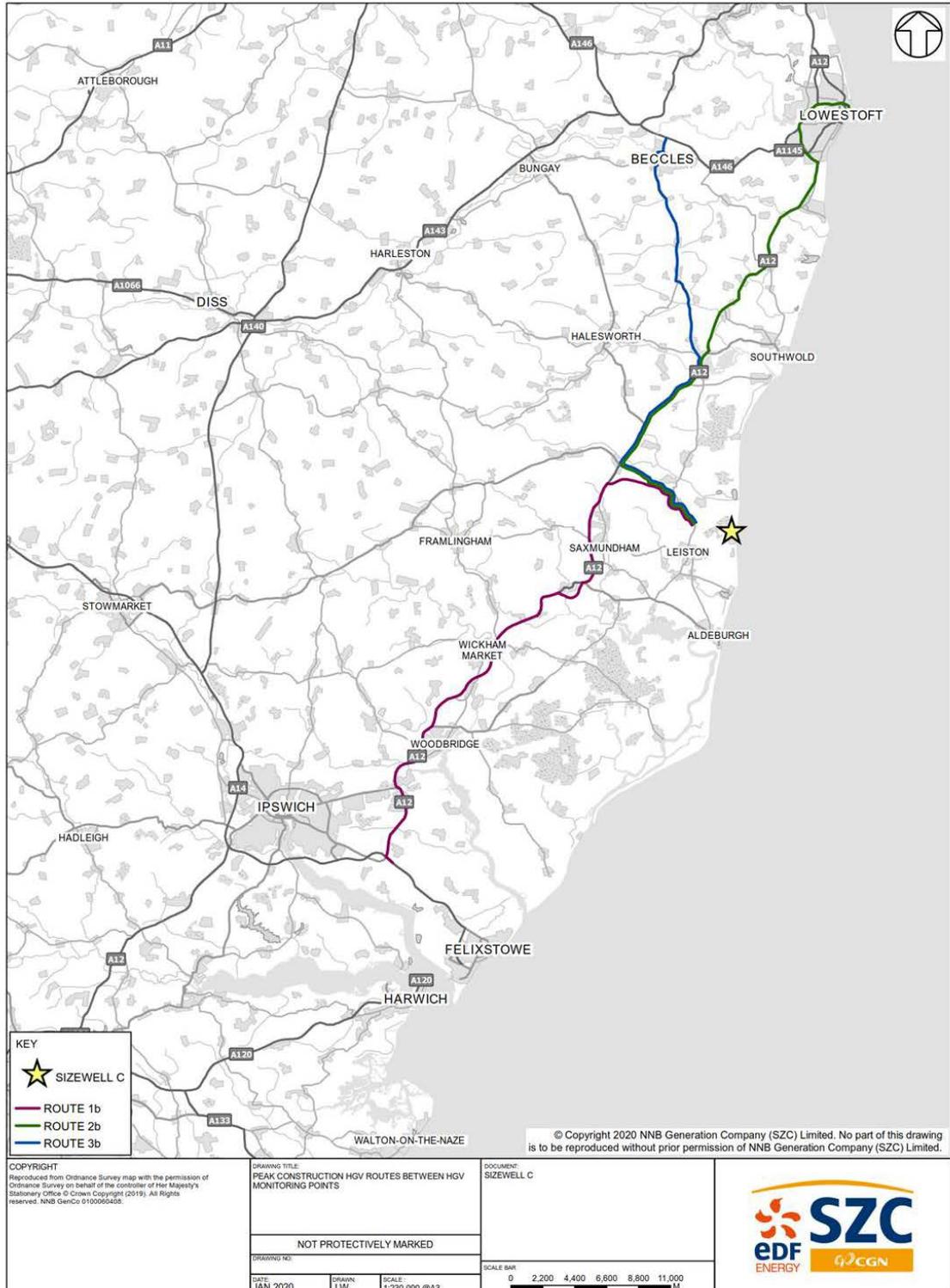
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4.3.3 Once the two village bypass, Sizewell link road, and main development site access are in place, the HGV routes would change to the following roads, which are illustrated in **Plate 4.2**:

- Route 1b: HGV route from the A12/A14 junction at Seven Hills via the A12 (two village bypass) to the junction of A12/Sizewell link road and then along the Sizewell link road to the main development site access.
- Route 2b: HGV route from Lowestoft Port via the A12 to the A12/B1122 junction and then along the B1122 to the Middleton Moor link road, which connects to the Sizewell link road and then along the Sizewell link road to the main development site access.
- Route 3b: HGV route from Beccles (at A145/A146 junction) via the A145 to the A145/A12 junction, then along the A12 to the A12/B1122 junction, and then along the B1122 to Middleton Moor link road which connects to the Sizewell link road and then along the Sizewell link road to the main development site access.

Plate 4.2 – HGV routes once two village bypass and Sizewell link road are operational



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b) Freight management facility

4.3.4 It is proposed to provide a freight management facility at Seven Hills to manage HGVs during the construction phase of the Sizewell C Project. The primary function of the freight management facility is to control the pattern of deliveries to the main development site. However, in the event of an incident within the IMA, it could also be used to temporarily hold HGVs. The freight management facility has the capacity to hold 154 HGVs.

