



# The Sizewell C Project

## 8.17/ Deed of Obligation Engrossment Version - 10.4 Annexures - Part 1 of 3

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Planning Act 2008  
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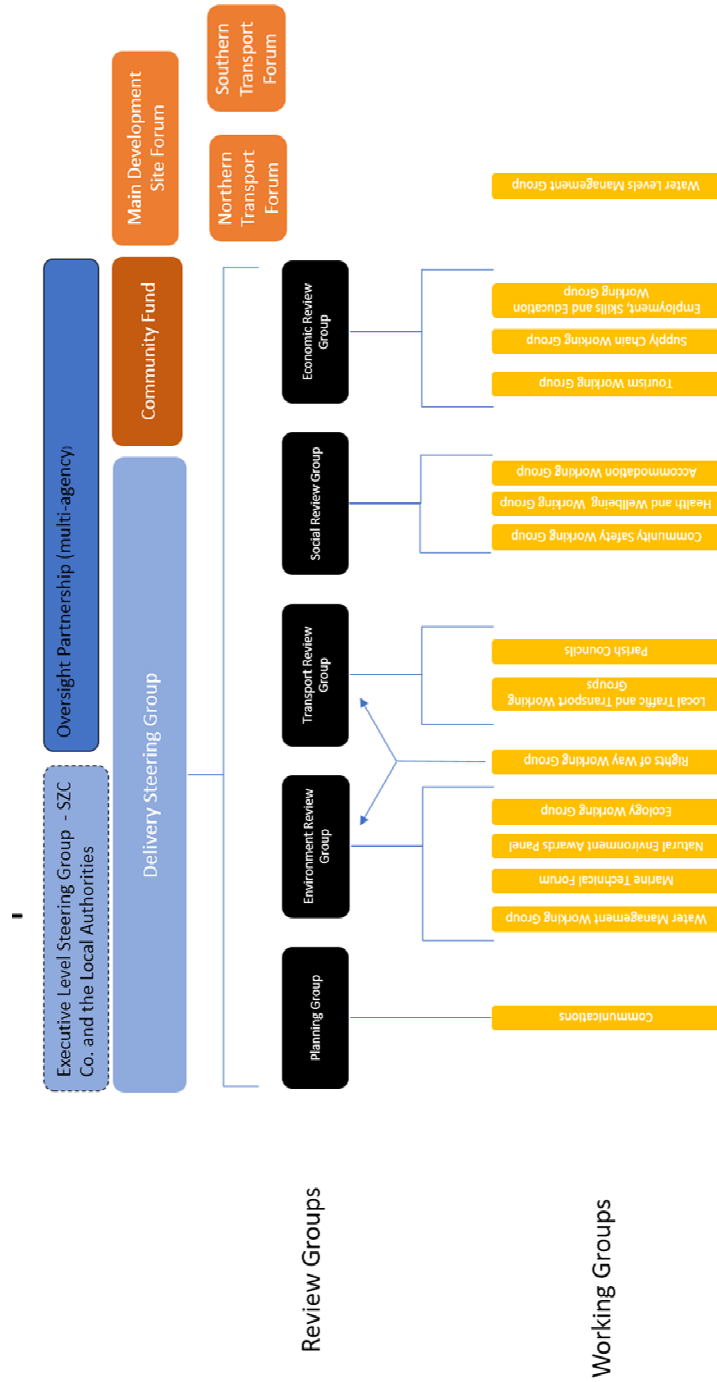
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ANNEX A

FIGURE 1: VISUAL REPRESENTATION OF GOVERNANCE STRUCTURE<sup>1</sup>



<sup>1</sup> Note: the Executive Level Steering Group is already in existence and is not constituted in this Deed. It is shown in Figure 1 for informational purposes only.

**ANNEX B**  
**DRAFT DEED OF COVENANT**





1.2 In this Deed unless a contrary intention is shown in this Deed, all expressions and phrases shall have the meaning ascribed to them in the Principal Deed.

1.3 Clause 8 of the Principal Deed shall apply to this Deed as if references therein to "this Deed" were references to this Deed.

## 2. <sup>6</sup>[SZC CO'S COVENANT

2.1 SZC Co covenants with the Recipient that in consideration for the covenants given by the Recipient in this Deed it shall pay the Contributions to the Council in accordance with the terms of the Principal Deed.

## 3. COUNCIL'S COVENANT

3.1 The Council covenants that, subject to receipt of the Contributions from SZC Co, in consideration for the covenants given by the Recipient in this Deed it shall pay the Contributions to the Recipient in accordance with the terms of the Principal Deed.

## 4. RECIPIENT'S PAYMENT COVENANT

4.1 Unless otherwise agreed with SZC Co and the Council(s), the Recipient covenants with SZC Co and the Council that prior to receiving any Contribution it shall establish an interest-bearing account or accounts where those Contributions and/or other sums of money that are payable to it pursuant to the Principal Deed shall be held and shall promptly, and in any event within 10 Working Days of the establishment of such account or accounts, notify the account details to SZC Co and the Council.

4.2 The Recipient covenants with SZC Co and the Council that it shall, on receipt of the Contributions or other amounts from the Council payable to it pursuant to the Principal Deed, place the received sums of money in such notified account or accounts.

4.3 Interest accruing to the account or accounts in which the Contributions payable to the Recipient pursuant to the Principal Deed are held shall be retained in that account or accounts and shall only be applied in accordance with the provisions of this Deed for the same purposes as for the Contributions to which the interest relates.

4.4 The Recipient shall provide SZC Co and the Council with copies of all account statements and other correspondence received in relation to the accounts established pursuant to this clause 4.

## 5. APPLICATION OF CONTRIBUTIONS

5.1 The Recipient covenants with SZC Co and the Council in respect of monies it receives pursuant to this Deed not to spend the relevant monies other than for the purposes specified in the Principal Deed in relation to the relevant Contribution or sum of money.

5.2 The Recipient shall within six months of the date on which the first Contribution is paid to the Recipient pursuant to this Deed and annually thereafter until the Contributions have been spent provide SZC Co and the Council with an annual statement setting out details of the purposes to which the monies have been applied.

5.3 Notwithstanding clause 5.2, SZC Co and the Council shall in any event have the right to audit all expenditure funded from the Contributions or other amounts secured under this Deed and the Recipient covenants with SZC Co and the Council to provide access to all such information and evidence to enable SZC Co or the Council to carry out any such audit.

## 6. [UNSPENT CONTRIBUTIONS

6.1 If any amount of money paid to the Recipient under this Deed by the Council remains unspent or which has not been Committed within five years of the date that amount was paid by the Council, the Recipient shall pay any such unspent or not Committed monies

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<sup>6</sup> Drafting Note: To be included where the Principal Deed requires the onward payment of a contribution to the Recipient.



together with any Accrued Interest on those monies to SZC Co or its nominee within 60 Working Days of a request from SZC Co.]

## 7. **COMMUNICATIONS**

7.1 The parties agree that where particular mitigation works, projects or benefits are funded from any of the Contributions secured under this Deed:

7.1.1 SZC Co shall have the right to be acknowledged as having funded such mitigation works, projects or benefits;

7.1.2 <sup>7</sup>[SZC Co branding and/or corporate images or logos shall be included (at the discretion of SZC Co in writing) in literature or publicity material relating to such mitigation works, projects or benefits];

7.1.3 <sup>8</sup>[signage (at the discretion and cost of SZC Co) bearing SZC Co branding and/or corporate images or logos shall be erected or affixed to buildings and other facilities funded out of the Contributions]; and

7.1.4 <sup>9</sup>[SZC Co shall at its sole cost have the right to be involved in publicity activities relating to such mitigation works, projects or benefits in consultation with the Recipient.]

## 8. <sup>10</sup>**[RECIPIENT'S GOVERNANCE COVENANT**

The Recipient covenants with SZC Co and the Councils: (i) nominate a representative to attend (or nominate an alternate to attend) meetings of the Governance Group[s]; and (ii) to procure that its representative attends and participates in the meetings of the Governance Group[s] and performs the obligations of such Governance Group[s] as set out in the Principal Deed.]

## 9. **RIGHTS OF THIRD PARTIES**

It is not intended that any person who is not a party to this Deed shall have any right under the Contracts (Rights of Third Parties) Act 1999 to enforce any term of this Deed.

## 10. **JURISDICTION**

10.1 This Deed including its construction, validity, performance and enforcement and any dispute or claim arising out of or in connection with it or its subject matter or formation (including non-contractual disputes or claims) shall be governed by and construed in accordance with English law.

10.2 Each party irrevocably agrees that the courts of England and Wales shall have exclusive jurisdiction to settle any dispute or claim arising out of or in connection with this Deed or its subject matter or formation (including non-contractual disputes or claims).

## 11. **COUNTERPARTS**

This Deed may be executed in any number of counterparts, each of which is an original and all of which may together evidence the same agreement.

## 12. **DATE OF DELIVERY**

This Deed is delivered on the date of this Deed.

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<sup>7</sup> Drafting Note: The nature of the communications obligations are dependent upon the nature of the Contributions and are to be agreed with the Third Party on a case by case basis.

<sup>8</sup> Drafting Note: The nature of the communications obligations are dependent upon the nature of the Contributions and are to be agreed with the Third Party on a case by case basis.

<sup>9</sup> Drafting Note: The nature of the communications obligations are dependent upon the nature of the Contributions and are to be agreed with the Third Party on a case by case basis.

<sup>10</sup> Drafting Note: To be included where the Principal Deed requires the participation of the Third Party in a governance group.

**IN WITNESS** whereof the parties hereto have executed this Deed on the date and year first before written

[The **COMMON SEAL** of **EAST SUFFOLK COUNCIL** was hereunto affixed in the presence of: )  
)  
)

Authorised signatory]

[The **COMMON SEAL** of **SUFFOLK COUNTY COUNCIL** was hereunto affixed in the presence of: )  
)  
)

Authorised signatory]

Executed as a Deed by **NNB GENERATION COMPANY (SZC) LIMITED** acting by *[insert name of director]* in the presence of  
.....  
**(Signature of director)**

.....  
**(Name of witness)**

.....  
**(Address of witness)**

.....  
**(Signature of witness)**

<sup>11</sup>[Executed as a Deed by **[RECIPIENT]** acting by *[name]* in the presence of  
.....  
**(Signature of authorised signatory)**

.....  
**(Name of witness)**

<sup>11</sup> Drafting Note: Form of execution by Recipient to be amended as necessary to enable lawful execution.

**(Address of witness)**

.....

**(Signature of witness)]**

## ANNEX C

### PRE-COMMENCEMENT OBLIGATIONS IN THE SCHEDULES

#### PART A

##### **Payments to be made on or before Commencement of the Project**

1. Schedule 2, paragraph 2.1.1 (Energy Projects Manager)
2. Schedule 2, paragraph 2.1.2 (Energy Projects Planner)
3. Schedule 2, paragraph 2.1.3 (Environmental Health Officer)
4. Schedule 2, paragraph 3.1 (Programme Management Function and Transport Management Function)
5. Schedule 2, paragraph 3.2 (LLFA Function)
6. Schedule 2, paragraph 4.1 (East Suffolk Council SZC Support contributions)
7. Schedule 2, paragraph 4.2 (Suffolk County Council SZC Support contributions)
8. Schedule 2, paragraph 5.1 (Air Quality Monitoring)
9. Schedule 2, paragraph 6 (Public Information Portal)
10. Schedule 3, paragraph 2 (Housing Fund)
11. Schedule 4, paragraph 3.1.1 (Police Contribution)
12. Schedule 4, paragraph 4.1.1 (Fire and Rescue Contribution)
13. Schedule 4, paragraph 4.2 (Fire and Rescue Contribution – Monitoring)
14. Schedule 4, paragraph 4.3 (Fire and Rescue Contribution – Off-site Services)
15. Schedule 4, paragraph 5.1.1(A) (Ambulance Service Contribution)
16. Schedule 4, paragraph 5.1.2(A) (Ambulance Service Contribution – Call Outs)
17. Schedule 4, paragraph 6 (Resilience Contributions)
18. Schedule 4, paragraph 9 (Suffolk Constabulary Facilities Contribution)
19. Schedule 6, paragraph 3.1.1 (Residual Healthcare Contribution)
20. Schedule 6, paragraph 4.1.1 (Health and Wellbeing Officer Contribution)
21. Schedule 6, paragraph 5.1.1 (GP Contribution)
22. Schedule 7, paragraph 2.3 (Regional Skills Co-ordination Function)
23. Schedule 7, paragraph 5.1 (Economic Development Function)
24. Schedule 7, paragraph 5.2 (Economic Development Business Support Service)
25. Schedule 8, paragraph 3.1.1 (First Leiston Abbey Site)
26. Schedule 8, paragraph 3.2.1(A) (Second Leiston Abbey Site)
27. Schedule 8, paragraph 3.2.2(A) (Second Leiston Abbey Site)
28. Schedule 10, paragraph 2.1.1 (Sports Facilities Design and Works Payment)
29. Schedule 11, paragraph 3.1.1 (Land Management and Skills Scheme)
30. Schedule 11, paragraph 4.1 (Natural Environment Improvement Project Officer)
31. Schedule 11, paragraph 4.3 (SZC Natural Environment Implementation Manager)
32. Schedule 11, paragraph 12.1 (Farmland Bird Mitigation Fund)

33. Schedule 13, paragraph 2.1 (National Trust Dunwich Heath and Coastguard Cottages Resilience Fund)
34. Schedule 13, paragraph 2.2 (Pro Corda Resilience Fund)
35. Schedule 13, paragraph 2.3 (RSPB Resilience Fund)
36. Schedule 14, paragraph 2 (Sizewell C Community Fund)
37. Schedule 15, paragraph 2.1 (Tourism Support Resources)
38. Schedule 15, paragraph 3 (Tourism Fund)
39. Schedule 16, paragraph 5.1.3 (PROW Fund)
40. Schedule 16, paragraph 8 (A12 Contribution)
41. Schedule 16, paragraph 9 (Leiston Cycling and Walking Contribution)
42. Schedule 16, paragraph 13 (AIL Escort Contribution)
43. Schedule 16, paragraph 14.3 (Highway Technical Approval and Inspection Fees)
44. Schedule 16, paragraph 14.5 (Highway Technical Approval and Inspection Fees)

**Governance Groups to be established on or before Commencement of the Project**

45. Schedule 3, paragraph 7.1.1 (Accommodation Working Group)
46. Schedule 4, paragraph 10.1 (Community Safety Working Group)
47. Schedule 6, paragraph 6.1 (Health and Wellbeing Working Group)
48. Schedule 7, paragraph 2.12.1 (Economic Review Group)
49. Schedule 7, paragraph 2.13.1 (Employment, Skills and Education Working Group)
50. Schedule 7, paragraph 4.3.1 (Supply Chain Working Group)
51. Schedule 11, paragraph 15.1 (Environment Review Group)
52. Schedule 11, paragraph 17.1 (Ecology Working Group)
53. Schedule 11, paragraph 18.1 (Natural Environment Awards Panel)
54. Schedule 15, paragraph 5.1 (Tourism Working Group)
55. Schedule 16, paragraph 4.1 (Transport Review Group)
56. Schedule 16, paragraph 5.1 (Rights of Way Working Group)
57. Schedule 16, paragraph 5.2.1 (Wickham Market Working Group)
58. Schedule 16, paragraph 5.3.1 (Leiston Working Group)
59. Schedule 16, paragraph 5.4.1 (Marlesford and Little Glemham Working Group)
60. Schedule 16, paragraph 5.5.1 (B1125 Working Group)
61. Schedule 16, paragraph 5.6.1 (Yoxford Working Group)
62. Schedule 16, paragraph 5.7.1 (B1122 Early Years Working Group)
63. Schedule 17, paragraph 3.1 (Delivery Steering Group)
64. Schedule 17, paragraph 6.1.1 (Planning Group)
65. Schedule 17, paragraph 6.2.1 (Social Review Group)
66. Schedule 17, paragraph 7.1.1 (Water Management Working Group)
67. Schedule 17, paragraph 7.2.1 (Water Levels Management Group)

