



The Sizewell C Project

8.7 Construction Traffic Management Plan (CTMP)

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Contents

1	Introduction	1
1.1	Background.....	1
1.2	Scope.....	1
1.3	Objectives	2
1.4	Structure of plan	2
2	Management Structure	3
2.1	Introduction	3
2.2	Transport review group.....	3
2.3	Transport co-ordinator.....	4
2.4	Transport and traffic groups	5
3	Freight Movements	6
3.1	Introduction	6
3.2	Vehicle classification	6
3.3	Freight movements	7
3.4	HGV routes	9
3.5	AIL routes.....	15
4	Management Measures and Controls.....	17
4.1	Introduction	17
4.2	Freight strategy principles	17
4.3	Measures to minimise the volume of freight by road.....	17
4.4	Measures to manage HGVs to the main development site.....	19
4.5	HGV Movements to the associated development sites.....	24
4.6	LGV movements	25
4.7	Abnormal loads.....	26
5	Monitoring and Review	27
5.1	Introduction	27
5.2	Monitoring Strategy	27
5.3	Review	29
6	Compliance and Enforcement.....	31
6.1	Introduction	31

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6.2	Best practice.....	31
6.3	Contractual conditions	32
6.4	Default mechanisms.....	32

Tables

Table 4.1: Measures to reduce LGV movements.....	25
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Plates

Plate 3.1: Trunk, county and other principal roads in Suffolk.....	10
Plate 3.2: HGV route prior to two village bypass and Sizewell link road	12
Plate 3.3: HGV routes once two village bypass and Sizewell link road are operational.....	14
Plate 3.4: Highways England heavy load route.....	15

Figures

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 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 Traffic Management Plan (CTMP)** (Doc Ref. 8.7) accompanies SZC Co.'s application for a Development Consent Order (DCO) to the Planning Inspectorate for the proposed development of Sizewell C. The final **CTMP** (Doc Ref. 8.7) will be appended to the Section 106 Agreement and the implementation of the approved **CTMP** 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 **CTMP** (Doc Ref 8.7) sets out SZC Co.'s proposals to manage freight traffic during the construction of the Sizewell C Project.

1.2.2 The **CTMP** (Doc Ref 8.7) deals with the management of all freight traffic (i.e. heavy goods vehicles (HGVs), light goods vehicles (LGVs), and abnormal indivisible loads (AILs)) to the main development site and associated development sites during the construction of the Sizewell C Project.

1.2.3 The suite of management documents to be implemented for the Sizewell C construction works to complement the **CTMP** (Doc Ref 8.7) are as follows:

- **Construction Workforce Travel Plan (CWTP)** (Doc Ref. 8.8); and
- **Traffic Incident Management Plan (TIMP)** (Doc Ref. 8.6).

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1.2.4 The implementation of the **CWTP** (Doc Ref. 8.8) and the **TIMP** (Doc Ref. 8.6) will also be secured through obligations in a Section 106 Agreement, as set out in the draft **Section 106 Heads of Terms** which is provided as **Appendix J** to the **Planning Statement** (Doc Ref. 8.4).

1.3 Objectives

1.3.1 The objectives of this **CTMP** (Doc Ref 8.7) are to:

- Minimise the volume of freight traffic associated with the construction of Sizewell C so far as reasonably practicable.
- Maximise the safe and efficient movement of materials required for Sizewell C so far as reasonably practicable.
- Minimise the impacts both for the local community and visitors to the area using the road network so far as reasonably practicable.

1.4 Structure of plan

1.4.1 The remainder of this draft **CTMP** (Doc Ref. 8.7) is structured as follows:

- **Section 2** sets out the management structure for the **CTMP**;
- **Section 3** summarises the freight movements generated by the Sizewell C Project during the construction phase;
- **Section 4** summarises the proposed measures to manage HGV, LGV and abnormal load movements during the construction phase;
- **Section 5** deals with monitoring and review of the **CTMP**; and
- **Section 6** deals with compliance and enforcement of the **CTMP**.

2 Management Structure

2.1 Introduction

2.1.1 This section sets out the proposed management structure for the **CTMP** (Doc Ref. 8.7) and the responsibilities of each stakeholder.

2.1.2 The overall management and implementation of the **CTMP** (Doc Ref. 8.7) 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 **CTMP** (Doc Ref. 8.7) is proposed to be as follows:

- receive transport monitoring reports from SZC Co. relating to the implementation and operation of the **CTMP**;
- monitor the implementation of and compliance with the **CTMP**;
- consider the case for, and approve amendments to the **CTMP** put forward by the transport co-ordinator;
- consider the use of the transport contingency fund if corrective action is required;
- advise SCZ Co. on potential enhancements to the **CTMP**; 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 **CWTP** (Doc Ref 8.8) 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 **CTMP** (Doc Ref. 8.7) and the other transport management plans (i.e. **CWTP** (Doc Ref 8.8) 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 **CTMP** (Doc Ref. 8.7):

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

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- monitor the success of the **CTMP** against the thresholds;
- report the monitoring of the **CTMP** 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 **CTMP** 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 appoint a Delivery Coordinator during construction of the Sizewell C Project. This appointment would be secured through an obligation in the Section 106 Agreement (see **draft Section 106 Heads of Terms**, provided as **Appendix J** to the **Planning Statement** (Doc Ref. 8.4). SZC Co. will also employ a small team of individuals to assist the Delivery Co-ordinator 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).

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3 Freight Movements

3.1 Introduction

3.1.1 This section summarises the freight movements that are estimated to occur during the construction of the Sizewell C Project, in terms of types of vehicles, estimated number of movements and routing. Further detail is provided in the **Transport Assessment** (Doc Ref 8.5).