4.3.5 HGVs would be held at the freight management facility until Suffolk Constabulary, Highways England, or SCC have communicated that the incident has been cleared or an alternative route has been confirmed.

c) Traffic incident management area

4.3.6 A traffic incident management area (TIMA) for HGVs will be located at the southern park and ride facility. This will only be used in the event of disruption further north along the A12 (i.e. north of the southern park and ride facility), in which case HGVs travelling towards Sizewell C will be diverted to wait in the holding area until such time as the disruption has cleared. The layout of the TIMA has not been determined at this stage, but it is estimated that in the event of an incident there would be sufficient hardstanding area to accommodate circa 90 HGVs, discounting areas required for access, egress, and circulation.

4.3.7 HGVs would be held at the TIMA until Suffolk Constabulary or SCC have communicated that the incident has been cleared or an alternative route has been confirmed.

d) HGV monitoring

4.3.8 The HGVs routing to the main development site are proposed to be monitored along the proposed Sizewell C HGV routes. The technology to be used to monitor compliance with the HGV routes is to be agreed with SCC and Highways England prior to commencement of construction. The HGV routes are likely to be monitored using either global positioning system (GPS) or automatic number plate recognition (ANPR) technologies or a combination of the two technologies.

e) Park and ride facilities

4.3.9 Two park and ride facilities are proposed: a southern park and ride facility at Wickham and a northern park and ride facility at Darsham. The primary function of the park and ride facilities is to intercept construction workforce car trips and transport workers to the main development site by bus. However, in the event of an incident within the IMA, when required, the park

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and ride facilities could also be used to temporarily hold buses. There would be 10 bus holding spaces at each of the park and ride facilities.

- 4.3.10 Buses would be held until Suffolk Constabulary or SCC have communicated that the incident has been cleared or an alternative route has been confirmed.

f) **Divert vehicles**

- 4.3.11 Sizewell C HGVs would be required route along the designated HGV routes unless temporarily instructed not to by the highway authority (Highways England or SCC) or Suffolk Constabulary and instructed to use diversionary routes.

- 4.3.12 In respect of any given incident, Sizewell C buses would use any diversionary routes directed by or agreed with the SCC or Suffolk Constabulary to ensure that onward travel to and from the Sizewell C for the workforce is maintained wherever possible.

g) **Communication**

- 4.3.13 SZC Co. will maintain a site-based delivery management team as a contact point for contractors, emergency services, and the highway authorities. This team will help manage and coordinate SZC Co. and its supply chain's response to an incident in the IMA.

- 4.3.14 SZC Co. will establish appropriate communications protocols with the highway authorities and Suffolk Constabulary so that incidents within the IMA can be effectively managed.

- 4.3.15 SZC Co. will establish an appropriate communications protocol for workers, bus drivers transporting construction workers and HGV drivers.

## 5 Management of Planned and Unplanned Incidents

### 5.1 Introduction

5.1.1 This section identifies specific planned and unplanned events that could interrupt the movement of HGVs and buses during the construction of Sizewell C. It also considers these events in relation to the arrangements in **section 4** that SZC Co. proposes to put in place to manage incidents within the IMA.

5.1.2 These events would not be normal everyday occurrences but would be in exceptional circumstances comprising the following:

- a traffic or other similar incident on the highway network that delays HGVs such that they miss their allocated slot or fall outside the permitted delivery hours;
- inclement weather (e.g. high winds, flooding, snow, or ice) that significantly disrupts the normal operation of the highway network; and
- circumstances associated with a mass gathering of people such as festivals, demonstrations, or protests.

5.1.3 Any departure from the agreed Sizewell C HGV and bus movements arising from the exceptional circumstances set out above, would be of a temporary nature until the clearing of the traffic incident/weather or event which generated the departure.

5.1.4 Planned incidents/events identified include:

- closure of Orwell Bridge due to high winds or planned maintenance;
- other planned highway maintenance;
- closure of the Port of Felixstowe due to inclement weather and implementation of Operation Stack;
- Latitude Festival.

5.1.5 Unplanned incidents identified include:

- vehicle breakdown;
- traffic collision;
- obstruction on the highway; and
- suicide/attempted suicide (i.e. on Orwell Bridge).

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## 5.2 Planned incidents and events

### a) Closure of Orwell Bridge and section of A14 between Junction 56 and Junction 57

5.2.1 The Orwell Bridge forms part of the A14 and crosses the Orwell river between junctions 56 and 57. It is subject to both planned and unplanned closures. Planned closures of the bridge usually occur as a result of high winds or maintenance.

5.2.2 For planned closures of Orwell Bridge, it is proposed that Highways England would notify SZC Co. in advance. In accordance with the arrangements SZC Co. proposes to put in place, as set out in **section 4**, SZC Co. would then notify Sizewell C contractors and liaise with Highways England and SCC in relation to appropriate diversionary routes.