**Community Groups to be established on or before Commencement of the Project**

68. Schedule 17, paragraph 5.5 (SZC Forum)

- 69. Schedule 17, paragraph 5.14 (Main Development Site Forum)
- 70. Schedule 17, paragraph 5.25 (Northern Transport Forum)
- 71. Schedule 17, paragraph 5.36 (Southern Transport Forum)

**Other obligations to be satisfied no later than three months prior to the Commencement Date**

- 72. Schedule 16, paragraph 5.9 (Local Transport Programme)

**Other obligations to be satisfied on or before Commencement of the Project**

- 73. Schedule 3, paragraph 6.1 (Accommodation Management System)
- 74. Schedule 4, paragraph 2.1 (On-site Emergency Response)
- 75. Schedule 4, paragraph 11 (On-Site Police Accommodation)
- 76. Schedule 6, paragraph 2 (Sizewell Health)
- 77. Schedule 7, paragraph 2.1.4 (Construction Workforce Delivery Strategy Programme)
- 78. Schedule 7, paragraph 2.9.2 (Sizewell C Jobs Coordinator)
- 79. Schedule 7, paragraph 2.10.1 (Young Sizewell C)
- 80. Schedule 7, paragraph 2.11.2 (Education and Inspiration Activities)
- 81. Schedule 8, paragraph 2.1 (Upper Abbey Farm Applications)
- 82. Schedule 11, paragraph 2.1 (Natural Environment Improvement Fund)
- 83. Schedule 11, paragraph 10.1 (Aldhurst Farm Planning Application)
- 84. Schedule 11, paragraph 11.1 (Environment Co-ordinator)
- 85. Schedule 11, paragraph 13.1 (Habitats Bond)
- 86. Schedule 12, paragraph 2 (Noise Mitigation Scheme)
- 87. Schedule 14, paragraph 2.2 (Deed of Transfer and Administration Agreement)
- 88. Schedule 14, paragraph 2.4 (Administration Agreement)
- 89. Schedule 14, paragraph 2.5 (Administration Agreement)
- 90. Schedule 16, paragraph 2.1 (TMMS)
- 91. Schedule 16, paragraph 2.6 (Delivery Co-ordinator)
- 92. Schedule 16, paragraph 3 (Monitoring Reports)
- 93. Schedule 16, paragraph 4.3.1 (Transport Co-ordinator)
- 94. Schedule 16, paragraph 5.9 (Local Transport Programme)
- 95. Schedule 16, paragraph 7.1.1 (Highway Structural Maintenance Survey)
- 96. Schedule 16, paragraph 11.1 (Signage Strategy)
- 97. Schedule 16, paragraph 12.1 (AIL Structural Survey)
- 98. Schedule 16, paragraph 12.4 (AIL Route Scheme)

**PART B**

**Payments to be made on or before Commencement of particular works**

- 99. Schedule 10, paragraph 2.2.2 (Leiston Sports Facilities Payment)

- 100. Schedule 11, paragraph 9.1 (Eel and Migratory Fish)
- 101. Schedule 11, paragraph 9.3 (Fish Contingency Fund)

**Obligations to be satisfied at least three months before Commencement of particular works**

- 102. Schedule 9, paragraph 1.2 (Detailed Implementation Programmes)

**Obligations to be satisfied before Commencement of particular works**

- 103. Schedule 10, paragraph 2.2.1 (Discharge of Leiston Sports Facilities Requirement)
- 104. Schedule 16, paragraph 14.1 (Highway Works Cost Estimate)
- 105. Schedule 16, paragraph 14.2 (Updated Highway Works Cost Estimate)

**PART C**

**Payment obligations requiring compliance prior to Commencement**

- 106. Schedule 8, paragraph 4 (SCC Archaeological Monitoring Contribution)

**Obligations requiring compliance prior to Commencement**

- 107. Schedule 1 (Councils' General Obligations)
- 108. Schedule 7, paragraph 2.1.2 (Construction Workforce Delivery Strategy - Site Operations / Site Services / Enabling Works Phase)
- 109. Schedule 7, paragraph 2.9.1 (Sizewell C Jobs Service)
- 110. Schedule 8, paragraph 4 (SCC Archaeological Service)
- 111. Schedule 16, paragraph 11.2 (Signage Strategy Consultation)
- 112. Schedule 16, paragraph 14 (Highway Work Audits)
- 113. Schedule 16, paragraph 15 (Highways Agreements)
- 114. Schedule 17, paragraph 2 (Governance)
- 115. Schedule 17, paragraphs 5.1 to 5.3 (Community Groups)

**ANNEX D**  
**FINANCIAL CONTRIBUTIONS TABLE**

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			Linked to Commencement Date	Other
Schedule 2, paragraph 2: East Suffolk Council Officer Support	£1,796,034	East Suffolk Council	<p>£178,409 on or before Commencement</p> <p>£120,940 annually on each anniversary of the Commencement Date during the Construction Period</p> <p>£57,479 annually on each anniversary of the Commencement Date for the first six years of construction</p>	
Schedule 2, paragraph 3: Suffolk County Council Officer Support	£1,788,000	Suffolk County Council	<p>£204,000 on or before Commencement</p> <p>£144,000 annually on each anniversary of the Commencement Date during the Construction Period</p>	
Schedule 2, paragraph 4: SZC	£3,600,000	East Suffolk Council	£150,000 on or before Commencement	



<b>CONTRIBUTION</b>	<b>TOTAL</b>	<b>RECIPIENT(S)</b>	<b>PHASING</b>	
Support Contributions			£150,000 annually on each anniversary of the Commencement Date during the Construction Period	
		Suffolk County Council	£150,000 on or before Commencement £150,000 annually on each anniversary of the Commencement Date during the Construction Period	
Schedule 2, paragraph 5.1: Noise and Air Quality Monitoring	£93,412	East Suffolk Council	£10,000 on or before Commencement £10,748 on the first three anniversaries of the Commencement Date during the Construction Period £10,233.60 on the fourth to eighth anniversaries of the Commencement Date during the Construction Period	
<i>Schedule 2, paragraph 5.4: Noise and Air Quality Monitoring Contingency</i>	<i>£348,734.40</i>	<i>East Suffolk Council</i>		<i>Up to £348,734.40 as and when approved by the Environment Review Group or the Transport Review Group</i>

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
Schedule 2, paragraph 6: Public Information Portal	£25,000	East Suffolk Council	£25,000 on or before Commencement	
Schedule 3, paragraph 2: Housing Fund	£11,877,975	East Suffolk Council	<p>£220,000 on or before Commencement</p> <p>£220,000 on or before the first six anniversaries of the Commencement Date</p> <p>£500,000 on or before the first anniversary of the Commencement Date</p>	<p>£2,000,000 no later than one month following the date of the approval of the Private Housing Supply Plan by the Accommodation Working Group</p> <p>£1,139,661 on each anniversary of the date of the approval of the Private Housing Supply Plan prior to and including the sixth anniversary of that date</p> <p>£100,000 no later than one month following the date of the approval of the Tourist Accommodation Plan</p> <p>£81,819 on each anniversary of the date of the approval of the Tourist Accommodation Plan occurring during the Construction Period</p>
<i>Schedule 3, paragraphs 3.1 and 4: Housing Contingency Fund (East Suffolk Council)</i>	<i>£10,140,000</i>	<i>East Suffolk Council</i>	<i>Up to £1,050,000 between the second anniversary of the Commencement Date and the end of the Construction Period as requested by the</i>	<p><i>Up to £4,020,000 determined in accordance with paragraph 4.1.4, in the event of a breach of paragraph 4.1.1(B)</i></p> <p><i>Up to £4,020,000 determined in accordance with paragraph</i></p>

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			<i>Accommodation Working Group on an annual basis</i>	<p><i>4.1.4, in the event of a breach of paragraph 4.1.1(C)</i></p> <p><i>Up to £1,050,000 determined in accordance with paragraph 4.2.3, in the event of a breach of paragraph 4.2.1(B)</i></p>
<i>Schedule 3, paragraph 3.2: Housing Contingency Fund (Suffolk County Council)</i>	<i>£216,823</i>	<i>Suffolk County Council</i>		<i>Up to £216,823 determined in accordance with paragraph 3.2 in the event that a residential care home closes as a result of the Project</i>
Schedule 4, paragraph 3: Police Contribution	£8,000,000	Suffolk County Council (for onward payment to the Suffolk Constabulary)	<p>£227,142.08 on or before Commencement</p> <p>£326,657.08 on or before the first anniversary of the Commencement Date</p> <p>£923,747.08 on or before the second anniversary of the Commencement Date</p> <p>£923,747.08 on or before the third anniversary of the Commencement Date</p> <p>£923,747.08 on or before the fourth anniversary of the Commencement Date</p> <p>£1,023,262.08 on or before the fifth</p>	

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			anniversary of the Commencement Date £1,023,262.08 on or before the sixth anniversary of the Commencement Date £923,747.08 on or before the seventh anniversary of the Commencement Date £923,747.080 on or before the eighth anniversary of the Commencement Date £326,657.08 on or before the ninth anniversary of the Commencement Date £227,142.08 on or before the tenth anniversary of the Commencement Date £227,142.08 on or before the eleventh anniversary of the Commencement Date	
Schedule 4, paragraph 4: Fire and Rescue Service Contribution	£1,441,705.60	Suffolk County Council for the provision of the Suffolk Fire and Rescue Service	£60,914.88 on or before Commencement £35,914.88 on or before the first anniversary of the Commencement Date	

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			<p>£47,993.20 on or before each of the second, third, fourth and fifth anniversaries of the Commencement Date</p> <p>£72,993.20 on or before the sixth anniversary of the Commencement Date</p> <p>£47,993.20 on or before the seventh anniversary of the Commencement Date and each subsequent anniversary of the Commencement Date during the Construction Period</p>	
			<p>£5,663.32 on or before Commencement and on each subsequent anniversary of the Commencement Date throughout the Construction Period</p>	
			<p>£64,332 on or before Commencement and on each subsequent anniversary of the Commencement Date throughout the Construction Period</p>	

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
Schedule 4, paragraph 5: Ambulance Service Contribution	£750,000	Suffolk County Council (for onward payment to the East of England Ambulance Service NHS Trust)	<p>£23,158 on or before Commencement and on or before the first anniversary of the Commencement Date</p> <p>£33,926 on or before the second anniversary of the Commencement Date and on or before each subsequent anniversary of the Commencement Date during the Construction Period</p> <p>£20,202 on or before Commencement and or before each anniversary of the Commencement Date during the Construction Period</p> <p>£122,000 on or before the second anniversary of the Commencement Date</p>	
Schedule 4, paragraph 6: Resilience Contributions	£100,000	Suffolk County Council (for onward payment to the Royal National Lifeboat Institution and East Anglian Air Ambulance)	<p>£50,000 on or before Commencement</p> <p>£50,000 on or before Commencement</p>	

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
<i>Schedule 4, paragraph 7: Police Reserve Fund</i>	<i>£1,500,000</i>	<i>Suffolk County Council (for onward payment to the Suffolk Constabulary)</i>		<i>£80,000 if the number of Estimated NHB Investigations is equal to or greater than the Budgeted NHB Investigations plus 32 (the Investigation Trigger); and  £80,000 for every subsequent increment of 65 Estimated NHB Investigations above the Investigation Trigger unless otherwise advised by Suffolk Constabulary that this payment is deferred to subsequent Construction Years.</i>
<i>Schedule 4, paragraph 8: Emergency Services Contingency Contribution</i>	<i>£446,548</i>	<i>East Suffolk Council Suffolk County Council Suffolk County Council (for onward payment to Suffolk Constabulary, Suffolk Fire and Rescue and East of England Ambulance Service NHS Trust)</i>		<i>Up to £446,548 upon approval by SZC Co of a request from East Suffolk Council or Suffolk County Council as appropriate with maximum liability set in relation to different scenarios.</i>
Schedule 4, paragraph 9: Suffolk Constabulary Facilities Contribution	£450,000	Suffolk County Council (for onward payment to the Suffolk Constabulary)	On or before Commencement the sum of £185,000  On or before Commencement and on or before each anniversary of the Commencement Date occurring during the	

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			Construction Period, the sum of £22,083	
Schedule 5, paragraph 2.1: Public Services Resilience Fund (Community Safety Resilience Measures)	£1,908,392	Suffolk County Council	<p>£128,032 within 3 months of the Commencement Date</p> <p>£88,133 on or before the first anniversary date of the Commencement Date</p> <p>£127,526 on or before the 1 May following the second anniversary of the Commencement Date</p> <p>£160,524 on or before the 1 May following the third anniversary of the Commencement Date</p> <p>£222,419 on or before the 1 May following the fourth anniversary of the Commencement Date</p> <p>£247,158 on or before the 1 May following the fifth anniversary of the Commencement Date</p> <p>£276,521 on or before the 1 May following the sixth anniversary of the Commencement Date</p> <p>£235,557 on or before the 1 May following the</p>	



CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			<p>seventh anniversary of the Commencement Date</p> <p>£170,090 on or before the 1 May following the eighth anniversary of the Commencement Date</p> <p>£94,244 on or before the 1 May following the ninth anniversary of the Commencement Date</p> <p>£83,907 on or before the 1 May following the tenth anniversary of the Commencement Date</p> <p>£74,281 on or before the 1 May following the eleventh anniversary of the Commencement Date</p>	
<p>Schedule 5, paragraph 2.2: Public Services Resilience Fund (Local Community Safety Measures)</p>	<p>£1,601,960</p>	<p>East Suffolk Council</p>	<p>£395,324 within 3 months of the Commencement Date or on or before the 1 May following Commencement (if earlier)</p> <p>£128,331 annually from the first anniversary of the Commencement Date until the sixth anniversary of the Commencement date on or before each 1 May</p>	

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			£87,330 annually from the seventh anniversary of the Commencement Date until the end of the Construction Period on or before each 1 May	
Schedule 5, paragraph 2.3: Public Services Resilience Fund (Social Care Resilience Measures - Adult Community Services)	£2,077,188	Suffolk County Council	<p>£17,593 on or before the first anniversary of the Commencement Date</p> <p>£17,593 on or before the 1 May following the second anniversary of the Commencement Date</p> <p>£342,544 on or before the 1 May following the third, fourth and fifth anniversaries of the Commencement Date</p> <p>£342,544 on or before the 1 May following the sixth anniversary of the Commencement Date</p> <p>£342,544 on or before the 1 May following the seventh anniversary of the Commencement Date</p> <p>£299,609 on or before the 1 May following the eighth anniversary of the Commencement Date</p> <p>£15,592 on or before the 1 May following the ninth</p>	

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			anniversary of the Commencement Date £9,658 on or before the 1 May following the tenth anniversary of the Commencement Date £4,422 on or before the 1 May following the eleventh anniversary of the Commencement Date	
<i>Schedule 5, paragraph 2.4: Public Services Resilience Fund (Social Care Resilience Measures - Adult Community Services Contingency)</i>	£1,000,000	<i>Suffolk County Council</i>		<i>Up to £1,000,000 as and when notified by the Community Safety Working Group that there has been a material increase in the cost of commissioning home care services in parishes within 10 miles from the Main Development Site</i>
Schedule 5, paragraph 2.5: Public Services Resilience Fund (Social Care Resilience Measures – Children and Young People’s Services)	£1,920,814	Suffolk County Council	£1,226 on or within 3 months of the Commencement Date £61,628 on or before the first anniversary of the Commencement Date £64,135 on or before the 1 May following the second anniversary of the Commencement Date	