3.2 Vehicle classification

3.2.1 The vehicle classifications referred to in this **CTMP** (Doc Ref 8.7) are defined as follows:

- An HGV is defined as all goods vehicles, other than abnormal loads, exceeding a maximum gross weight of 3.5 tonnes (t) (maximum allowable total weight when loaded). These include medium goods vehicles, which have a maximum gross weight between 3.5t and 7.5t. It should be noted that SZC Co. has chosen to adopt a very broad definition of HGVs for the **CTMP** (Doc Ref 8.7), which is any goods vehicle greater than 3.5t. This is much broader than is conventionally the case as an HGV driving licence is only required for vehicles over 7.5t. SZC Co.'s proposed management measures for HGV movements therefore capture a proportion of freight vehicles that would not normally be classified as HGVs.
- An LGV is defined as a van with a maximum gross weight of 3.5t.
- An abnormal load is a vehicle that has any of the following:
 - a 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
- Road based abnormal loads fall into three principal classifications:
 - Special order for the heaviest, widest or longest loads. Any abnormal load greater than 150 tonnes gross vehicle weight or over 6.1m wide or over 30m long is classified as a special order.

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Special orders require five working days' notice to the highway authority and two working days' notice to police.

- Special type General Order (STGO) for loads not in the special order category, but which are over the weight limit for the number of axles, wider than 4.3m or longer than 27.5 m. STGO are sub-divided into three categories depending on the gross weight and axle weight. A further STGO category is used for loads over 5m wide, where 2 weeks notice must be given to Highways England and the notification is made using a VR1 form.
- Construction and Use (C&U) for loads that are not in the STGO category but do not qualify as an HGV movement due to their size (width, length or overhang).
- An AIL is defined as a load that cannot, without undue expense or risk of damage, be divided into two or more loads for the purpose of being carried on a road and that owing to its dimensions and/or weight, cannot be carried on a vehicle complying with the Road Vehicles (Construction and Use) Regulations 1986 (C&U).

3.3 Freight movements

a) HGV movements

3.3.1 During the early years, prior to the implementation of the two village bypass and Sizewell link road, SZC Co. estimates there would be up to 600 two-way HGV movements (i.e. 300 HGV movements in each direction) travelling from the wider highway network to the main development site. It is envisaged that prior to the proposed main development site roundabout access being operational, the majority (circa 75%) of the HGVs travelling to the main development site would route via the Sizewell B entrance, with the remaining HGVs accessing the main development site via the secondary site entrance.

3.3.2 In addition, during the early years, there would be up to 140 two-way HGV movements (i.e. 70 HGV movements in each direction) shuttling between the Land East of Eastlands Industrial Estate (LEEIE) and the main development site. Prior to the main development site access being operational, the HGVs routing between the LEEIE and the main development site would access the main development site via the secondary site entrance.

3.3.3 At peak construction, which is estimated to occur in 2028, the number of HGVs travelling from the wider highway network to the main development

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site on the busiest day would be 1,000 two-way HGV movements (i.e. 500 HGV movements in each direction). On a typical day it is expected that there would be 650 two-way HGV movements per day (i.e. 325 HGV movements in each direction).

3.3.4 In addition, as with the early years, there is estimated to be up to 140 two-way HGV movements (i.e. 70 HGV movements in each direction) shuttling between the LEEIE and the main development site at peak construction.

3.3.5 At peak construction the majority of HGVs would access the main development site via the main site access roundabout on the B1122. However, it is likely that the secondary site entrance would continue to be used by some HGVs from the LEEIE and would remain available to be used as an alternative access in the event of an event or incident disrupting the use of the main site access roundabout.

b) **LGV movements**

3.3.6 LGVs would undertake small-scale deliveries to the main development site during the early years of construction.

3.3.7 During the early years there are estimated to be 250 two-way LGV movements (i.e. 125 LGV movements in each direction) to the main development site.

3.3.8 At peak construction, LGVs would undertake small-scale deliveries to the main development site. Postal deliveries would be required to use the postal consolidation facility located at the southern park and ride site, instead of going to the main development site. The number of LGV movements estimated to be generated per day during the construction peak are:

- Total: 700 two-way LGV movements (350 deliveries):
 - main development site: 75% (525 two-way LGV movements); and
 - postal consolidation facility: 25% (175 two-way LGV movements).

c) **Abnormal load movements**

3.3.9 A beach landing facility (BLF) is proposed to be constructed at the main development site to allow for the delivery of some of the AILs throughout the construction phase and during the operational phase, to remove heavy and oversized loads from the road network.

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- 3.3.10 Once construction of the BLF is complete, annual campaign periods (approximately April to October) are expected for the BLF during construction, for a total of approximately four years. During each annual campaign period, it is estimated that there would be approximately 30 ALL deliveries. This would result in a total of approximately 120 beach landings within the course of the construction period.
- 3.3.11 In addition to the ALLs to be brought in during the construction phase via the BLF, there will also be a need for abnormal loads to be brought in by road. The number of road-based abnormal loads required for the construction phase of the Sizewell C Project is not known at this stage but data from Hinkley Point C has been used to provide an indication for the **CTMP** (Doc Ref 8.7).
- 3.3.12 Based on experience at Hinkley Point C to date, not every day is expected to have an abnormal load delivery by road to the main development site but circa 50–60% of the days may have abnormal load deliveries and during those days the experience from Hinkley Point C suggests that there is likely to an average of 4 abnormal load deliveries per day by road, including on Saturdays.
- 3.3.13 In order to provide an indication of the likely classification of the abnormal loads, data from Hinkley has been reviewed. Of the abnormal loads delivered by road at Hinkley Point C in 2018, 44% were C&U, 14% STGO category 1, 20% STGO category 2, 19% STGO category 3 and 2% were VR1 and 1% special order loads. Only 3% of the abnormal loads were escorted by police, which were all either STGO category 3, VR1 or special order loads. The remaining 97% of the abnormal loads either required no escort (77% of the total abnormal loads) or were privately escorted (20% of the total abnormal loads).
- 3.3.14 Prior to commencement of construction, SZC Co. will submit further information on the envisaged abnormal load deliveries by road to SCC and Highways England. This information will include an estimate of the abnormal loads by road over the construction phase of the Sizewell C Project and how many are envisaged to require a police escort. This will 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).