### b) Other planned highway maintenance

5.2.3 It is expected that planned maintenance work on the A12, B1122, and other roads carrying appreciable volumes of Sizewell C traffic, could be restricted to overnight and/or weekend. Liaison with SCC will need to be undertaken to understand the planned maintenance programme and potential impact on the Sizewell C Project.

### c) Operation stack

5.2.4 Operation Stack is a procedure used to park (or "stack") HGVs destined for the port of Felixstowe when services across the North Sea are disrupted by bad weather. To anticipate when the port is likely to close, Port Authorities make use of weather forecasts and wind monitoring instrumentation located around the port.

5.2.5 It is understood that Operation Stack is now an infrequent occurrence due to the improved capability of the port to hold HGVs on-site. Notwithstanding this, should Operation Stack be put in place, HGVs destined for the port of Felixstowe would be stacked along Old Felixstowe Road in the vicinity of the proposed Sizewell C freight management facility.

5.2.6 In the event of Operation Stack, it is proposed that SZC Co. would be notified by the port of Felixstowe through the existing advance notice procedure used to notify relevant stakeholders and the public. During Operation Stack, SZC Co. would route all Sizewell C HGVs direct to the main development site with no HGVs routing via the freight management facility in order to relieve

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pressure on Old Felixstowe Road. This would continue until SZC Co. is notified that the port is open.

d) **Latitude festival**

5.2.7 The Latitude festival is an annual music event that takes place in Henham Park over four days in July; usually Thursday, Friday, Saturday, and Sunday. It has a capacity for 40,000 people. Henham Park is off the A12 and north of the A1095.

5.2.8 SZC Co. would liaise with SCC in advance of the festival to understand peak arrival/departure times for the festival and would minimise HGV movements during these times. Sizewell C HGVs would continue to comply with the designated HGV routes during the Latitude festival.

5.3 **Unplanned incidents**

5.3.1 In the event of an unplanned incident that required prolonged closure of a road within the IMA, SZC Co. would provide contractors with the information necessary to contact all drivers with planned arrivals and, where possible, prevent them from entering the IMA. For example, messages can be proactively sent via e-mail and short message services to contractor delivery coordinators to cascade to their drivers and put on the DMS internal messaging board, to inform contractors of incidents and provide instructions on what to do with their deliveries.

5.3.2 The DMS and HGV monitoring system would support incident management in the following ways:

- by controlling the number and frequency of HGVs on the approved HGV routes;
- by holding HGVs at the control points (freight management facility, main development site and TIMA)
- by providing incident messages and instructions maintained by SZC Co. (based on information provided by Suffolk Constabulary, highway authorities, site teams, or delivery drivers);
- by contractors cascading information to their delivery drivers by mobile phone alerts or other means of communication;
- by having a delivery management team based at the main development site to act as contact point for contractors. This team will help manage and coordinate SZC Co.'s response to an incident in the area;



## SIZEWELL C PROJECT – TRAFFIC INCIDENT MANAGEMENT PLAN

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- by the Sizewell C Delivery Coordinator having the ability to amend or cancel bookings in the DMS at any time and all changes automatically being notified to contractors delivering to the Sizewell C. The appointment of the Delivery Coordinator during construction will be secured through the Section 106 Agreement (see **draft Section 106 Agreement** which is provided as **Appendix J** to the **Planning Statement** (Doc Ref. 8.4)).

## 6 Review

### 6.1 TRG review

6.1.1 The review process for the measures and commitments detailed within the **TIMP** will be through the TRG, who would be responsible for reviewing and approving any amendments to the TIMP required during the construction of Sizewell C.

6.1.2 The TRG will meet every three months throughout the construction phase and a transport monitoring report will be provided to the TRG three days prior to the meeting.

6.1.3 The TRG meetings will discuss the monitoring reports and agree any refinements to the **TIMP** that are required. The following will be discussed at each TRG meeting:

- discuss recorded incidents in the IMA during that quarter and the performance and effectiveness of the incident management measures employed;
- discuss any required variations to the **TIMP**; and
- agree information that can be disseminated to the local transport and traffic groups and other interested parties.

6.1.4 The scope of the TRG, including its authority to agree amendments to the TIMP, 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)).

### 6.2 Transport and traffic groups review

6.2.1 It is proposed that an emergency services group will be formed to discuss the **TIMP** and report to the TRG. SZC Co. will liaise with the emergency services to agree the proposals for the formation, terms of reference, and membership of this group, which would be submitted to the TRG for approval.

### 6.3 SZC Co. review

6.3.1 In addition to the TRG review process, regular internal SZC Co. meetings will take place to discuss the **TIMP**. It is envisaged that the meetings are likely to take the following format:



## SIZEWELL C PROJECT – TRAFFIC INCIDENT MANAGEMENT PLAN

### NOT PROTECTIVELY MARKED

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- Monthly meetings: a review of any issues in the previous month and minor amendments made if required for the subsequent month to ensure compliance with the **TIMP** and maximum efficiency.
- Weekly meetings: a review of the incidents in the previous week and ensuring that the priorities of the Sizewell C Project are being met.
- Planned incident meetings: a review of the planned incidents incorporating any measures required.



## References

- 1.1 Regulation 5 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations (2009)