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING
			<p>£302,781 on or before the 1 May following the third anniversary of the Commencement Date</p> <p>£305,886 on or before the 1 May following the fourth anniversary of the Commencement Date</p> <p>£307,469 on or before the 1 May following the fifth anniversary of the Commencement Date</p> <p>£309,236 on or before the 1 May following the sixth anniversary of the Commencement Date</p> <p>£306,772 on or before the 1 May following the seventh anniversary of the Commencement Date</p> <p>£157,743 on or before the 1 May following the eighth anniversary of the Commencement Date</p> <p>£54,567 on or before the 1 May following the ninth anniversary of the Commencement Date</p> <p>£33,845 on or before the 1 May following the tenth anniversary of the Commencement Date</p>

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			£15,526 on or before the 1 May following the eleventh anniversary of the Commencement Date	
Schedule 5, paragraph 2.6: Public Services Resilience Fund (Social Care Workforce Resilience Planning Measures)	£100,000	Suffolk County Council	£100,000 within 3 months of the Commencement Date	
Schedule 5, paragraph 2.7: Public Services Resilience Fund (School and Early Years Resilience Measures)	£1,059,660	Suffolk County Council	£61,305 within 3 months of the Commencement Date or on or before the 1 May following Commencement (if earlier) £61,305 annually on or before each 1 May following the first anniversary of the Commencement Date until the end of the Construction Period	Up to a maximum of £29,454.55 per year and up to £324,000 overall as and when notified by the Community Safety Working Group that there is an additional demand for resources caused directly by the Project.
Schedule 5, paragraph 4: School and Early Years Capacity Contribution	£1,920,252	Suffolk County Council		Up to a maximum of £1,920,252 as approved by the Social Review Group in accordance with paragraph 4

<b>CONTRIBUTION</b>	<b>TOTAL</b>	<b>RECIPIENT(S)</b>	<b>PHASING</b>	
<i>Schedule 5, paragraph 5: School and Early Years Capacity Contingency Contribution</i>	<i>£2,169,102</i>	<i>Suffolk County Council</i>		<i>Up to £2,169,102 as and when approved by the Social Review Group</i>
Schedule 6, paragraph 3: Residual Healthcare Contribution	£1,112,618	Suffolk County Council	£200,000 on or before Commencement £200,000 on or before the second anniversary of the Commencement Date £270,000 on or before the fifth anniversary of the Commencement Date £310,000 on or before the seventh anniversary of the Commencement Date £132,618 on or before the ninth anniversary of the Commencement Date	
Schedule 6, paragraph 4: Health and Wellbeing Officer Contribution	£447,697	Suffolk County Council (for onward payment to the Ipswich and East Suffolk Clinical Commissioning Group (or successor body))	£113,461 on or before Commencement £170,191 on or before the second anniversary of the Commencement Date £113,461 on or before the fifth anniversary of the Commencement Date	

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			£50,584 on or before the seventh anniversary of the Commencement Date	
Schedule 6, paragraph 5: GP Contribution	£16,900	Suffolk County Council (for onward payment to the Ipswich and East Suffolk Clinical Commissioning Group (or successor body))	<p>£2,600 on or before Commencement</p> <p>£3,900 on or before the second anniversary of the Commencement Date</p> <p>£2,600 on or before the fifth anniversary of the Commencement Date</p> <p>£2,600 on or before the seventh anniversary of the Commencement Date</p> <p>£5,200 on or before the ninth anniversary of the Commencement Date</p>	
Schedule 7, paragraph 2.7: Asset Skills Enhancement and Capability Fund	£7,800,000	Suffolk County Council		In four instalments, each relating to a particular Construction Phase and each to be paid within 30 days of the date that the Employment, Skills and Education Working Group approves the first Annual Skills Implementation Plan relating to that Construction Phase
Schedule 7, paragraph 2.3: Regional Skills Co-ordination Function	£1,300,000	Suffolk County Council		In equal instalments or annual instalments proposed by Suffolk

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
				County Council and approved by the ESEWG
Schedule 7, paragraph 2.6: Sizewell C Bursary Scheme	£750,000	n/a		Annually in accordance with the relevant Annual Skills Implementation Plan
Schedule 7, paragraph 2.4: Sizewell C Employment Outreach Fund	£1,600,000	Suffolk County Council		During the Construction Period in equal annual instalments or such alternative annual instalments as are approved in the Annual Skills Implementation Plan
<i>Schedule 7, paragraph 2.5: Sizewell C Employment Outreach Contingency Fund</i>	<i>£400,000</i>	<i>Suffolk County Council</i>		<i>In the event that the ESEWG determines that the Number of Additional Sizewell C Employment Outreach Placements is greater than or equal to one</i>
Schedule 7, paragraphs 2.8 and 3.1.7: Asset Skills Enhancement and Capability Investments	£5,000,000	Suffolk County Council		In accordance with the Annual Skills Implementation Plans
Schedule 7, paragraph 5.1:	£1,820,000	East Suffolk Council	£140,000 on or before Commencement and annually thereafter on the	



CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
Economic Development			anniversary of the Commencement Date until the end of the Construction Period	
Schedule 7, paragraph 5.2: Economic Development Business Support Service	£2,340,000	East Suffolk Council	£180,000 on or before Commencement and annually thereafter on the anniversary of the Commencement Date until the end of the Construction Period	
Schedule 7, paragraph 5.3: Business Support Fund	£1,000,000	East Suffolk Council		Up to £1,000,000 as and when requested for onward payment to successful applicants
Schedule 8, paragraph 3.1: Leiston Abbey Site (First Site)	£100,000	East Suffolk Council (for onward payment to RSPB)	£80,000 on or before Commencement  £20,000 on or before the eighth anniversary of the Commencement Date	
Schedule 8, paragraph 3.2: Leiston Abbey Site (Second Site)	£1,240,224	East Suffolk Council (for onward payment to the Historic Buildings and Monuments Commission for England)	£654,134 on or before Commencement  £436,090 on or before the first anniversary of the Commencement Date  £90,000 on or before Commencement	

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			£60,000 on or before the first anniversary of the Commencement Date	
Schedule 8, paragraph 4: SCC Archaeological Monitoring Contribution	£288,750	Suffolk County Council		Within 30 days of the presentation of invoices
Schedule 10, paragraph 2: Leiston Sports Facilities	Up to £1,092,000	East Suffolk Council	£75,000 on or before Commencement	Up to £1,017,000 within 30 days of presentation of invoice confirming amount of remainder in accordance with paragraph 2.2.2
Schedule 10, paragraph 2.4: Annual Maintenance Payment	Up to £660,000	East Suffolk Council		Annually £55,000 from first use of Leiston Sports Facilities until the end of Construction Period
Schedule 11, paragraph 2.2: Natural Environment Improvement Fund	£9,703,300	Suffolk County Council (for onward payment to the successful bidders)		As and when requested and approved by the Natural Environment Awards Panel
Schedule 11, paragraph 3.1: Land Management and Skills Scheme	£425,000	East Suffolk Council	£25,000 on or before Commencement and £25,000 annually thereafter for the duration of the Construction Period and the following five years	

<b>CONTRIBUTION</b>	<b>TOTAL</b>	<b>RECIPIENT(S)</b>	<b>PHASING</b>	
Schedule 11, paragraphs 4: Project Officers	£1,871,700	Suffolk County Council (for onward payment to SCHAONB)	£57,000 on or before Commencement and annually thereafter until the end of the Construction Period and the following three years  £67,780 on or before Commencement and annually on the anniversary of the Commencement Date until the end of the Construction Period and the following three years	
<i>Schedule 11, paragraph 6: European Sites Access Contingency Fund</i>	<i>£2,000,000</i>	<i>East Suffolk Council (for onward payment to RSPB, National Trust, Natural England, Forestry England or Suffolk Wildlife Trust)</i>		<i>Up to £2,000,000 subject to approval by the Environment Review Group</i>
Schedule 11, paragraph 7: Recreational Disturbance Avoidance Mitigation Contribution	£150,000	East Suffolk Council		On or before first occupation of the Accommodation Campus or the LEEIE Caravan Park, whichever occurs earlier
<i>Schedule 11, paragraph 8: Fen Meadow Contingency Fund</i>	<i>£3,000,000</i>	<i>East Suffolk Council</i>		<i>On the eleventh anniversary of Commencement of Work No. 1A in Schedule 1 to the Development Consent Order, unless the Ecology Working Group determines that the Fen</i>

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
				<i>Meadow Target Quantum has been met</i>
Schedule 11, paragraph 9: Eel and Fish Monitoring and Migration	£500,000	Environment Agency		On or before Commencement of Work No. 2A-2F (cooling water infrastructure)
<i>Schedule 11, paragraph 9: Fish Contingency Fund</i>	<i>£750,000</i>	<i>Environment Agency</i>		<i>Subject to approval by the Marine Technical Forum</i>
Schedule 11, paragraph 12 Farmland Bird Mitigation Fund	£300,000	East Suffolk Council for onward payment to landowners	£100,000 on or before Commencement, and annually on or before the first two anniversaries of the Commencement Date	
Schedule 13, paragraph 2.1: National Trust Dunwich Heath and Coastguard Cottages Resilience Fund	£851,365	East Suffolk Council (for onward payment to the National Trust)	£595,955.50 on or before Commencement £255,409.50 on or before the sixth anniversary of the Commencement Date	
Schedule 13, paragraph 2.2: Pro Corda Resilience Fund	£500,000	East Suffolk Council (for onward payment to the Pro Corda)	£364,000 on or before Commencement £136,000 on or before the third anniversary of the Commencement Date	
Schedule 13, paragraph 2.3: RSPB Resilience Fund	£2,520,000	East Suffolk Council (for onward payment to RSPB)	£2,142,000 on or before Commencement	

CONTRIBUTION	TOTAL	RECIPIENT(S)	PHASING	
			£378,000 on or before the sixth anniversary of the Commencement Date	
Schedule 14, paragraph 2: Sizewell C Community Fund	£23,000,000	Paid to and applied by the Suffolk Community Foundation (or an alternative trust)	£2,000,000 on or before Commencement £1,900,000 annually on each anniversary of the Commencement Date occurring during the Construction Period	
Schedule 15, paragraph 2: Tourism Support Resources	£3,000,000	East Suffolk Council	£200,000 on or before Commencement and thereafter annually on or before the first to fourteenth anniversaries of the Commencement Date	
Schedule 15, paragraph 3: Tourism Fund	£9,000,006	East Suffolk Council	£1,000,000 on or before Commencement £571,429 annually on each anniversary of the Commencement Date on or before the first to fourteenth anniversaries of the Commencement Date	
<i>Schedule 16, paragraphs 4.6 and 4.7:</i>	<i>£1,645,000</i>	<i>Suffolk County Council</i>		<i>Up to £1,645,000 as and when requested by the Transport</i>

<b>CONTRIBUTION</b>	<b>TOTAL</b>	<b>RECIPIENT(S)</b>	<b>PHASING</b>	
<i>Contingent Effects Fund</i>				<i>Review Group in accordance with paragraphs 4.6 and 4.7</i>
Schedule 16, paragraph 5.1.3: PROW Fund	£2,500,000	Suffolk County Council	£2,500,000 on or before Commencement	
<i>Schedule 16, paragraph 7.2: Highway Structural Maintenance Contribution</i>	£585,133	<i>Suffolk County Council</i>		<i>In the event that the results of any deflectograph condition survey demonstrate that the Maintenance Area requires maintenance works to mitigate the impact of Sizewell C construction traffic.</i>
Schedule 16, paragraph 8.1: A12 Contribution	£2,336,820	Suffolk County Council	£2,336,820 on or before Commencement	
Schedule 16, paragraph 9.1: Leiston Cycling and Walking Contribution	£728,185	Suffolk County Council	£468,185, on or before Commencement	£260,000, within 30 days of receipt from Suffolk County Council during the Construction Period of evidence to the satisfaction of SZC Co (acting reasonably) that the Leiston Route 3 Scheme is deliverable
Schedule 16, paragraph 13: AIL Contributions	£10,000,000	Suffolk County Council for onward payment to Suffolk Constabulary	£1,643,226 on or before Commencement £1,643,226 on or before each anniversary of the Commencement Date until such time as both the Sizewell Link Road and the Two Villages Bypass are open to the public.	

<b>CONTRIBUTION</b>	<b>TOTAL</b>	<b>RECIPIENT(S)</b>	<b>PHASING</b>	
Schedule 16, paragraph 14: Highway Technical Approval and Inspection Fees	% of the Bond Value	Suffolk County Council		In accordance with the instalments set out in paragraph 14
<b>TOTALS (EXCLUDING HIGHWAY TECHNICAL APPROVAL AND INSPECTION FEES)</b>				
Including contingency	£158,666,238			
Excluding contingency	£146,271,721			

Note: Contingent sums are shown in *italics*

## ANNEX E

### HEALTH AND WELLBEING: KEY PERFORMANCE INDICATORS

The key performance indicators for the Project on which the Health and Wellbeing Working Group shall report to the Social Review Group are outlined below. This represents the minimum set of key performance indicators that will be used. The Health and Wellbeing Working Group may agree additional measures from time to time.

#### **Part 1: SZC Co shall provide the following information:**

- Total Sizewell Health appointments
- Sizewell Health appointments in respect of the following:
  - Treatment services
  - Health surveillance
  - Fitness for work
  - GP and OH physician
  - Case management
  - Drug and alcohol testing
  - Pre-placement
  - Physio
  - Display Screen Equipment
- On-site GP appointments:
  - Total
  - Non-home-based referrals to local GP
  - Homebased
- GP Onward Referrals and Investigations:
  - Private prescriptions
  - Private x-ray
  - Private ophthalmology
  - Private blood tests
  - Private physio
- Treatment interventions:
  - Non-home based referrals - hospital
  - Home-based referrals - hospital
  - Ambulance call-outs (and conveyance)
- Sizewell C Construction Workforce:
  - Total number of construction workers
  - Home-based / non-home-based split
  - Total number of dependants / families (including age for Workforce Children)
- Health and Wellbeing Incidents - So far as it is appropriate for SZC Co to share the following information with the Health and Wellbeing Working Group and at the sole discretion of SZC Co:
  - Number of incidents resulting in the need for medical intervention
  - Summary of preventative initiatives such as health promotion campaigns, training events being undertaken (if any)



- Analysis of incidents and measures being taken to avoid or reduce the risk of future incidents (if any)

**Part 2: The Health and Wellbeing Officer shall provide the following information:**

- Population Health - to include but not be limited to:
  - Identification of opportunities to align other mitigation measures, such as the Sizewell C Community Fund, with the ambitions of the Suffolk and North East Essex Integrated Care System (<https://www.sneeics.org.uk/thinking-differently/overview/>) to promote improved health and wellbeing and reduce health inequalities.
  - Review of population health data and trends to identify change in local circumstance and healthcare provision.
  - Explore how collaboration with the Project could deliver positive change aligned to wider population health campaigns / initiatives such as the Integrated Care System Anchor Programme (<https://www.sneeics.org.uk/thinking-differently/anchor-institutions/>) .
- The usage and effectiveness of the Residual Healthcare Contribution.