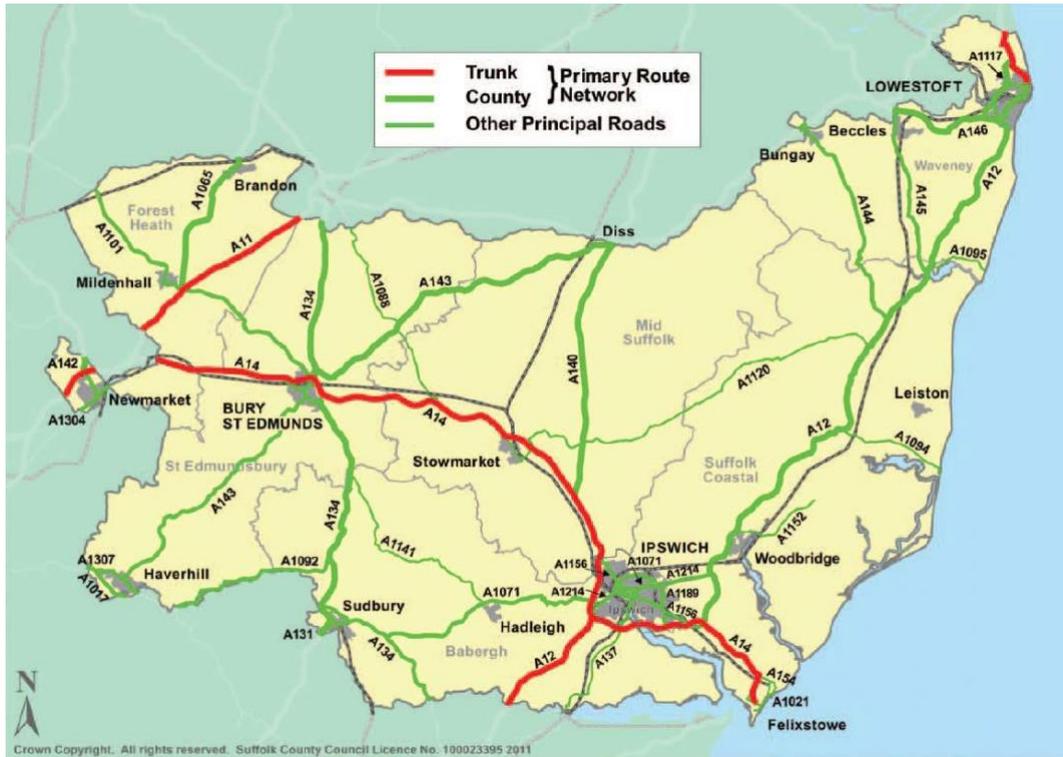
3.4 HGV routes

a) Suffolk principal transport network

- 3.4.1 SCC's Local Transport Plan Part 1 (Ref 2.1) provides information on Suffolk's highway network. **Plate 3.1** shows the trunk, county, and other

principal roads in Suffolk. The A14 and A12 south of the A14 form part of the trunk road network and are managed by Highways England. In the vicinity of the Sizewell C main development site, the A12, A144 and A145 all form part of the County primary route network.

Plate 3.1: Trunk, county and other principal roads in Suffolk



b) Sizewell C construction HGV routes

3.4.2 This section of the **CTMP** summarises the proposed HGV routes to and from the main development site during construction phase of the Sizewell C Project. The proposed HGV routes utilise trunk and county roads that form part of the primary route network as set out in **Plate 3.1**. The exception to this is the B1122, which is classified as a zone distributor route (i.e. a road within a zone serving as a route directly to a location).

3.4.3 During the early years, HGVs to and from the main development site would be required to use the following routes, which are illustrated in **Plate 3.2**:

- **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

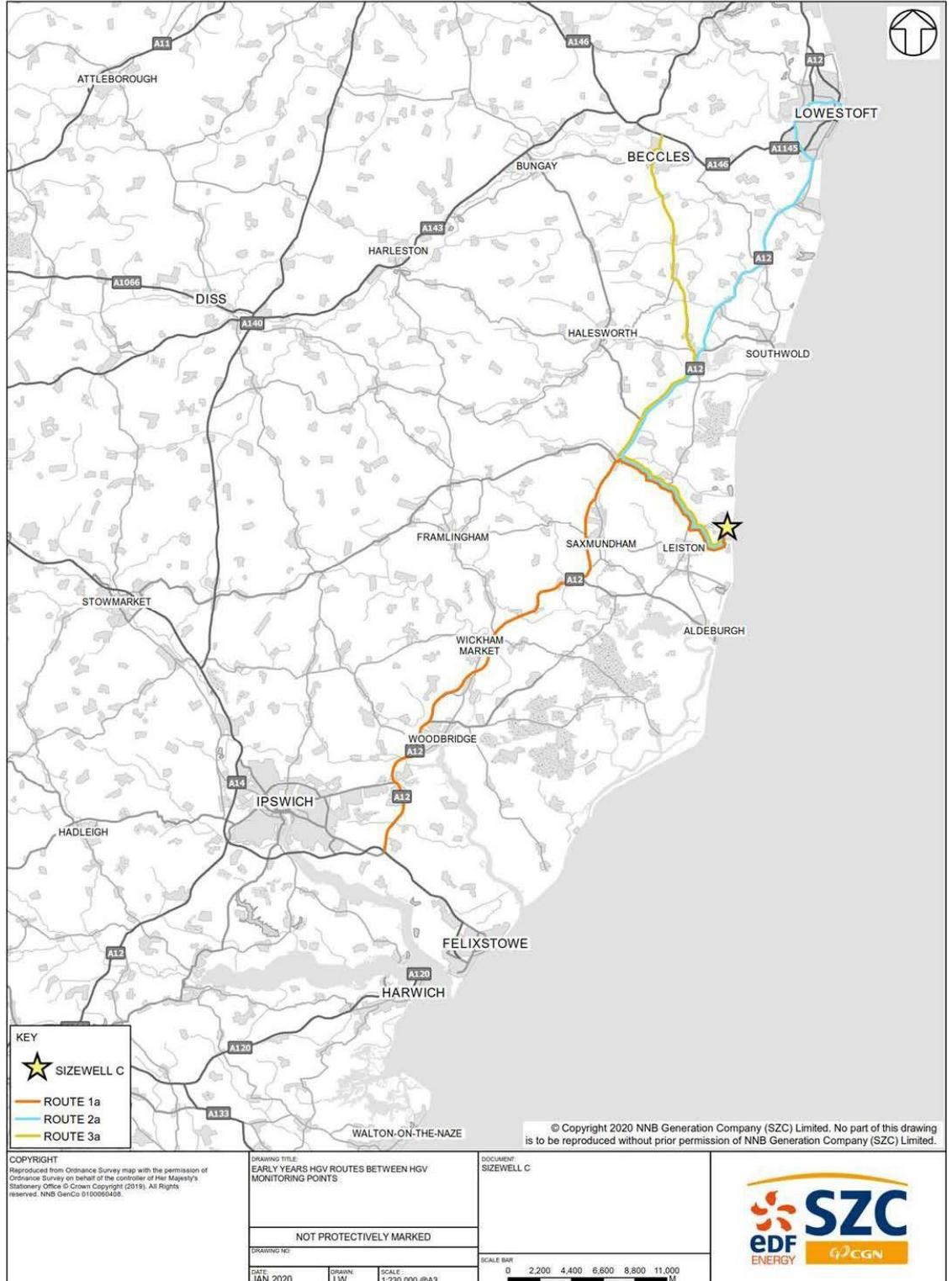
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Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.

- **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) to Sizewell B 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.

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Plate 3.2 – HGV routes prior to two village bypass and Sizewell link road

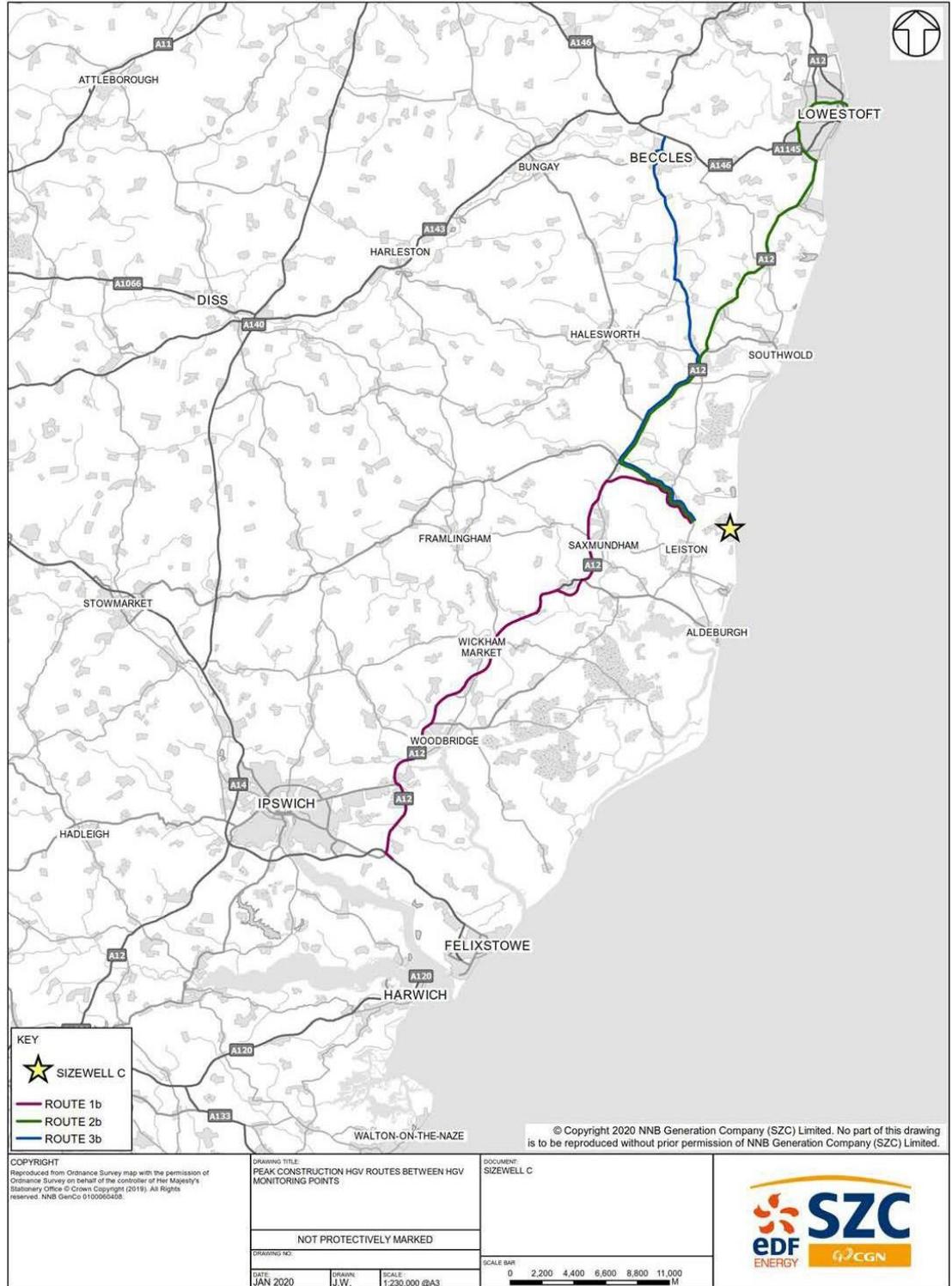


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3.4.4 Once the two village bypass, Sizewell link road and main development site access are in place, the HGV routes would change to the following roads, which are illustrated in **Plate 3.3**:

- **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 3.3 – HGV routes once two village bypass and Sizewell link road are operational



3.5 AIL routes

3.5.1 An extract of the Highways England map of preferred routes for high and heavy abnormal load movements (Ref 3.1) is provided as **Plate 3.4** below.

Plate 3.4 – Highways England heavy load route



3.5.2 Lowestoft to Sizewell forms heavy load route 100 (HR100), which is Category D with 260te gross on 12 axles and 295te gross on 14 axles.