**ANNEX F**  
**SZC SUPPLY CHAIN WORK PLAN**

20210601-SZC Supply Chain Work Plan Jun-Dec 2021

1 June 2021

SZC Co Supply Chain Personnel

## **SUFFOLK CHAMBER OF COMMERCE – SIZEWELL C SUPPLY CHAIN ENGAGEMENT WORK PLAN JUN- DEC 2021**

### **Introduction**

1. Suffolk Chamber of Commerce (SCoC) is uniquely positioned between SZC Co and the Suffolk local and regional supply chain and has been commissioned by SZC Co to conduct Supply Chain Engagement. SCoC is required to communicate with supply chain providers and deliver events on behalf of SZC Co. The following document articulates the strategy that SCoC Supply Chain Engagement Team will apply in order to maintain and manage supply chain communication and the approach to event delivery.

### **Background**

2. SCoC developed and built the local/regional supplier data portal [www.sizewellcsupplychain.co.uk](http://www.sizewellcsupplychain.co.uk). Local supply chain engagement activity has identified local suppliers and their capability and encouraged enrolment on to the data portal to deliver a consolidated database of service providers to SZC Co. SCoC Supply Chain Co-ordinator maintains the portal to ensure accurate and timely information to Tier 1 and Tier 2 contractors regarding supply chain capability in order that, when searching the portal, they are able to map work packages to local and regional service providers.

### **KPI**

3. The necessity to include KPI is recognised as a way of measuring progress and supporting the team's accountability for meeting specific outputs. However, until such time as the Final Investment Decision (FID) is made by SZC Co, specific metrics will not be applied to the team. Once FID is made by SZC Co and the viability and authorisation for the project has been confirmed by HMG, the Head of SZC Supply Chain Engagement, in consultation with the SZC Senior Supply Chain Lead, specific metrics will be laid out.

### **Work Plan**

4. This Work Plan is designed to be used as a framework for the Suffolk Chamber of Commerce's Supply Chain Engagement Team to focus their outputs in support of the Sizewell C Project. This document is neither rigid nor comprehensive and may need to be flexible in response to changing circumstances in project progression. This document is

agnostic of leadership changes but will be supportive as a handover document as required. The Work Plan is not linked to KPIs.

5. The activities within this plan or neither time-barred nor programmed but represent a reasonable snap-shot of Business as Usual (BAU) for the Sizewell C Supply Chain Engagement team.

6. In consultation with the Sizewell C Senior Supply Chain Lead, this document should be refreshed every 6 months to ensure that tactical delivery of the over-arching strategic aims of the Sizewell C Project are maintained by the Sizewell C Supply Chain Engagement Team.

7. The key outputs of this work plan are as follows:

a. **Supply Chain Engagement.** It is essential to the continuing viability of the local and regional supply chain that the breadth of capabilities and the number of registered companies on the supply chain database, continues to increase. Increasing breadth, capability and volume maximises the opportunities for local and regional businesses to win work at Sizewell C. To support this goal, SCoC will conduct gap analysis on all portal capabilities to assess areas of need and conduct targeted engagement to ensure that businesses with under-represented capabilities can be attracted to register.

b. **Stakeholder Management.** As an extension of the existing remit, there remains the requirement for SCoC to conduct continued relationship management with existing Supply Chain Portal registered businesses and positive engagement with the local business community maintain their interest in, and understanding of, the Sizewell C Project.

c. **Stakeholder Mapping.** In order to support the SCoC's engagement role it is important to have a profound understanding of the local and regional business landscape. Mapping this landscape will be a force multiplier to this understanding and highlight all organisations that will play a role as stakeholders as the project progresses. These include, but are not limited to, other county and regional Chambers and membership organisations who we can mutually support to help understand the opportunities. The stakeholder map will be a live document that will keep being added to.

d. **Work Package Supplier Matching.** To support the delivery of a local and regional supply chain, the SCoC will undertake work package supplier matching services on behalf of the project. Throughout the project, SCoC will be presented with work packages by Civil Works and MEH alliance companies. SCoC will interrogate the supply chain portal to match registered companies with the necessary capabilities to those work packages before present a return to the requester. This service maximises the exposure of local and regional companies to the civil works alliance and increases the opportunity for them to win contracts.

e. **Supply Chain Analysis.** In response to a supplier matching request, to present the civil works or MEH alliance with a comparative understanding of company capabilities, SCoC will conduct an analysis of the breadth of fields related to each company. This analysis will help present an understanding of each company in terms of size, scalability, turnover and breadth of capabilities. This analysis presents an indicative understanding of each company only and should not be used for suitability assessment purposes.

f. **Communications:** SCoC will conduct engagement of local companies via a range of marketing and communications mechanisms to sign up to the Sizewell C supply chain portal, participate in Sizewell C supply chain related events/training/education/adviser sessions.

i. In addition, SCoC agrees to actively publicise local business 'Good News Stories' arising from their participation in SZC and/or the Associated Developments<sup>12</sup>.

ii. In consultation with SZC Co, the SCoC Supply Chain Engagement team will support SZC Co in actively publicising local business 'good news' stories arising from their participation in SZC and/or associated developments. Existing communication channels will be used, such as Chamber Voice, joint media releases and social media, whilst other interactive platform use will be explored.

g. **Event Planning and Delivery**<sup>13</sup>: SCoC agrees to organise and deliver targeted events articulated in Annex A. This series of events will bring together the buyer and supplier communities, building their networks and creating opportunities for organisations to discuss research and collaboration for the nuclear new build contracts.

h. **Skills:** Whilst this area sits with Suffolk County Council, and the FE and HE institutions, the SCoC can support by way of running a series of skills events, including:

i. Apprenticeships and School fairs – meet SZC Co and T1s – careers of the future.

ii. Recruitment fairs, that direct opportunities for people to hear from T1s regarding skills needs and job opportunities.

8. Concurrent to the above defined activity, and the fundamental role of SCoC, will be supporting and advising the local and regional business community with regards to preparedness to support the Sizewell C Project. SCoC will also use our pivotal position between the local and regional business community and Sizewell C, to draw together key stakeholder organisations for mutually beneficial engagement opportunities.

**GBH DAVIES**  
**Head of SZC Supply Chain Engagement**  
**Suffolk Chamber of Commerce**

Annex:

A. Proposed SZC Supply Chain Engagement Events

<sup>12</sup> The Hinkley Point C project may be referenced as a case study of what has been achieved in that region to promote the positive benefits the project will/can bring.

<sup>13</sup> Dependent upon changing Covid-19 restrictions, SCoC will investigate substituting physical events with webinars or recorded interviews for use on the portal.

Annex A to  
20210601- SZC Supply Chain Work Plan Jun-Dec 2021  
Dated 1 June 2021

## PROPOSED SZC SUPPLY CHAIN ENGAGEMENT EVENTS

1. To support the local and regional supply chain, SCoC will deliver events<sup>14</sup> that advise the local and regional business community how to align themselves to be in a more advantageous position to be able to win contracts in support of the Sizewell C Project . These events will be spread throughout the year<sup>15</sup> and will continue to increase awareness and understanding regarding the requirements to support the Sizewell C Supply Chain.

2. Some events such as Meet the Buyer events should be timed to coincide with strategic milestones or the programme of works as per the TORPS. An example of these time sensitive events is the necessity to deliver a Meet the Buyer event for the Site Services work packages. Site services are those elements of the project that will support the daily running of the construction site and must be in place prior to construction beginning.

3. It is recommended that the following time Sensitive Events are delivered by the end of Q4 2021.

a. **Meet the Buyer - Site Services**

- Catering requirements (Suffolk Larder)
  - Exploring opportunities for caterers/producers
  - Partnership working event with key SZC Co speaker.
- Modular Accommodation
- Accommodation Services (Host)
- Logistics Requirements
  - Freight consolidation
  - Control tower and geo-fencing
  - Movement limitations
- Bussing Services
  - Hydrogen Bussing
  - Park and Ride

b. **Meet the Buyer – Early Works**

- Advance Works
- Ecology
- Archaeology
- UXO Clearance
- Site Establishment

<sup>14</sup> All events are subject to SZC Co Approval

<sup>15</sup> Events will not necessarily be delivered in the order in which they are displayed in this annex.

- Piling
- 132Kw Electrical System
- Heras Fencing
- Associated Development
  - Park and Ride
  - Yoxford Roundabout
  - 2-Villages bypass

4. Many of these events are not time sensitive and could be delivered at an even tempo throughout the year to support the broader understanding of the project.

5. There are opportunities for SCoC to deliver related interest events using local businesses to provide additional expertise. Whilst it is unlikely that there will be a budget to pay for this support there will be opportunities for those supporting companies to present their expertise in a way they might win contracts with those companies in the audience.

6. Additional, non time-sensitive events could include:

a. **Is Your Company Ready to Secure Work at Sizewell C?**

- Introduction from SZC Co
- T1 Contractor to provide speaker to articulate how that company procures/standards required.
- Miles Vartan of Vartan Consultancy. Regulatory alignment: ISO standards and how to achieve them.
- SZC Supply Chain Engagement Manager to define capability assessments and how a company is validated.
- Q&A channelled through the facilitator

b. **Energy Security<sup>16</sup>**

- Keeping the lights on
- The road to net zero
- Creating a carbon zero town in Suffolk

c. **Fit 4 Nuclear – The Hallmark of Business Excellence**

- Including nuclear capability, nuclear standards, pricing
- Talk to a company that has achieved F4N
- Take examples from the experience at HPC

d. **The NSAN Nuclear Readiness Programme**

- Including nuclear quality requirements
- Case study from a local company who has undertaken the NSAN NRP
- Course delivery and financing

<sup>16</sup> This could possibly be run as a joint event with EEEGR

- e. **Women in Nuclear**
- Achieve diversity to help the industry thrive.
  - Ambassador network – mentoring, coaching, role models, inspire
  - Apprentices, Graduate to senior team members release the potential of women in nuclear
- f. **Understanding NEC3 Contracts**
- g. **Your Road Map to Net Zero**
- h. **Creating Winning Partnerships – Creating a Joint Venture**
- Understanding the legal governance
  - Financing a Joint Venture
- i. **Strong bids and winning tenders workshop**
- Are you fit to bid?
  - Raise your game
  - Science and art of writing bids and tendering
- j. **Follow our lead**
- Hearing from companies that have been through the process e.g. Birketts, Poundfield Products, Ovivo, Ardent
- k. **Routes to market**
- Business development training
  - Help SMEs to focus on the opportunities
  - Preparation of Post FID work business development work packages including offering "Tender ready" and "Quality requirements" seminars for local businesses.



## **ANNEX G**

### **B1122 PROPERTIES**

The following properties are the "B1122 Properties":

1 ROOKERY COTTAGES, MIDDLETON ROAD, YOXFORD, IP17 3LG  
2 ROOKERY COTTAGES, MIDDLETON ROAD, YOXFORD, IP17 3LG  
ROOKERY COTTAGE, MIDDLETON ROAD, YOXFORD, IP17 3LF  
SUNNY PATCH, MIDDLETON ROAD, YOXFORD, IP17 3LF  
THE OLD BARN, MIDDLETON ROAD, YOXFORD, IP17 3LG  
1 HOPTON YARD, MIDDLETON ROAD, YOXFORD, IP17 3LG  
2 HOPTON YARD, MIDDLETON ROAD, YOXFORD, IP17 3LG  
3 HOPTON YARD, MIDDLETON ROAD, YOXFORD, IP17 3LG  
4 HOPTON YARD, MIDDLETON ROAD, YOXFORD, IP17 3LG  
HONEYCROFT, MIDDLETON ROAD, YOXFORD, IP17 3LG  
1 MIDDLETON ROAD, YOXFORD, IP17 3LH  
2 MIDDLETON ROAD, YOXFORD, IP17 3LH  
3 MIDDLETON ROAD, YOXFORD, IP17 3LH  
4 MIDDLETON ROAD, YOXFORD, IP17 3LH  
2 BEVERICHE MANOR COTTAGES, MIDDLETON ROAD, YOXFORD, IP17 3LJ  
1 BEVERICHE MANOR COTTAGES, MIDDLETON ROAD, YOXFORD, IP17 3LJ  
TOLLGATE, MIDDLETON MOOR, MIDDLETON, SAXMUNDHAM (IP17 3LN)  
THE COTTAGE, MIDDLETON MOOR, MIDDLETON, SAXMUNDHAM  
SUNCOT, MIDDLETON MOOR, MIDDLETON, IP17 3LN  
WESTVIEW, MIDDLETON MOOR, MIDDLETON, IP17 3LN  
2 MIDDLETON MOOR, MIDDLETON, IP17 3LN  
1 MIDDLETON MOOR, MIDDLETON, IP17 3LN  
DUTHIE COTTAGE, MIDDLETON MOOR, MIDDLETON, IP17 3LN  
DAISY COTTAGE, MIDDLETON MOOR, MIDDLETON, IP17 3LN  
THE WILLOWS, MIDDLETON MOOR, MIDDLETON, IP17 3LN  
WHITE HOUSE, MIDDLETON MOOR, MIDDLETON, IP17 3LN  
WILLOW COTTAGE, MIDDLETON MOOR, MIDDLETON, IP17 3LN  
MOOR FARMHOUSE, MIDDLETON MOOR, MIDDLETON,  
MALLARDS, MIDDLETON MOOR, MIDDLETON, IP17 3LN  
THATCHED HOUSE, MIDDLETON MOOR, MIDDLETON, SAXMUNDHAM  
CROSSROADS COTTAGE, YOXFORD ROAD, MIDDLETON, IP17 3LR  
GARDEN HOUSE, YOXFORD ROAD, MIDDLETON, IP17 3LR  
GARDEN HOUSE FARM, MIDDLETON, SAXMUNDHAM (IP17 3LU)  
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GOLDEN ACRES, LEISTON ROAD, MIDDLETON, IP17 3LY  
HILL COTTAGE, LEISTON ROAD, MIDDLETON, IP17 3LY