3.5.3 SZC Co. is expected to utilise HR100 for the delivery of abnormal loads by road. However, in addition to HR100, it may also be required to bring abnormal loads from the south via the A12.

3.5.4 Prior to commencement of construction, SZC Co. will carry out a detailed abnormal load route assessment to quantify areas of risk, physical constraints, structures, and need for escorts based on the site-specific conditions. Having carried out this detailed assessment, SZC Co. would submit a report to SCC, Highways England, and Suffolk Constabulary detailing the reasons for the selected/preferred routes to be used by abnormal loads and improvement and/or mitigation works required along

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the route or routes. The detailed abnormal load route assessment would be undertaken prior to commencement of construction and would be approved by SCC and Highways England, as local and strategic highway authorities. This will 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).

4 Management Measures and Controls

4.1 Introduction

4.1.1 This section summarises the HGV and LGV management measures that SZC Co. will implement as part of the **CTMP** (Doc Ref 8.7).

4.1.2 The following elements of the construction traffic will be managed:

- HGV movements to the main development site and associated development sites;
- LGV movements; and
- abnormal loads.

4.2 Freight strategy principles

4.2.1 Construction of Sizewell C will require large volumes of freight to be transported to the main development site. The principles informing SZC Co.'s overall strategy for managing materials and freight movements are as follows:

- First, wherever practical and cost effective, SZC Co. has sought to reduce the volume of material that requires movement off-site, either through the re-use of excavated material as fill, landscaping, or via the deployment of the borrow pit to both source material on-site and deposit of other material.
- Secondly, where materials must be imported to, or exported from the main development site, SZC Co has sought to seek to move bulk materials by sea or rail where this is practical and cost effective.
- Thirdly, where movement of materials by road remains necessary, SZC Co. will manage this in a way which reduces local impacts via the use of defined routes for HGVs, and the implementation of systems which can monitor and manage HGV movements to the main development site.

4.3 Measures to minimise the volume of freight by road

4.3.1 The freight strategy for the Sizewell C Project seeks to minimise the volume of traffic associated with the construction of the Sizewell C Project as far as

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reasonably practical, through the delivery of the following measures and infrastructure:

- Re-use and storage of excavated material;
- BLF;
- Saxmundham to Leiston branch line rail improvements;
- rail siding at LEEIE; and
- green rail route.

a) [Re-use and storage of excavated material](#)

4.3.2 Where possible, excavated materials will be kept on-site and re-used in order to minimise HGV traffic on the highway network.

b) [Beach landing facility](#)

4.3.3 SZC Co. will construct a BLF at the main development site to allow for the delivery of some AILs throughout the construction phase and during the operational phase. This will to remove some heavy and oversized loads from the road network.

c) [Saxmundham to Leiston branch line rail improvements](#)

4.3.4 During the early years of construction, SZC Co. would carry out upgrades to the track and, where necessary, level crossings on the Saxmundham to Leiston branch line so that the Saxmundham to Leiston branch line is able to handle the freight trains required for the Sizewell C Project.

d) [Rail siding at LEEIE](#)

4.3.5 Prior to the green rail route being operational, SZC Co. proposes to construct a temporary single railway track with railway sidings and a passing loop for the locomotive within the LEEIE. This would enable two trains per day to be brought in via the Saxmundham to Leiston branch line in the early stage of the construction phase. Freight would then be transferred by road using HGVs between the LEEIE and the main development site. This would reduce the number of HGVs on the wider highway network travelling to/from the main development site.

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e) Green rail route

4.3.6 The green rail route will involve the construction of a temporary rail extension which will branch off the upgraded Saxmundham to Leiston branch line into the main development site. The purpose of the green rail route is to facilitate the delivery of up to three trains per day (six movements) to the main development site during peak construction, which will allow for almost 40% of construction materials (by weight) to be delivered to site by rail.

4.4 Measures to manage HGVs to the main development site

4.4.1 The freight strategy for the Sizewell C Project seeks to manage HGV deliveries to the main development site through the implementation of the following measures:

- HGV routes;
- capping of HGV movements;
- HGV timing restrictions;
- delivery management system (DMS);
- freight management facility;
- HGV monitoring technology;
- HGV emission standards; and
- communications strategy.

4.4.2 Prior to the freight management facility being operational, the management of HGVs will be through the DMS and HGV monitoring technology.

4.4.3 Abnormal loads are excluded from the above measures and a package of separate management measures are proposed in **section 4.7**.

a) HGV routes

4.4.4 HGVs travelling to the main development site from the wider highway network will be required to comply with the HGV routes set out in **Section 3**. The only exception to this would be for some local HGV deliveries. Local HGV deliveries are defined as those HGV movements where both the origin

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and the destination are within the HGV monitoring area. Local HGV deliveries would be required where possible to follow Sizewell C HGV routes.

b) **Capping of HGV movements to the main development site**

- 4.4.5 SZC Co. will control the number of HGV movements that are permitted as part of the Sizewell C construction works. SZC Co. will limit the number of HGV movements in accordance with the Sizewell C HGV limits set out in this section.
- 4.4.6 These Sizewell C HGV limits have been derived based on the HGV movements set out in the **Transport Assessment** (Doc. Ref 8.5).
- 4.4.7 The maximum daily limits on HGV movements from the wider highway network to the main development site will be as follows:
- Monday to Friday:
 - during the early years, unless and until the Sizewell link road and two village bypass are available for use, no more than 600 movements per day (300 deliveries);
 - thereafter, no more than 1,000 movements per day (500 deliveries).
 - Saturday: Throughout the construction period, no more than 500 HGV movements per day (250 deliveries).
- 4.4.8 These daily limits will be applied to HGV movements for the Sizewell C Project routing on the B1122 in the early years and on the Sizewell link road once it is available. This will ensure that HGVs shuttling between LEEIE and the main development site are not included in the maximum daily HGV limit.
- 4.4.9 Abnormal loads are excluded from the maximum daily limits on HGV movements.
- 4.4.10 SZC Co. will implement and monitor compliance with the Sizewell C HGV limits. **Section 5** sets out the monitoring and review strategy for this **CTMP** (Doc Ref. 8.7).
- 4.4.11 Individual contractors will be allocated capping limits by the SZC Co. delivery team and compliance with allocated capping limits would be a condition of their contract. These contractual limits would be an incentive for the contractors to maximise the efficiency of their deliveries in order to

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keep within their capping allocation (e.g. by maximising payload through upstream or local consolidation, using empty space of return journeys from site, and minimising waste both on-site and at source).

c) **HGV timing restrictions**

4.4.12 In addition to the limits on the number of HGV movements set out above, the Sizewell C HGV movements during the construction phase will be subject to the following timing constraints:

- Monday to Friday: Sizewell C construction works HGVs will be limited to arrive at the main development site between the hours of 07:00-21:00. The latest departure of Sizewell C construction works HGVs from the main development site will be 23:00.
- Saturday: Sizewell C construction works HGVs will be limited to arrive at the main development site between the hours of 08:00-13:00. The latest departure of Sizewell C construction works HGVs from the main development site will be 14:00.
- Sundays and public holidays: There will be no Sizewell C HGV movements on the local highway network on Sundays or on public holidays.

4.4.13 These HGV timing restrictions will not apply to abnormal loads. Abnormal loads may be required to be received or dispatched from main development site outside the permitted hours for HGV movements. Further detail on the management of abnormal loads is provided in **section 4.7**.

d) **Delivery management system**

4.4.14 SZC Co. will implement a web-based delivery management system (DMS) which will control bookings of HGV deliveries to the main development site. The DMS will be used to achieve the following objectives:

- Regulate the flow of HGVs to the main development site by providing a set number of delivery slots per day (in accordance with the Sizewell C HGV limits and timing restrictions set out above).
- Monitor compliance of the HGV routes to the main development site.
- Monitor compliance with EURO V standards for HGVs travelling to the main development site.

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- Enable SZC Co. to effectively plan all HGV deliveries to the main development site in accordance with the construction programme.

4.4.15 The DMS will be operational from commencement of the construction phase of the Sizewell C Project.

4.4.16 Such systems have proven effective in controlling the flow of traffic on construction projects by reducing the number of vehicles that arrive at any given time, especially at peak times. In addition, they have reduced the element of vehicle queuing at sites that is associated with the “arrive anytime” scenario.

4.4.17 The use of the DMS will be a requirement of contracts with contractors. SZC Co. will require contractors to pre-book all HGV deliveries to the main development site during the construction phase through the DMS by providing details of the planned delivery. Bookings will be able to be made by contractors up to a predefined period in advance of the delivery day.

4.4.18 Upon booking, the HGVs will be instructed to route via the freight management facility unless they are defined as a local delivery. HGVs will also be designated an HGV route, depending on their origin.

4.4.19 Bookings will require approval by the SZC Co. Delivery Co-ordinator and contractors will be issued with confirmation and a reference code for their booking. The specifics of the DMS will include:

- mandatory advance booking (i.e. no booking, no admittance to the main development site);
- confirmed booking to relate to a specific vehicle (i.e. vehicle registration number); and
- capability to amend bookings in advance of the delivery (up to a predefined period in advance of the delivery day).

e) **Freight management facility**

4.4.20 SZC Co. will provide a freight management facility Seven Hills to manage HGVs during the construction phase of the Sizewell C Project.

4.4.21 The purpose of the freight management facility is to:

- Allow a controlled pattern of deliveries to the main development site.

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- Verify/approve driver details and the delivery booking in the DMS.
- Perform security checks on vehicles, which could include searching loads so that the freight could be secure or “bonded” from the point of departure from the freight management facility and not need to go through security at the main development site.
- Hold vehicles in the event of an on- or off-site incident requiring HGV movements on the road network to be temporarily suspended. This is dealt with further in the **TIMP** (Doc Ref. 8.6).

f) **HGV monitoring technology**

4.4.22 SZC Co. will monitor HGVs routing to the main development site. Prior to commencement of construction a traffic management and monitoring system (TMMS) will be submitted for approval by SCC and Highways England. This will 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).

4.4.23 The TMMS will provide details of the technology (e.g. global positioning system (GPS), automatic number plate recognition (ANPR)) to be employed to monitor HGVs to/from the main development site. The TMMS will be required to enable compliance with the following aspects to be monitored:

- monitor compliance with the HGV routes;
- monitor compliance with the HGV limits; and
- monitor compliance with the timing restrictions.

g) **HGV emissions**

4.4.24 SZC Co. will require that all HGVs routing to the main development site (with the exception of vehicles used for the transportation of abnormal loads) are EURO V compliant. EURO V Standards are European emission standards that define the acceptable limits for exhaust emissions of new vehicles sold in EU member states. The emission standards are defined in a series of European Union directives staging the progressive introduction of increasingly stringent standards. Compliance with the EURO V Standards will be monitored through the DMS.

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h) **Communication strategy**

4.4.25 SZC Co. will distribute an information pack to all contractors involved in the construction phase of the Sizewell C Project to be issued to their HGV drivers. The pack will be a convenient size so it can be stored in an HGV cab.

4.4.26 The pack will include key information on the following aspects of the **CTMP**:

- HGV restrictions;
- HGV routes;
- DMS;
- default mechanisms for non-compliance;
- location of appropriate rest stops to prevent the use of inappropriate routes/facilities and ensure drivers' needs are appropriately catered for;
- contact information for the DMS manager; and
- what to do/not to do if unable to meet their DMS slot.

4.4.27 Any complaints received will be handled in accordance with the complaints procedure, to be agreed with SCC and Highways England as part of the finalised **CTMP**.

4.4.28 SZC Co. will hold regular meetings with its contractors to discuss the management of freight, any issues that arise and how they can be addressed.

4.5 **HGV Movements to the associated development sites**

4.5.1 This section summarises the measures proposed to manage HGV deliveries to the associated development sites during their construction and decommissioning.

a) **Delivery schedule**

4.5.2 SZC Co. will prepare a delivery schedule for the HGV deliveries to the associated development sites during their construction. This delivery

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schedule will enable SZC Co. to manage which deliveries are scheduled to arrive each day.

b) **HGV routes**

4.5.3 Although the HGVs travelling to and from the associated development sites will not be monitored through the TMMS, SZC Co. will require the HGVs travelling to and from the associated development sites to use appropriate routes.