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2 CORONATION COTTAGES, ANNESONS CORNER, MIDDLETON,  
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4 PUMP COTTAGES, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RA  
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1 PUMP COTTAGES, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RA  
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3 IVY COTTAGE, LEISTON ROAD, THEBERTON,  
2 IVY COTTAGE, LEISTON ROAD, THEBERTON,  
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HILLSIDE, MAIN ROAD, THEBERTON, LEISTON (IP16 4RX)  
CROSSTREES, MAIN ROAD, THEBERTON, LEISTON (IP16 4RX)  
THE BUNGALOW, MAIN ROAD, THEBERTON, LEISTON (IP16 4RX)  
THE COTTAGE, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RU  
THE COACH HOUSE, THEBERTON, LEISTON (IP16 4RU)  
YEW TREE HOUSE, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RU  
FORGE COTTAGE, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RU  
THE OLD FORGE, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RU  
COOBER PEDY, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RU  
SUNNY HILL, THEBERTON, LEISTON (IP16 4RU)  
FLINT COTTAGE, LEISTON ROAD, THEBERTON, LEISTON  
ALDE HOUSE, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RU  
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WALNUT COTTAGE, THEBERTON, LEISTON (IP16 4RU)  
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THE GRANARY, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RX  
GLEBE HOUSE, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RX  
BARDS HOUSE, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RU  
MILL REACH, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RU  
MILL COTTAGE, LEISTON ROAD, THEBERTON, LEISTON, IP16 4RU  
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15 DOUGHTY WYLIE CRESCENT, THEBERTON, LEISTON, IP16 4RT  
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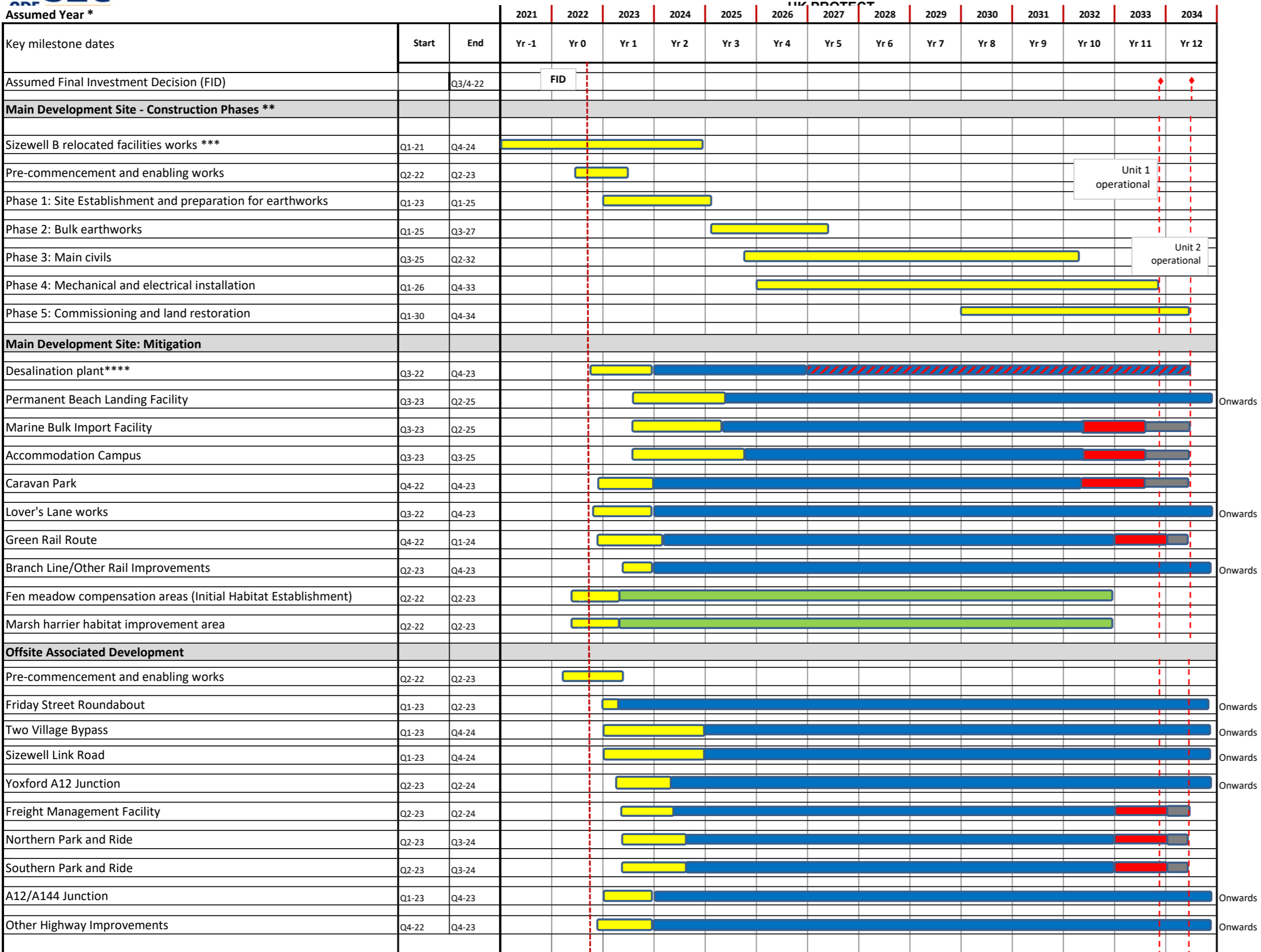
MILL LODGE, MILL STREET, MIDDLETON, IP17 3LX

THE OLD THATCHED HOUSE, CHURCH ROAD, THEBERTON, LEISTON, IP16 4SA

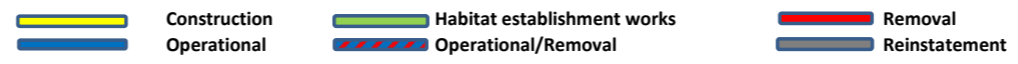
MIDDLETON CROSSING, MIDDLETON ROAD, YOXFORD, IP17 3LG

CHURCH COTTAGE, CHURCH ROAD, THEBERTON, IP16 4SA

**ANNEX H  
IMPLEMENTATION PLAN**



**Notes:**  
 \* Dates noted above assume DCO being granted April 2022 and free of legal challenge  
 \*\* Please note that the Construction phases are shown for illustrative purposes only. The sequence of construction works, as set out in the Construction Method Statement, are secured by Requirement 8 of Schedule 2 of the Draft Order.  
 \*\*\* It has been assumed that pre-FID works would be undertaken pursuant to planning permission reference DC/19/1637/FUL & DC/20/4646/FUL issued by East Suffolk Council  
 \*\*\*\* Removal of the desalination plant will take place prior to the end of construction.



**ANNEX I**  
**MARINE TECHNICAL FORUM TERMS OF REFERENCE**

## Sizewell Marine Technical Forum (SZC MTF) – Terms of Reference<sup>1</sup>

### 1. Aim

- 1.1. The Sizewell C Marine Technical Forum (SZC MTF) will help facilitate good environmental regulation of Sizewell C by providing all parties with a high level of confidence that the environment is being properly protected.
- 1.2. Environmental regulators, in consultation with statutory conservation Agencies (jointly referred to in this document as the ‘statutory environmental bodies’), would need to determine and enforce a number of regulatory permits and licences (which together with relevant DCO Requirements [would be expected to] form the SZC ‘obligations’). These will address protecting those aspects of the marine and coastal environment that have the potential to be impacted by SZC. NNB Genco (or its successor)<sup>2</sup> will need to satisfy the obligations, and the statutory environmental bodies will regulate and assess compliance as appropriate. This effort will include monitoring of certain operational and natural processes and environmental trends that may be affected by the construction and operation of SZC. NNB Genco will provide the relevant regulator with data and other relevant information required [by] [to inform] the obligations, which may be supplemented for compliance assessment purposes by the regulator’s own data and information.
- 1.3. The obligations [contain] [are expected to contain] a variety of conditions and specifications including those for the prevention, minimisation, control, mitigation and/or remediation of potentially harmful environmental impacts associated with the construction and operation of SZC on the marine and coastal environment. Implementation of the obligations will be the responsibility of NNB Genco, informed as necessary by statutory environmental bodies own monitoring (the monitoring effort by NNB Genco to fulfil the obligations will be managed by a Marine Technical Working Group (MTWG) within NNB Genco).
- 1.4. The MTF is primarily focussed on identifying the information and practical requirements for successful specification, planning, implementation and reporting of all forms of marine and coastal monitoring associated with SZC that are needed for the proper protection of the environment and compliance with UK law. To do this, its dialogue must necessarily encompass all relevant design, construction, commissioning and operational aspects of the development (including the removal of temporary structures) that are, or will be, subject to planning and environmental regulatory scrutiny and permissions. The monitoring topics to be considered, and hereafter included under the general heading ‘marine monitoring’, are expected to include measurement and modelling of coastal hydrodynamics, sediment transport and coastal erosion matters, as well as effluent and cooling water quantity and quality, resultant receiving water quality, fisheries protection and ecological issues etc.
- 1.5. The key aim of the MTF is to provide a means whereby the nature of the marine monitoring, the results and their outcomes can be readily discussed, seeking agreement or consensus between NNB Genco and the statutory environmental bodies, and clarity on any points of difference. The MTF will seek a common view whilst respecting the independence of the statutory environmental bodies so that relevant advice to NNB Genco may be distilled, and that statutory environmental bodies’ consultations and decision making may be best informed.
- 1.6. In advance of the DCO, the SZC MTF will seek to develop a shared understanding of the status and sufficiency of the marine studies advanced by NNB Genco, the assessments of project impact based upon these studies and the proposed means of mitigation, in order both to facilitate advice given by its members to the Planning Inspectorate and inform their own procedures. The aim in this context will be to assist both in the development of statements of common ground (SOCG) between NNB Genco and the statutory environmental bodies and the formulation of requirements for consideration by the Planning Inspectorate.

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<sup>1</sup> Text in [blue] refers to the pre-DCO context alone and in [red] post-DCO.

<sup>2</sup> This caveat, ‘or its successor’, applies to all subsequent references to ‘NNB Genco’.

- 1.7. Whilst all parties shall aim for constructive dialogue based on relevant accountabilities, with a view to sharing knowledge and building mutual trust, all views expressed and conclusions drawn by the MTF shall be without prejudice to the statutory regulatory roles performed by MTF member organisations and shall not be binding upon them. These discussions will be facilitated by the Chair of the SZC MTF with the intention of both minimising and delimiting residual issues in the form of the SOCG in advance of the relevant regulatory submissions allied with the DCO and relevant submissions to regulators.
- 1.8. It is envisaged that the MTF would continue to convene throughout the period of SZC construction, commissioning and initial operations, and that this or a similar process will then be maintained by the SZC site operator. An existing entity, the Sizewell Shoreline Management Group (established under covenant between the Sizewell A (SZA) and Sizewell B (SZB) land owners), maintains a Beach Management Plan on the Sizewell frontage involving a number of monitoring activities. When appropriate, it is envisaged that the relevant shoreline management arrangements and associated monitoring and contingency measures relevant to a combined SZA, SZB and SZC site interest will be unified within a common frame of governance.
- 1.9. These arrangements would inform and supplement the statutory requirement for NNB Genco to consult with the relevant statutory environmental bodies when developing DCO and allied Environmental Permitting and Marine Licence submissions and subsequently discharging obligations.

## **2. Purpose**

- 2.1 The SZC MTF exists to facilitate open and transparent dialogue between NNB Genco and the statutory environmental bodies (and their advisors) relating to detailed design of SZC and marine monitoring. This will cover:
  - a) The design and delivery of SZC,
  - b) SZC obligations and regulatory concerns,
  - c) Considerations of environmental information or outputs and their dissemination so that:
    - Operational and environmental monitoring by NNB Genco and/or statutory environmental bodies is informed and can be shaped throughout the design, construction and operational phases of SZC, and monitoring plans can be modified in the light of knowledge gained or technical issues arising;
    - Relevant information is shared between NNB Genco, statutory environmental bodies and the wider community.

## **3. Membership**

- 3.1. The MTF will be chaired by an appointee of NNB Genco supported by a technical secretariat (who will represent the MTWG, see 1.3 above) from within NNB Genco.
- 3.2. In order to constitute the MTF, the Chairperson and secretariat will welcome and encourage the participation of nominated technical representatives from Natural England, the Environment Agency, Marine Management Organisation, and the Coastal Authority, together with consultants working on their behalf, in order that they may observe and participate in discussions. Additional participation may be encouraged with the agreement of MTF members when specific issues are being discussed. Participation by any of the statutory environmental bodies will be subject to their resources being available.
- 3.3 The Chairperson and secretariat, in consultation with the statutory environmental bodies, will agree upon and invite an appropriately balanced group with expertise from NNB Genco and the statutory environmental bodies to form the MTF. Composition of the MTF may vary to the degree judged necessary by NNB Genco and the MTF at any given stage of the project, providing the necessary expertise to address the overall objectives.

## **4. Duties of the Chairperson**

- 4.1. The Chairperson (or a member of the secretariat in the Chairperson's absence) will chair all meetings of the MTF.
- 4.2. The Chairperson (or a member of the secretariat in the Chairperson's absence) will ensure that a record is kept of the topics of discussion and the views expressed.



- 4.3. The Chairperson will ensure that the focus of the MTF is maintained and that all outputs are impartial, balanced and rigorous.
- 4.4. The Chairperson will prepare an annual report, detailing activities and progress over the course of the year.
- 4.5. At times to be agreed by MTF and NNB Genco, the Chairperson will make public a summary of the topics discussed and conclusions drawn.

## 5. Tasks

- 5.1 All MTF members shall (subject to adequate resources being available) provide sufficient information to properly inform the work of the MTF, and allow the MTF members to:
  - a) Review, to an appropriate timetable, and sufficiently in advance of the DCO application and environmental permit applications, reports/information provided for this purpose by NNB Genco relevant to aspects of coastal processes, marine water quality and marine ecology likely to be affected by the SZC project;
  - b) In tandem with this review process, discuss relevant means of mitigation and contingency associated with residual effects or uncertainties so as to inform both NNB Genco's consideration of statements in mitigation, and relevant conditions and requirements, ensuring that recommendations and considerations of the MTF that might influence these requirements and conditions are properly recorded;
  - c) Consider specific marine monitoring proposals by NNB Genco or statutory environmental bodies associated with specific plans relevant to SZC;
  - d) Agree a programme of work in order to secure a), b) and c) above sufficiently in advance of DCO submission, and other relevant submissions to regulators;
  - e) Pre Environmental Permit and DCO submission, ensure that recommendations and considerations of the MTF that might influence design are properly recorded;
  - f) Post DCO, agree a programme of work for the MTF against a schedule of the obligations;
  - g) Post DCO, review the strategy, approach and effectiveness of specific coastal and marine monitoring by NNB Genco;
  - h) Post DCO, review technical data, reports and recommendations and consider the effectiveness of measures implemented to deal with potential impacts, including review of the efficiency of any changes made to the design and/or operation of those measures in light of monitoring findings ensuring that recommendations and considerations of the MTF that might influence these measures are properly recorded;
  - i) Identify key risks, issues, interdependencies and opportunities for optimising the effectiveness and efficiency of marine monitoring; and
  - j) Provide advice on the action(s) that should be taken.

## 6. Reporting arrangements

- 6.1. The Chairperson will provide an annual report on the activities of the MTF to NNB Genco and the MTF.
- 6.2. Reports for external publication or dissemination relating to the activities of the MTF will first be approved by the MTF.
- 6.3. Notes of the meetings shall be taken and issued to the MTF by NNB Genco for agreement.

## 7. Information Sharing

- 7.1. There shall be the presumption that all information will be made available for public disclosure, wherever practicable.

## 8. Meetings

- 8.1. The frequency and dates of meetings will be proposed by the Chairperson and secretariat for agreement by MTF members. Initially NNB Genco and the MTWG will provide a short-term timetable of meeting dates and topics to be discussed, together with an indication of written material to be provided, but in the longer term the meeting schedule will evolve with the work of, and through agreement with, MTF members. Meetings may be in person or via telecon.

- 8.2. Meetings of the MTF will receive direct reports of monitoring activities and proposals either from the secretariat or invited presentations from those carrying out these activities.
- 8.3. Core meetings of the MTF will involve all members plus the Chairperson (or secretariat in the absence of a Chairperson). Subgroups of the MTF will meet or congregate via telephone conference when necessary in order to deal with specific actions arising within the MTF, reporting on progress to the MTF at the next opportunity.
- 8.4. Papers for consideration by the MTF will be co-ordinated and issued by the secretariat in consultation with the Chairperson. As a principle, sufficient time shall be allowed for comments to be made on papers provided for that purpose. Where an engagement protocol has already been agreed between NNB Genco and any of the MTF members, this will serve as the minimum standard applicable to these activities. As a preliminary indication, subject to that protocol: papers of a technical nature (e.g. survey methods, survey results etc.) will be issued at least three weeks in advance of the meeting, or three weeks in advance of written comments being provided. For other papers of a non-technical nature the timescale will be two weeks. In the event that it is not possible to keep to this timescale the Chairperson will notify the MTF and either agree to postpone the meeting or proceed with the meeting and agree to receive written comments within 3 weeks of the date of the meeting. Written comments arising from discussions at the meeting will normally be required within 3 weeks of the meeting.
- 8.5. NNB Genco shall be responsible for arranging meetings or telephone conferences of the MTF or MTF subgroups where agreed appropriate. Proformas will be maintained in order to ensure consistency of style and content of agendas, recorded outcomes and actions.
- 8.6. NNB Genco shall be responsible for establishing regular telecons in order to maintain an informal dialogue on progress as and when required.
- 8.7. From time to time NNB Genco as the lead organisation for MTF, acting on its own behalf or on the advice of the MTF, may make such further arrangements as it considers appropriate for the proper and efficient functioning of the MTF. Any such arrangement would be carried out in consultation with the statutory environmental bodies.