4.5.4 SZC Co. will inform the contractors in advance of the deliveries which route HGVs should use to access the associated development site. The associated development sites are located on the A12 and so use of trunk, county, and principal routes as set out in **Section 3** will be stipulated to contractors.

4.5.5 SZC Co. will agree appropriate signage with the highway authorities and will provide this signage prior to the start of construction at the relevant site in order to direct HGVs to the associated development sites.

4.6 **LGV movements**

4.6.1 **Table 4.1** below summarises the measures proposed to reduce and manage the number of LGV movements.

Table 4.1: Measures to reduce LGV movements

Typical LGV Use on Sizewell C Project	Measure
Postal/courier deliveries.	SZC Co. will provide a postal consolidation facility at the southern park and ride facility. No post or courier deliveries will be able to go directly to the main development site. Instead they will be dispatched to an off-site facility at the southern park and ride where parcels will be scanned and consolidated into dedicated vans for delivery to the main development site.
Multiple low volume deliveries (on part loads/small vehicles) e.g. items such as food, consumables, light fittings, ironmongery, fixings, concrete void formers, etc.	SZC Co. will encourage suppliers to secure full load efficiencies through upstream consolidations.
Contractor’s fleet vehicles.	SZC Co. will issue limited numbers of passes to contractors’ vehicles in order to control the number of vehicles on the main development site.

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4.6.2 It should also be noted that SZC Co. has adopted a very broad definition of HGVs (i.e. any vehicle greater than 3.5t). This is much broader than is conventionally the case which means that the SZC Co.'s proposed controls on HGV movements will capture a proportion of freight vehicles that would not normally be classified as HGVs.

4.7 Abnormal loads

4.7.1 This section summarises the proposed management of abnormal loads to and from the main development site. It has been informed by experience at Hinkley Point C and discussions with the local authorities and the Suffolk constabulary.

a) Water preferred policy requirements

4.7.2 The Department for Transport has adopted a 'water-preferred' policy for the transport of ALLs. This means that, where an application is sought for the movement of a special order or VR1 category load (more than 5.0m width) by road, the Department for Transport, via Highways England, will reject the application where it is feasible for a coastal or inland waterway route to be used instead of road. Highways England advise that this decision is based on a number of factors including whether the load is divisible, the availability of a suitable route, the amount of traffic congestion that is likely to be caused, and the justification for the load to be moved.

b) Abnormal loads by road

4.7.3 Prior to commencement of construction, SZC Co. will carry out a detailed abnormal load route assessment to quantify areas of risk, physical constraints, structures, and need for escorts based on the site-specific conditions. Having carried out this detailed assessment, SZC Co. would submit a report to SCC, Highways England, and Suffolk Constabulary detailing the reasons for the selected/preferred routes to be used by abnormal loads and improvement and/or mitigation works required along the route or routes. The detailed abnormal load route assessment would be undertaken prior to commencement of construction and would be approved by SCC and Highways England, as local and strategic highway authorities. This will 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).

5 Monitoring and Review

5.1 Introduction

5.1.1 This section summarises the monitoring and review mechanisms to be implemented by SZC Co. for the **CTMP** (Doc Ref 8.7).

5.1.2 Compliance with this monitoring and review mechanism will be secured through the obligation to implement this **CTMP** in the Section 106 Agreement as discussed in the **draft Section 106 Heads of Terms**, appended to the **Planning Statement** (Doc Ref. 8.4). **Section 6** of this **CTMP** summarises the mechanisms which will ensure compliance with the **CTMP** (Doc Ref 8.7).

5.2 Monitoring Strategy

a) Monitoring data

5.2.1 SZC Co. will monitor the following throughout the construction phase:

- **HGV limits:** the DMS and TMMS will allow the collection of HGV monitoring data which will be used to monitor compliance with the daily HGV limits and timing restrictions for the main development site. This data will be collected for every HGV entering/departing the main development site during the construction phase.
- **HGV routes:** the TMMS will also enable SZC Co. to monitor compliance with the HGV routes and will cross-reference this against the DMS records.
- **HGV emissions:** the DMS will be used to monitor compliance with the HGV emissions.
- **BLF use:** the use of the BLF will be monitored by the SZC Co. Delivery Co-ordinator and the details of loads brought in via the BLF each quarter will be included in the TRG quarterly report (i.e. date, time, load type, load dimensions, and weight).
- **Abnormal load movements:** the mode of the delivery of the abnormal loads (i.e. BLF, road) will be recorded as well as a detailed breakdown of the dimensions, classification of abnormal load, and escort requirements.

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- **Exceptional Circumstances:** The instances that are classified as exceptional circumstances will be recorded. A notification procedure will need to be developed in consultation with the TRG to enable SZC Co. to identify exceptional circumstances and notify the TRG when they occur.

5.2.2 SZC Co. will not monitor movements of non-HGV vehicles. However, as a low threshold of 3.5t has been adopted for HGVs, most of the vehicles which would normally be classed as LGVs will be subject to monitoring.

b) TRG notification

5.2.3 SZC Co. will monitor the DMS on a daily basis against the actual HGV arrivals/departures and the TRG will be notified of any breaches of the requirements of the **CTMP** (Doc Ref 8.7) as and when they occur. By undertaking this monitoring on a daily basis, SZC Co. consider that any issues will be identified at an early stage and dealt with promptly. The compliance process is summarised in **Section 6**.

c) Monitoring report

5.2.4 In addition to notifying the TRG of any breaches of the **CTMP** (Doc Ref 8.7) as and when they occur, every 3 months SZC Co. will prepare a monitoring report and submit it to the TRG for review. The monitoring report will be available to TRG members at least three working days in advance of the TRG meeting.