## **9. Constitution**

- 9.1. Any changes to these Terms of Reference shall be subject to agreement by the MTF.

These ToR are as agreed between representatives of NNB Genco, Environment Agency, Natural England, the Suffolk Coastal Authority and the Marine Management Organisation at a meeting of the SZC MTF chaired by Mr Chris Chubb (HPC MTF Chairperson), held at the Environment Agency and Natural England's offices in Norwich on 23<sup>rd</sup> April 2015.

**ANNEX J**  
**OPERATIONAL TRAVEL PLAN PRINCIPLES**

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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.

### 1.2 Scope

1.2.1 This document sets out the **Operational Travel Plan Principles** (Annex J of the DoO Doc Ref. 8.17(H)) to manage and monitor operational workforce trips to/from Sizewell C during the operational phase of the development. The scope of the **Operational Travel Plan** will cover both the operational workforce and outage workers.

1.2.2 SZC Co. must prepare an **Operational Travel Plan** for the operational phase of the Sizewell C Project. The Operational Travel Plan must be submitted at least 6 months before the Unit 1 fuel receipt date for the approval of Suffolk County Council (SCC) following consultation with East Suffolk County (ESC) and National Highways as secured in Schedule 16 of the **DoO** (Doc Ref 8.17(H)).

1.2.3 The **Operational Travel Plan** will be prepared in accordance with these **Operational Travel Plan Principles**, which is annexed to the **DoO** (Doc Ref 8.17(H)) but will need to also be in accordance with prevailing planning guidance at the time of preparing the **Operational Travel Plan** as well as the local transport infrastructure and conditions at that time.

1.2.4 The **Operational Travel Plan** will come into force following the Unit 1 fuel receipt date, unless otherwise agreed with the Transport Review Group. Any operational workers for the Sizewell C Project will be required to adhere to the **Construction Worker Travel Plan (CWTP)** (Annex L of the DoO Doc Ref. 8.17(H)) until the **Operational Travel Plan** comes into force. Likewise any construction workers working on the Sizewell C Project post the Unit 1 fuel receipt date will need to adhere to the **Operational Travel Plan**.

## 1.3 Control document context

1.3.1 Level 1 control documents will either be certified under the DCO at grant or annexed to the Deed of Obligation (DoO). All are secured and legally enforceable. Some Level 1 documents are compliance documents and must be complied with when certain activities are carried out. Other Level 1 documents are strategies or draft plans which set the boundaries for a subsequent Level 2 document which is required to be approved by a body or governance group. The obligations in the DCO and DoO set out the status of each Level 1 document.

1.3.2 Where further documents or details require approval, this plan states which body or governance group is responsible for the approval and/or must be consulted. Any approvals by East Suffolk Council, Suffolk County Council or the MMO will be carried out in accordance with the procedure in Schedule 23 of the dDCO. The DoO establishes the governance groups and sets out how these governance groups will run and, where appropriate, how decisions (including approvals) should be made. Any updates to these further documents or details must be approved by the same body or governance group and through the same consultation and procedure as the original document or details.

1.3.3 Where separate Level 1 or Level 2 control documents include measures that are relevant to the measures within this document, those measures have not been duplicated in this document, but cross-references have been included for context. Where separate legislation, consents, permits and licences are described in this document they are set out in the Schedule of Other Consents, Licences and Agreements (Doc Ref. 5.11) [[REP3-011](#)].

1.3.4 For the purposes of this document the term ‘SZC Co.’ refers to NNB Nuclear Generation (SZC) Limited (or any other undertaker as defined by the dDCO), its appointed representatives and the appointed construction contractors.

## 1.4 Structure of the Operational Travel Plan Principles

1.4.1 The remainder of this **Operational Travel Plan Principles** document is structured as follows:

- **Section 2** sets out what information will need to be provided in the Operational Travel Plan with regards to existing context and conditions.
- **Section 3** summarises the management structure.

- **Section 4** summarises the setting of objectives and targets for agreement with Suffolk County Council in consultation with National Highways and East Suffolk Council.
- **Section 5** describes the potential measures that will be explored by SZC Co. for agreement with Suffolk County Council in consultation with National Highways and East Suffolk Council.
- **Section 6** deals with the monitoring and review.



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## 2 EXISTING CONTEXT AND CONDITIONS

### 2.1 Introduction

2.1.1 The **Operational Travel Plan** will need to summarise the existing context and conditions at the time of Sizewell C being operational. There may be changes to travel planning policy and guidance, the transport network as well as technology and travel planning guidance that will inform the development of the **Operational Travel Plan** and proposed measures. This section of the **Operational Travel Plan** will include the sections listed below.

### 2.2 Organisational Details

2.2.1 The operational workforce for Sizewell C is estimated to be approximately 900 workers. In addition, approximately every 18 months an outage is expected to take place which will require approximately 1,000 workers in addition to the 900 permanent operational workers.

2.2.2 The 900 operational workers will all be home-based. The 1,000 outage workers are likely to be accommodated in the main urban areas and are assumed to have a similar distribution as the existing baseline traffic, though they may comprise a combination of contractors based locally and from further afield.

2.2.3 This section of the **Operational Travel Plan** will provide information on the organisation details of the operational workforce including:

- Number of operational workers;
- Number of outage workers; and
- Working hours, including any shift patterns.

### 2.3 Relevant travel plan policy and guidance

2.3.1 This section of the **Operational Travel Plan** will summarise relevant travel plan policy and guidance at the time of preparing the **Operational Travel Plan** at a national and local level.

### 2.4 Existing transport conditions

2.4.1 This section of the **Operational Travel Plan** will summarise the existing transport networks for the following networks:

- Walk and cycle network;
- Bus network;
- Rail network;
- Highway network.

2.4.2 In addition, it will set out any lessons learnt with regards to travel management during the construction phase.

## 3 MANAGEMENT

### 3.1 Introduction

3.1.1 This section summarises the envisaged management structure for the **Operational Travel Plan** and the responsibilities of each stakeholder. It will need to be reviewed at the time of preparing the **Operational Travel Plan** based on the structure of SCC at that time with regards to managing travel plans and unless otherwise agreed with the Transport Review Group

### 3.2 Management of the Operational Travel Plan

a) SZC Co.

3.2.2 The overall management and implementation of the **Operational Travel Plan** shall be the responsibility of SZC Co..

b) Operational travel plan co-ordinator

3.2.3 An Operational Transport Co-ordinator will be appointed by SZC Co. and be in place from when the Operational Travel Plan will come into effect for a minimum of 5 years from the end of the Construction Period. The Operational Travel Plan Co-ordinator will be responsible for the management, development and implementation of the **Operational Travel Plan**. The Operational Travel Plan Co-ordinator will have the following responsibilities related to the **Operational Travel Plan**:

- promote the objectives and benefits of the **Operational Travel Plan** to encourage compliance with its contents;
- monitor the success of the **Operational Travel Plan** against the targets;
- report the monitoring of the **Operational Travel Plan** to the Transport Review Group until the end of the Construction Period and then to Suffolk County Council's Travel Plan Officer for 5 years from the end of the Construction Period;
- act as a point of contact for all staff requiring sustainable travel planning information;
- ensure that travel information is available and up to date for both staff and visitors; and

- provide any updates to the **Operational Travel Plan** as required in consultation and agreement with the Transport Review Group prior to the end of the Construction Period and with Suffolk County Council's Travel Plan Officer for 5 years from the end of the Construction Period.

3.2.4 The Operational Travel Plan Co-ordinator will be a SZC Co. operational employee and the role will be part-time. The number of hours spent by the Operational Travel Plan Co-ordinator will vary from month to month, with it increasing during times of the annual monitoring period.

### 3.3 Role of the local and highway authorities

3.3.1 As secured in the **DoO** (Doc Ref 8.17(H)) (Schedule 16, paragraph 2), the Operational Travel Plan must be approved by Suffolk County Council, in consultation with East Suffolk Council and National Highways.

3.3.2 Until the end of the Construction Period, the monitoring of the Operational Travel Plan will be reported to the Transport Review Group.

3.3.3 In accordance with Suffolk County Council's 'Travel Plan Good Practice Guidance' Suffolk County Council will allocate a Travel Plan Officer to advise on the implementation and monitoring of the **Operational Travel Plan**.

3.3.4 The role of the Travel Plan Officer in relation to the **Operational Travel Plan** will be to:

- receive annual Travel Plan monitoring reports relating to the implementation and operation of the **Operational Travel Plan** for 5 years from the end of the Construction Period;
- consider the case for, and approve amendments to the **Operational Travel Plan**; and
- consider the use of remedial measures if targets are not being met.

## 4 OBJECTIVES AND SETTING TARGETS

### 4.1 Introduction

4.1.1 This section summarises the objectives of the **Operational Travel Plan** and how the targets will be set.

### 4.2 Objectives

4.2.1 The Operational Travel Plan's overriding objective will be:

- **To engage with and encourage operational workers and outage workers to use more sustainable ways of travelling to / from the site in order to minimise the impact of the site on the surrounding highway network and reduce the carbon footprint.**

4.2.2 The sub-objectives of the Operational Travel Plan will be:

- **Sub-objective 1:** To increase employee awareness of the advantages and availability of sustainable/ active modes of transport;
- **Sub-objective 2:** To promote the health and fitness benefits of active travel to all users;
- **Sub-objective 3:** To introduce a package of measures that will facilitate employee travel by sustainable modes; and
- **Sub-objective 4:** To reduce single-occupancy car use for the journey to and from the Site by operational workers and outage workers.

### 4.3 Type of targets

4.3.1 The targets which will be included in the **Operational Travel Plan** will be SMART, that is:

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

4.3.2 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.

#### 4.4 Aim targets

4.4.1 It is recognised that for certain aspects of the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)), the assessment includes some worst-case assumptions in order to provide a robust assessment of the highway network. The assumptions in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)) of relevance to the operational phase are:

- An average car sharing level of 1.1 workers per car was assumed. This is considered to be a conservative assumption, taking into consideration the fact that this applies to outage as well as regular operational staff, and outage staff may be more likely to travel together due to sharing accommodation; and
- In order to provide a robust assessment in the **Consolidated Transport Assessment** (Doc Ref. 8.5), it was assumed that no workers would walk or cycle or use public transport to travel to the main development site during the operational phase. However, the site is within cycling distance of Leiston and therefore in practice it is expected that some workers living within cycle distance of the site would cycle to work. Likewise, public transport opportunities at the time of developing the **Operational Travel Plan** will also be explored.

4.4.2 Whilst the **Operational Travel Plan** will only be formally monitored by SCC for 5 years, SZC Co. is committed to encouraging workers to travel as sustainably as practically as possible for the lifetime of the power station. The National Planning Policy Framework, defines sustainable travel modes as *“any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.”*

4.4.3 Based on the actual location of occupational workers and the transport networks at that time, a set of mode share aim targets for the **Operational Travel Plan** will be agreed with SCC, in consultation with ESC and National Highways.

##### a) Action targets

4.4.4 An Action Plan will be developed by SZC Co. and will be subject to a monitoring and review process. The Action Plan will set out the tasks

required to be undertaken in order to implement and manage the **Operational Travel Plan** and a timescale will be provided against each action.

## 5 TRAVEL PLAN MEASURES

### 5.1 Introduction

5.1.1 This section summarises the travel plan measures for the **Operational Travel Plan** already secured through the DCO or **DoO** (Doc Ref 8.17(H)) as well as potential further measures that will be explored by SZC Co. in consultation with Suffolk County Council.

### 5.2 Active travel measures

5.2.1 Active travel is walking and cycling and the following measures are proposed to be implemented or explored as part of the **Operational Travel Plan**.

#### a) Walk and cycle improvements

5.2.2 Walking and cycling improvements have been incorporated within the DCO proposals to encourage walking and cycling as a mode of transport for the construction workforce as well as additional walk and cycle improvements secured via the **DoO** (Doc Ref 8.17(H)). These improvements will act as a legacy benefit for the operational phase of Sizewell C to facilitate walking and cycling to the main development site.

#### b) Cycle parking

5.2.3 Cycle parking will be provided in accordance with the relevant parking standards at the time of the operational phase and the number of spaces will be agreed with Suffolk County Council.

5.2.4 Cycle parking utilisation will be regularly monitored by the Operational Travel Plan Co-ordinator and further cycle parking will be provided by SZC Co. where demand is approaching capacity.

#### c) Storage and shower facilities

5.2.5 Shower, changing, and storage facilities will be provided for operational and outage workers at the main development site. The facilities will mean that any worker who walks or cycles to work will be able to wash, change, and store their clothes.

#### d) Bicycle user group

5.2.6 If through the monitoring and review process demand from the operational workforce is identified, SZC Co. will establish a bicycle user group to enable



a channel for cyclists to discuss any issues with the Operational Travel Plan Co-ordinator that they would like to be addressed.

e) **Cycle repair equipment**

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

f) **Walk and cycle information**

5.2.8 SZC Co. will provide the Sizewell C operational workforce with information with regard to walk and cycle routes and facilities as well as the benefits of active travel.

g) **Other potential active travel measures to be explored with SCC**

5.2.9 Based on the SCC Travel Plan Guidance, the following active travel measures will be explored by SZC Co. in consultation with SCC:

- Membership of Government's cycle to work scheme or equivalent;
- Dr Bike or equivalent cycle maintenance sessions;
- Cycle training available for staff;
- Paying cycle mileage rates for staff;
- Provision of electric pool bikes for staff;
- Secure discounts with local bike shops;
- other potential demand management measures to minimise vehicle use, particularly during outages.

## 5.3 **Public transport measures**

5.3.1 The public transport network and associated technology will be reviewed at the time of preparing the **Operational Travel Plan** and measures will be agreed with Suffolk County Council to encourage operational workers and outage workers to travel by public transport where possible to access Sizewell C.

5.3.2 Based on the SCC Travel Plan Guidance, the following public transport measures will be explored by SZC Co. in consultation with SCC:

- Negotiate bus travel discount for staff;

- Season ticket purchase schemes for buses / rail;
- Shuttle service to local railway station;
- Improve on-site infrastructure for buses and bus users;
- Display real time public transport information;
- Provision of timetables/maps/information.

## 5.4 Motorcycle measures

### a) Motorcycle parking

5.4.2 Motorcycle parking will be provided in accordance with the relevant parking standards at the time of the operational phase and the number of spaces will be agreed with Suffolk County Council.

5.4.3 Motorcycle parking utilisation will be regularly monitored by the Operational Travel Plan Co-ordinator and further motorcycle parking will be provided by SZC Co. where demand is approaching capacity.

### b) Storage and shower facilities

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

### c) Road safety improvements

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

### d) Motorcycle information

5.4.6 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.

## 5.5 Car share measures

### a) Car share scheme

5.5.2 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 operational workers to search for matches amongst their colleagues.

5.5.3 The selected car share scheme will need to enable SZC Co. to have its own restricted group for its staff, allowing workers to search for matches amongst their colleagues.

b) Car share priority parking spaces

5.5.4 Priority car parking spaces will be provided at the operational car park in order to encourage operational workers to car share.

## 5.6 Parking measures

a) Parking provision

5.6.2 The permanent car park at the Sizewell C would provide 735 spaces for the 900 operational staff. On the basis that 810 of the 900 staff are predicted to be at work at any one time, the parking ratio would be one parking space per 1.1 operational staff.

5.6.3 A further 600 car parking spaces are planned for use by approximately 1,000 outage staff. This car park would not be available for use by operational staff from Sizewell B and Sizewell C.

5.6.4 An additional 35 spaces would be provided for visitors to the training facility located within the Operational Service Centre.

b) Electric vehicle parking

5.6.5 Active electric vehicle charging spaces are fully wired and connected, ready to use, charging points at parking spaces. Passive provision is when the necessary underlying infrastructure (e.g. capacity in the connection to the local electricity distribution network and electricity distribution board, as well as cabling to parking spaces) is in place to ensure simple installation and activation of a charging point at a future date.

5.6.6 It is proposed to provide 20% active and 20% passive electric vehicle charging spaces at the operational car parks. These proportions will be reviewed before submitting the **Operational Travel Plan** for approval, taking into account relevant local and national standards.

5.6.7 The demand for the electric vehicle parking spaces will be monitored by the Operational Travel Plan Co-ordinator and passive spaces converted to active spaces when there is 80% utilisation of the active spaces.

## 5.7 Communication Strategy

### a) Induction process

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

5.7.3 The induction process is proposed to cover a number of security and safety aspects of working at Sizewell C. A specific session during the induction process will cover the **Operational Travel Plan**.

### b) Travel plan pack

5.7.4 At induction each worker will be issued with a Sizewell C Travel Plan Pack in electronic and paper format which will contain the following information:

- A summary of the information on the **Operational Travel Plan** presented at induction.
- 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.
- Any other relevant information concerning the Operational Travel Plan.

5.7.5 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 operational workforce. Updated information will be circulated electronically to the workforce.

c) Electronic communication

5.7.6 It is proposed that during the course of the operational phase, regular information will be made available to operational workers electronically both via email and on the SZC Co. intranet.

5.7.7 This information will include:

- updates on sustainable travel to/from Sizewell C;
- further details on car sharing or other promotional activity;
- results of monitoring of the **Operational Travel Plan**; and
- details on any issues and how they are being addressed.

5.7.8 Any other relevant information, news, or alerts with regards to the **Operational Travel Plan** shall be provided to the operational workforce electronically.

---

## 6 MONITORING AND REVIEW

### 6.1 Introduction

6.1.1 This section summarises the monitoring and review process.

### 6.2 Monitoring

6.2.1 The **Operational Travel Plan** will be monitored and reviewed on an annual basis for 5 years in line with the Suffolk County Council's Travel Plan Guidance.

6.2.2 Monitoring and review will be the responsibility of the Operational Travel Plan Co-ordinator.

6.2.3 An Annual Travel Plan Survey will be undertaken by the Operational Travel Plan Co-ordinator, within 3 months of Unit 1 fuel receipt date, or otherwise agreed with the Transport Review Group, and every year thereafter for 5 years from the end of the Construction Period.

6.2.4 The survey will:

- Monitor progress in achieving the Operational Travel Plan's targets and identify refinements to be made to the plan if it is not on course for achieving the targets; and
- Assess the effectiveness of the Travel Plan and the specific measures implemented as part of the plan for encouraging sustainable travel.

6.2.5 The Operational Travel Plan Co-ordinator will prepare a Monitoring Report after each Travel Survey, which will be submitted to the Transport Review Group or Suffolk County Council Travel Plan Officer. This concise report will include a summary of any measures implemented, the survey results with comparison to previous surveys and travel plan targets, and an updated action plan including revised targets if necessary.

6.2.6 Additional monitoring of the following will also be undertaken on a regular basis:

- Level of usage of cycle and motorcycle parking;
- Level of usage of electric vehicle charging parking spaces; and
- Comments received from employees and outage workers relating to the operation of the **Operational Travel Plan**.

---

## 6.3 Review

6.3.1 The results of the travel surveys will be issued to Suffolk County Council within a month of survey completion.

6.3.2 Suffolk County Council's Travel Plan Officer will review the Annual Monitoring Report and determine if:

- The **Operational Travel Plan** is meeting or on track to meet the mode share target and no amendments to the Action Plan or mode share targets are required;
- The **Operational Travel Plan** is not on track to meet the mode share target but it is considered that no further action should be taken either because there are remedial actions already in train or because any reasons for divergence from the likely achievement of the mode share targets are considered reasonable and legitimate;
- The **Operational Travel Plan** is not on track to meet the mode share targets and Suffolk County Council's Travel Plan Officer considers that remedial measures are necessary and additional measures should be implemented. In this case the remedial actions will be agreed between Suffolk County Council and SZC Co..

**ANNEX K  
CONSTRUCTION TRAFFIC MANAGEMENT PLAN**



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## Glossary of Terms

Term	Definition
Abnormal Indivisible Load (AIL)	<p>A vehicle having one or more of the following characteristics on any part of the vehicle combination:</p> <ul style="list-style-type: none"> <li>i. a gross vehicle weight of more than 44,000kg;</li> <li>ii. an axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle;</li> <li>iii. a width of more than 2.9 metres;</li> <li>iv. a rigid length of more than 18.65 metres;</li> <li>v. the vehicle load projects over the front or rear of the vehicle by more than 3.05m or more than 305mm over the side of the vehicle; or</li> <li>vi. is a Part 2 vehicle combination (N3 vehicle and trailer) of greater than 25.9m total length.</li> </ul>
Heavy Goods Vehicle (HGV)	A goods vehicle >3.5 tonnes and ≤ 44 tonnes gross vehicle weight (maximum allowable total weight when loaded).
Heavy Duty Vehicle (HDV)	HGVs and buses
Light Goods Vehicle (LGV)	A goods vehicle with a maximum gross weight of up to 3.5 tonnes.
Early years	For freight traffic this is defined as the construction period up until the Sizewell link road and two village bypass are available for use

## 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 will be able to generate enough electricity to supply approximately six million homes in the United Kingdom (UK). The Sizewell C Project will 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 Level 1 control documents will either be certified under the DCO at grant or annexed to the Deed of Obligation (DoO). All are secured and legally enforceable. Some Level 1 documents are compliance documents and must be complied with when certain activities are carried out. Other Level 1 documents are strategies or draft plans which set the boundaries for a subsequent Level 2 document which is required to be approved by a body or governance group. The obligations in the DCO and DoO set out the status of each Level 1 document.

1.1.5 The **Construction Traffic Management Plan (CTMP)** (Annex K of the DoO Doc Ref. 8.17(H)) is a Level 1 document and a draft version accompanied SZC Co.'s application for a Development Consent Order (DCO) to the Planning Inspectorate for the proposed development of Sizewell C. This final **CTMP** (Annex K of the DoO 17(H)) is annexed to the **DoO** (Doc Ref. 8.17(H)) and the implementation of the **CTMP** is secured through an obligation in the **DoO** (paragraph 2 of Schedule 16 of the **DoO** (Doc Ref. 8.17(H))).

1.1.6 Where approvals are required, this plan states which body or governance group is responsible for the approval and/or must be consulted. Any approvals by East Suffolk Council, Suffolk County Council or the MMO will be carried out in accordance with the procedure in Schedule 23 of the dDCO. The DoO establishes the governance groups and sets out how these governance groups will run and, where appropriate, how decisions (including approvals) should be made. Any updates to these further documents or details must be approved by the same body or governance

group and through the same consultation and procedure as the original document or details.

1.1.7 Where separate Level 1 or Level 2 control documents include measures that are relevant to the measures within this document, those measures have not been duplicated in this document, but cross-references have been included for context. Where separate legislation, consents, permits and licences are described in this document they are set out in the Schedule of Other Consents, Licences and Agreements (Doc Ref. 5.11) [[REP3-011](#)].

1.1.8 For the purposes of this document the term ‘SZC Co.’ refers to NNB Nuclear Generation (SZC) Limited (or any other undertaker as defined by the dDCO), its appointed representatives and the appointed construction contractors.

## 1.2 Scope

1.2.1 This **CTMP** sets out SZC Co.’s proposals to manage freight traffic during the construction period of the Sizewell C Project.

1.2.2 This **CTMP** deals with the management of all freight traffic (i.e. heavy goods vehicles (HGVs), light goods vehicles (LGVs), and abnormal indivisible loads (AILs)) during the construction period of the Sizewell C Project.

1.2.3 The following elements of the construction traffic shall be managed through this **CTMP**:

- HGV movements to/from the main development site from the wider highway network, including the use of the freight management facility;
- HGV movements between the main development site and the Land East of Eastland Industrial Estate (LEEIE);
- HGV movements to/from the associated development sites during their construction and decommissioning;
- LGV movements to/from the main development site and postal consolidation facility; and
- AIL movements to/from the main development site.

1.2.4 The suite of management documents to be implemented for the Sizewell C construction works to complement the **CTMP** are as follows:

- **Construction Workforce Travel Plan (CWTP)** (Annex L of the DoO Doc Ref. 8.17(H)); and

- **Traffic Incident Management Plan (TIMP)** (Annex M of the DoO Doc Ref. 8.17(H)).

1.2.5 The implementation of the **CWTP** (Annex L of the DoO Doc Ref. 8.17(H)) and the **TIMP** (Annex M of the DoO Doc Ref. 8.17(H)) are also secured through the **DoO** (Doc Ref. 8.17(H)).

## 1.3 Objectives

1.3.1 The objectives of this **CTMP** 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 **CTMP** is structured as follows:

- **Section 2** sets out the management structure for the **CTMP**;
- **Section 3** summarises the freight movements expected to be generated by the Sizewell C Project during the construction period;
- **Section 4** summarises the proposed measures to manage HGV movements to/from the main development site during the construction period as well as the proposed management of HGVs between the LEEIE and main development site;
- **Section 5** summarises the proposed measures to manage HGV movements to/from associated development sites during their construction and decommissioning;
- **Section 6** summarises the proposed measures to manage LGV movements during the construction period;
- **Section 7** summarises the proposed measures to manage AIL movements to/from the main development site during the construction period;
- **Section 8** deals with monitoring and review of the **CTMP**; and

- **Section 9** deals with compliance and enforcement of the **CTMP**.



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## 2 MANAGEMENT STRUCTURE

### 2.1 Introduction

2.1.1 Management structure for the **CTMP** and the responsibilities of each stakeholder.

### 2.2 Management structure

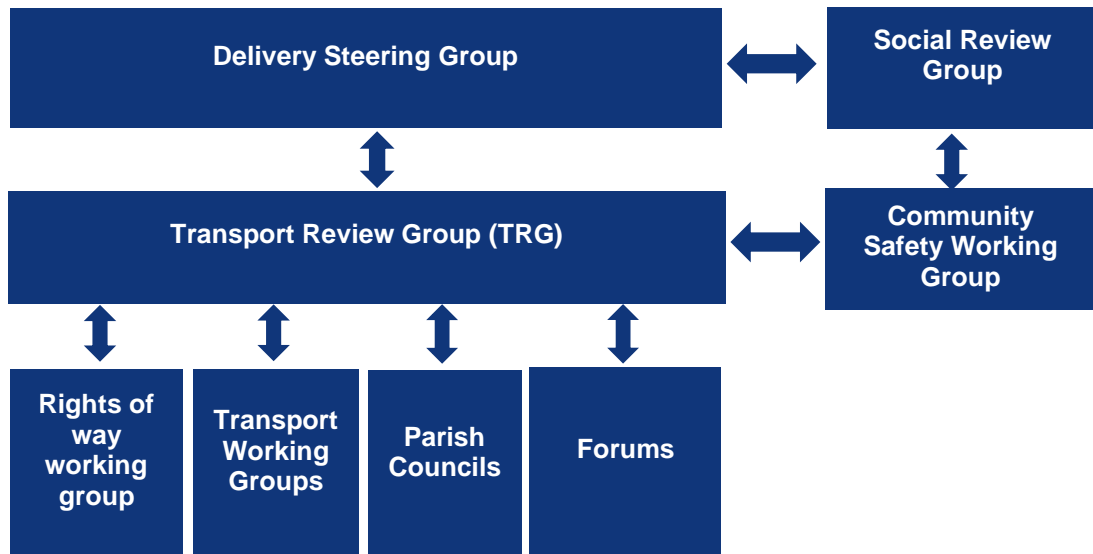
2.2.1 The overall management and implementation of the **CTMP** shall be the responsibility of SZC Co.

2.2.2 A number of groups are established under the DoO for the construction period of Sizewell C. The following groups and individuals shall be involved with the **CTMP**:

- Delivery Steering Group;
- Transport review group (TRG);
- Transport co-ordinator;
- Delivery co-ordinator;
- Community Safety Working Group;
- Rights of Way Working Group;
- Transport working groups and parish councils; and
- main development site forum, northern transport forum and southern transport forum.

2.2.3 **Figure 2.1** below shows the relationship between the TRG and other relevant working groups or sub-groups.

**Figure 2.1 – Relationship between the TRG and other relevant groups**



## 2.3 Delivery steering group

2.3.1 On or before commencement, SZC Co. shall establish the Delivery Steering Group which shall exist until the first anniversary of the end of the construction period. The Delivery Steering Group shall meet on a quarterly basis, or different frequency as agreed by the members.

2.3.2 The Delivery Steering Group shall comprise:

- a service director (or equivalent) from ESC;
- a service director (or equivalent) from SCC; and
- up to two representatives to be nominated by SZC Co, including SZC Co's Site Director.

2.3.3 The scope of the Delivery Steering Group shall be to:

- consider all implementation, progress and reports submitted to it by the Review Groups or Working Groups;
- monitor and assess the actions taken and decisions made by the Review Groups and/or Working Groups;
- provide assistance, guidance and advice on the action(s) that should be taken by the Review Groups and/or Working Groups;

- decide any areas of disagreement within the Review Groups or where a Review Group has failed to reach a decision;
- identify key risks, issues, interdependencies and opportunities for optimising the effectiveness and efficiency of the implementation and delivery of the Project; and
- facilitate communication on matters of strategic importance within the Review Groups and/or Working Groups.

2.3.4 Should the Transport Review Group refer an urgent matter to the Delivery Steering Group for resolution, the Delivery Steering Group shall meet as soon as reasonably practicable to resolve the relevant matter.

2.3.5 In the event that the Delivery Steering Group is unable to agree on any matters for its determination, it may be treated as a Dispute to be resolved in accordance with Clause 8 of the **DoO** (Doc Ref. 8.17(H)).

## 2.4 Transport review group

2.4.1 On or prior to commencement, SZC Co. shall establish a Transport Review Group (TRG) with members taken from the key transport stakeholders and SZC Co. The establishment of the TRG is secured through an obligation in the **DoO** (Doc Ref. 8.17(H)) (paragraph 3 of Schedule 16).