5.2.5 The monitoring reports will include:

- Record of DMS bookings.
- Comparison of DMS bookings against actual HGV deliveries to the main development site.
- Monitoring data of compliance with HGV routes.
- Details of any breaches of the **CTMP** (Doc Ref 8.7) and any proposed corrective action.
- A summary of feedback obtained from the transport and traffic groups and a copy of any minutes.
- A summary of any relevant complaints received from members of the public or interested parties through the Sizewell C Project complaints

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handling procedure. SZC Co. will also provide a summary of its responses to issues raised.

5.2.6 The preparation and submission of the monitoring report will be secured through an obligation in the Section 106 Agreement as discussed in the draft **Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4).

5.3 Review

a) TRG review

5.3.1 The review process for the measures and commitments detailed within the **CTMP** (Doc Ref 8.7) will be through the TRG. SZC Co. considers that reviewing the results of the monitoring process is therefore essential to ensure that the **CTMP** (Doc Ref 8.7) delivers the required outcomes. Effective review mechanisms can avoid the need for invoking any default mechanisms.

5.3.2 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.

5.3.3 The TRG meetings will discuss the monitoring report and agree any refinements to the **CTMP** (Doc Ref 8.7) that are required. The following will be discussed at each TRG meeting:

- consider the performance and effectiveness of the freight management measures;
- discuss any required variations; and
- agree information that can be disseminated to the transport and traffic groups and other interested parties.

5.3.4 5.3.35.3.4 The governance, scope and authority of the TRG, including its authority to agree amendments to the **CTMP**, will be detailed and secured through the Section 106 Agreement, as discussed in the **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4).

b) SZC Co. review

5.3.5 In addition to the TRG review process, SZC Co. will hold regular internal meetings with the Delivery Co-ordinator, delivery team and contractors to discuss the ongoing implementation of the **CTMP** (Doc Ref 8.7) to ensure

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continued compliance. It is envisaged that the meetings are likely to take the following format:

- Monthly meetings: a review of compliance with the HGV limits, routes and timing restrictions and any issues in the previous month and adjustments to operations made if required for the subsequent month to ensure continued compliance with the **CTMP** (Doc Ref 8.7) and maximum efficiency.
- Weekly meetings: a review of the deliveries planned for the following week and ensuring that the priorities of the Sizewell C Project are being met.
- Daily meetings: a review of the deliveries expected the next day and incorporation of any changes required to the next three days' worth of deliveries.

6 Compliance and Enforcement

6.1 Introduction

6.1.1 This section provides a summary of the mechanisms that will ensure compliance with the **CTMP** (Doc Ref 8.7).

6.1.2 It is important to establish principles for default mechanisms so that all parties, including the contractors, are clear what may occur if the **CTMP** (Doc Ref 8.7) requirements are not met.

6.1.3 The enforcement of the **CTMP** (Doc Ref 8.7) 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 **CTMP** (Doc Ref 8.7) and to 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 **CTMP** (Doc Ref 8.7) by contractors.
- Default mechanisms: a mechanism for improvements to the **CTMP** (Doc Ref 8.7) if required, to be funded by the transport contingency fund.

6.2 Best practice

6.2.1 SZC Co. will use internal management procedures to ensure compliance with the requirements of the **CTMP** (Doc Ref 8.7) including:

- Contractor kick off meetings: contractors will be reminded of SZC Co. standards and expectations as set out in contract documentation.
- Site induction: driver induction to include briefing on aims and objectives of DMS, including booking system, designated routes, driver behaviour, and **TIMP** (Doc Ref. 8.6) procedures.
- Learning reports: incidences of non-compliance with the **CTMP** will be investigated. Learning reports from each incident will be raised and shared with the relevant contractor.

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6.3 Contractual conditions

6.3.1 Upon appointment each contractor will have within their contract agreed delivery arrangements at various stages during the Sizewell C Project. These arrangements will be included in the DMS to govern allocation of delivery slots and routes.

6.4 Default mechanisms

6.4.1 SZC Co. has taken all reasonable steps to avoid a breach of the **CTMP** (Doc Ref 8.7) from occurring through the implementation of the management measures set out in **Section 4**.

6.4.2 Notwithstanding this, it should be recognised that the Sizewell C Project is a major and complex construction project and if there are breaches of the Sizewell C HGV arrangements set out in this **CTMP** (Doc Ref. 8.7) during the construction phase, the default procedures are as follows:

- SZC Co. will automatically notify the TRG of a breach of the Sizewell C HGV arrangements as and when they occur.
- SZC Co. will issue a warning letter to the relevant contractor outlining what action would be taken in the event of a further breach.
- SZC Co. will report the details of the breach and the response to the TRG as part of the monitoring report.

6.4.3 Potential corrective actions by SZC Co. in response to a breach include, but are not limited to:

- Improvements to the communication strategy.
- Replace HGV drivers if there are repeat instances of individual HGV drivers diverging from the HGV routes.
- Suspend booking delivery slots to contractors that repeatedly miss delivery slots until corrective action is demonstrated.
- Provision of additional signage on the HGV routes.

6.4.4 Corrective action will need to be commensurate with the nature of the breach. The approach adopted and potential sanctions in the event of further breaches will be considered by SZC Co. on a case by case basis depending upon the specific circumstances in question.

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- 6.4.5 SZC Co. will report on breaches, provide information on any corrective action taken, and where necessary submit details of proposed further corrective actions to the TRG. The TRG will monitor the default procedure and approve the response to breaches as well as any further actions that may be necessary. SZC Co. will then implement any approved further corrective actions.
- 6.4.6 If the TRG considers it reasonably necessary that further corrective actions are required to address the breach and these have not been proposed by SZC Co., the TRG will require SZC Co. to submit proposals for further corrective actions to the TRG for approval. If SZC Co. fail to propose the requested proposal, then the TRG will invite Highways England or SCC (as relevant) to submit a proposal.
- 6.4.7 A transport contingency fund will be established by SZC Co. – as discussed in the **draft Section 106 Heads of Terms** appended to the **Planning Statement** (Doc Ref. 8.4) – and made available to the TRG. In the event of non-compliance with the **CTMP** (Doc Ref 8.7), any further corrective actions approved by the TRG, whether proposed by SZC Co. or Highways England or SCC, would be funded by the transport contingency fund.