2.4.2 The scope of the TRG in relation to the **CTMP** is as follows:

- receive monitoring reports from SZC Co. relating to the implementation and operation of the **CTMP** and approve amendments to the monitoring report format if required;
- monitor the implementation of and compliance with the **CTMP**;
- agree actions from the transport co-ordinator for the continued implementation of the **CTMP**;
- consider the case for, and approve amendments to the **CTMP** put forward by the transport co-ordinator;
- consider the use of the Contingent Effects Fund if unmitigated significant adverse transport impacts arising from the monitoring require mitigation;

- advise SZC Co. on potential enhancements to the **CTMP**;
- consider the Community Safety Working Group and Public Rights of Way Working Group meeting minutes with respect to transport and any actions arising from the meetings for the TRG;
- consider the minutes of the Transport Working Group meetings insofar as they relate to transport matters which have been directed for the attention of the TRG;
- consider and decide any matter referred to it from the Transport Working Groups regarding outstanding disputes within those groups or any matter where those groups have failed to reach a decision;
- consider and provide guidance to SZC Co. and the Transport Working Groups on any matters where the TRG consider there are interfaces between those groups that need a more strategic approach;
- consider the views and opinions with regards to transport of the parish councils, forums and local community when carrying out its role;
- where necessary, report to and refer matters to the Delivery Steering Group, particularly where there are interface issues across topics that require a more strategic approach or where the TRG fails to reach a decision; and
- notify the members of the Delivery Steering Group in the event that the TRG considers that a matter needs to be referred to the Delivery Steering Group for urgent resolution. The TRG shall have further duties with regards to the **CWTP** (Annex L of the DoO Doc Ref. 8.17(H)) and **TIMP** (Annex M of the DoO Doc Ref. 8.17(H)), which are set out in those documents.

#### 2.4.3 The TRG members shall comprise:

- the transport co-ordinator;
- one representative to be nominated by SCC;
- one representative to be nominated by National Highways;
- one representative to be nominated by East Suffolk Council;

- one representative to be nominated by Suffolk Constabulary; and
- three representatives, in addition to the transport co-ordinator, to be nominated by SZC Co.

2.4.4 Membership of the TRG does not fetter the members' planning and other statutory duties. The SCC, ESC, National Highways and Suffolk Constabulary nominated TRG representatives shall be an officer from each authority with knowledge of the transport aspects of the Sizewell C Project.

2.4.5 The TRG shall operate by consensus and all members of the TRG must participate in the TRG and perform the obligations of the governance group. Schedule 17 paragraph 2 of the **DoO** (Doc Ref. 8.17(H)) requires this of ESC, SCC and SZC Co. and the Deed of Covenants with National Highways and Suffolk Constabulary will also require this. If required from time to time, TRG representatives from SCC, ESC, National Highways and Suffolk Constabulary shall be able to nominate an alternative representative from their authority if they are unable to attend a TRG meeting.

2.4.6 In addition to the TRG members, specialist ad-hoc attendance can be called upon by the TRG to discuss particular agenda items. This could be either specialist representatives from SCC, ESC, National Highways or Suffolk Constabulary or other specialist representatives from bodies such as transport providers, other emergency services and lead contractors.

2.4.7 The TRG must be formed on or prior to commencement of construction and must meet every month for the first 3 months of the construction period and every 3 months thereafter during the construction period 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.

## 2.5 Transport co-ordinator

2.5.1 A transport co-ordinator must be appointed by SZC Co. and be in place on or before commencement of construction and throughout the construction period of the Sizewell C Project. The transport co-ordinator must be responsible for the management of the **CTMP** and the other transport management plans (i.e. **CWTP** (Annex L of the DoO Doc Ref. 8.17(H)) and **TIMP** (Annex M of the DoO Doc Ref. 8.17(H))). The appointment of the transport co-ordinator is secured through the **DoO** (Doc Ref. 8.17(H)) (paragraph 3 of Schedule 16).

2.5.2 The transport co-ordinator must have the following transport-related responsibilities related to the **CTMP**:

- promote the objectives and benefits of the **CTMP** to encourage compliance with its contents;
- monitor the success of the **CTMP** against the thresholds;
- report the monitoring of the **CTMP** to the TRG to allow consideration of appropriate actions as required;
- report to the TRG on transport related feedback from the Community Safety Working Group, Rights of Way Working Group, Transport Working Groups, parish councils, forums and local community;
- implement actions agreed with the TRG;
- propose **CTMP** updates to the TRG as required and make any approved amendments;
- if requested by the TRG, investigate potential unmitigated significant adverse transport impacts and, if required, put forward recommendations for mitigation to be funded by the Contingent Effects Fund;
- resolve issues and problems through liaison with other parts of SZC Co. and its contractors.

2.5.3 The transport co-ordinator role must be appointed at an appropriate senior level. They could either be an employee of SZC Co. or an independent consultant but they must sit outside of the SZC Co. delivery team.

## 2.6 Delivery co-ordinator

2.6.1 In addition to the recruitment of the transport co-ordinator role, SZC Co. must appoint a delivery co-ordinator for the duration of the construction of the Sizewell C Project. This appointment is secured through an obligation in Schedule 16 of the **DoO** (Doc Ref. 8.17(H)). SZC Co. must also employ a delivery team to assist the delivery co-ordinator with the delivery of the **CTMP** on a day-to-day basis as well as assist with the implementation of the **TIMP** (Annex M of the DoO Doc Ref. 8.17(H)) in the event of an incident in the Incident Management Area, as defined in the **TIMP**.

2.6.2 In relation to the **CTMP** the delivery co-ordinator and the delivery team must be responsible for:

- managing the delivery management system (DMS) in accordance with the **CTMP**;
- managing and co-ordinating ALL movements;
- investigating any non-compliance of the **CTMP**;
- planning delivery schedules in accordance with the Project programme and the **CTMP**; and
- collating monitoring data for the monitoring reports.

## 2.7 Other groups

### a) Community Safety Working Group

2.7.2 There will be a need for synergy between the activities of the TRG and the Community Safety Working Group, which the emergency services will sit on.

2.7.3 In order to minimise overlap and resource demand on the emergency services, the Community Safety Working Group must be attended by the transport co-ordinator in order to facilitate an on-going transport agenda item that will provide a quarterly update on the monitoring of the transport management plans. With respect to the **CTMP**, the Community Safety Working Group shall be able to provide the transport co-ordinator with any feedback of the effectiveness of the **CTMP** in the context of freight traffic, including ALLs, and community safety.

2.7.4 The minutes of the Community Safety Working Group must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

### b) Rights of Way Working Group

2.7.5 On or before commencement, SZC Co. shall establish the Rights of Way Working Group which shall exist for the duration of the construction period, unless otherwise agreed by the members of the Rights of Way Working Group.

2.7.6 The minutes of the Rights of Way Working Group must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

2.7.7 The Rights of Way Working Group shall report to the TRG at least once every six months on matters including (but not limited to):

- any existing initiatives that the Public Rights of Way (PRoW) Fund has been applied towards and the effectiveness of such initiatives;
- any future initiatives that the Rights of Way Working Group has agreed will be funded by the PRoW Fund; and
- any material changes to the timing or delivery of the Project that may impact upon any existing or proposed initiatives that have been or are agreed by the Rights of Way Working Group to be funded by the PRoW Fund.

2.7.8 In the event that the Rights of Way Working Group considers that a matter needs to be referred to the TRG for urgent resolution, it shall notify the members of the TRG to invoke the urgency resolution process.

2.7.9 The transport co-ordinator shall report to each TRG meeting:

- any non-Project-related PRoW issues identified within the community that may have the potential to influence the Project's workforce and infrastructure;
- evidenced effects of the Project and its workforce on PRoW;
- use of financial contributions to implement PRoW and cycle measures; and
- any material impacts to PRoW that might arise as a result of changes in Project milestones, and any concerns relating to the delivery of the Project which may affect PRoW.

c) **Transport Working Groups**

2.7.10 The following transport working groups have already been or must be established under the DoO on or prior to commencement of construction:

- the Wickham Market working group;
- the Leiston working group;
- the Marlesford and Little Glemham working group;



- the Theberton and Middleton Moor working group;
- the B1125 working group; and
- the Yoxford working group.

2.7.11 The working groups will be sub-groups of the TRG, once the TRG is formed, and the transport co-ordinator must report to the TRG on a quarterly basis providing a summary of the progress of the transport schemes being developed in consultation with the working groups and any issues for the attention of the TRG.

2.7.12 The working groups shall continue to meet at a frequency agreed by the individual working groups until the detailed design of the scheme concerning each working group has been approved by SCC, at which point the working group will be disbanded, unless otherwise agreed by the TRG.

#### d) Forums

2.7.13 A main development site forum, northern transport forum and southern transport forum will be established on commencement of construction as secured in the DoO (Doc Ref. 8.17(H)) (Schedule 17, paragraph 5). The forums will form the key link between the TRG and the wider community and provide an indication of any transport related issues that are impacting the general public. The forums will meet within the first three months from the commencement date and thereafter on a quarterly basis.

2.7.14 The purpose of the forums will be to provide project information of relevant construction issues and progress, enable the forums to ask questions and raise issues of concern, and help inform SZC Co. on key issues affecting the local community and to find ways to minimise the impacts and maximise the benefits of the Project to those living and working nearby.

2.7.15 The minutes of the forum meetings must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

#### e) Parish councils

2.7.16 The parish councils not included as part of the forums, already meet on a regular basis and they will be able to provide feedback to the TRG, which will provide an indication of any transport related issues that are of concern to the wider community.

2.7.17 The parish councils must be provided with the contact details of the transport co-ordinator and would be able to raise any transport related issues with them, a summary of which must be provided by the transport co-ordinator to the TRG as part of the TRG meeting agenda pack of information for consideration by the TRG.

## 2.8 Transport liaison and communication with other stakeholders and the wider community

2.8.1 Prior to commencement of construction SZC Co. must establish an email notification process whereby interested parties and stakeholders can register for email notifications with regards to transport updates for the Sizewell C Project during the construction period. In addition, SZC Co. will set up a twitter feed for the Sizewell C construction period. The email notification and twitter feed will provide transport related updates for the Sizewell C Project during the construction period. It will include, but not be limited to, programme updates for planned highway improvements, details of any road closures, diversions or other temporary traffic management measures and timing of any Special Order and VR1 AIL movements by road and the proposed AIL route to be utilised.

2.8.2 SZC Co. must provide Royal Mail with no less than one month's notice of any road closures, diversions or other temporary traffic management measures being put in place that may affect the local highway network, with particular regard to Royal Mail's operational facilities as shown in the plan included as **Appendix B** of this **CTMP**. The Royal Mail notification process will be incorporated into the email notification process set out above.

2.8.3 In addition, SZC Co. has a Sizewell C information office within Leiston as well as a freephone community number that is already established and will continue to operate throughout the construction period. Any member of the public can either visit the information office in Leiston or call the freephone number to raise any concerns with regards to the Sizewell C Project. A summary of transport related issues raised by the local community will be included by the transport co-ordinator in the monitoring reports.

2.8.4 SZC Co. communication team will regularly review transport related issues raised by the local community and will notify the TRG in the event that SZC Co. considers that a matter needs to be referred to the TRG for urgent resolution. Likewise, any member of the TRG shall be able to call an emergency TRG meeting to discuss any urgent matter that needs resolving, which could include issues raised by the local community. The TRG notification process is detailed in Section 8 of this **CTMP**.

## 3 FREIGHT MOVEMENTS

3.1.1 This section summaries 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 **Consolidated Transport Assessment** [\[REP2-052\]](#).

### 3.2 Vehicle classification

3.2.1 The vehicle classifications referred to in this **CTMP** are defined as follows:

- An HGV is defined as all goods vehicles, other than AILs, 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**, 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 up to 3.5t.
- An AIL is a vehicle that has one or more of the following characteristics on any part of the vehicle combination:
  - a gross vehicle weight of more than 44,000kg
  - an axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle
  - a width of more than 2.9 metres
  - a rigid length of more than 18.65 metres
  - the vehicle load projects over the front or rear of the vehicle by more than 3.05m or more than 305mm over the site of the vehicle; or
  - a Part 2 vehicle combination (N3 vehicle and trailer) of greater than 25.9m total length.
- Road based AILs fall into three principal classifications:

- Special order for the heaviest, widest or longest loads. Any ALL greater than 150 tonnes gross vehicle weight or over 6.1m wide or over 30m long is classified as a Special Order load.
- 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 (Cat 1, 2 or 3) depending on the gross weight and axle weight. A further STGO category is used for loads over 5m wide, which are referred to as VR1 loads.
- 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).

### 3.3 Freight movements

#### a) HGV movements

3.3.2 During the early years<sup>1</sup>, prior to the implementation of the two village bypass and Sizewell link road, SZC Co. estimates there would be up to 600 two-way heavy duty vehicle (HDV, which include HGVs and buses) movements per day (i.e. 300 HDV movements in each direction) travelling from the wider highway network to/from 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/from the main development site will route via the Sizewell B entrance, with the remaining HGVs accessing/egressing the main development site via the secondary site entrance.

3.3.3 In addition, during the early years, there will be up to 280 two-way HGV movements per day (i.e. 140 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 will access the main development site via the secondary site entrance.

3.3.4 During the peak construction period, once the two-village bypass and Sizewell link road are operational, the number of HGVs travelling from the wider highway network to/from the main development site on the busiest day would be 700 two-way HGV movements (i.e. 350 HGV movements in

<sup>1</sup> The definition of early years is provided at the beginning of this document

each direction). On a typical day it is expected that there would be 500 two-way HGV movements per day (i.e. 250 HGV movements in each direction).

3.3.5 In addition, there would be up to 140 two-way HGV movements per day (i.e. 70 HGV movements in each direction) shuttling between the LEEIE and the main development site at peak construction.

3.3.6 At peak construction the majority of HGVs would access/egress 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.

3.3.7 During the construction of the associated development sites, there would be the following peak number of HGV two-way movements per day routing to/from each of the associated development sites:

- Two village bypass – 120 two-way HGVs per day;
- Sizewell link road – 200 two-way HGVs per day;
- A12 / B1122 roundabout, Yoxford – 20 two-way HGVs per day;
- Northern park and ride – 42 two-way HGVs per day;
- Southern park and ride – 42 two-way HGVs per day; and
- Freight management facility – 42 two-way HGVs per day.

b) **LGV movements**

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

3.3.9 During the early years there are estimated to be up to 250 two-way LGV movements per day (i.e. 125 LGV movements in each direction) to/from the main development site.

3.3.10 During the peak construction period, once the two-village bypass and Sizewell link road are operational, LGVs would undertake small-scale deliveries to the main development site and 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 per day (350 deliveries):
  - main development site: 75% (525 two-way LGV movements); and
  - postal consolidation facility: 25% (175 two-way LGV movements).

3.3.11 4 two-way LGV movements per day (2 LGVs each way) are expected to transfer the consolidated postal deliveries between the postal consolidation facility and the main development site via the A12 and Sizewell link road.

c) AIL movements

3.3.12 There are two types of AILs to be delivered for the Sizewell C Project:

- Permanent equipment required for the power station; and
- Temporary construction equipment required for the construction of the main development site.

d) Permanent equipment AILs

3.3.13 There is a need to deliver a number of large AILs to the main development site, which are permanent elements of the power station. These are referred to as 'permanent equipment' AILs within this **CTMP**. There are forecast to be 389 permanent equipment AILs delivered to the main development site during the construction period.

3.3.14 A permanent beach landing facility (BLF) is proposed to be constructed at the main development site to provide the ability to deliver the permanent equipment AILs by sea throughout the construction period to remove heavy and oversized loads from the road network. The permanent BLF will also be used infrequently during the operational phase for the delivery of AILs.

3.3.15 Once construction of the permanent BLF is complete, annual campaign periods (approximately April to October) are expected for a total of approximately four years, which would result in approximately 400 beach landings at the permanent BLF within the course of the construction period.

e) Temporary construction AILs

- 3.3.16 In addition to the permanent equipment AILs, there will also be a need for temporary equipment (e.g. excavators, cranes, dump trucks etc) to be delivered for the construction of the main development site, which are referred to as temporary construction AILs within this **CTMP**.
- 3.3.17 With regards to the temporary construction AILs, as a worst case, these have all been assumed to be transported by road in order to agree robust police escort requirements with Suffolk Constabulary, which is summarised in **Section 7** of this **CTMP**. However, SZC Co. shall adhere to the Department for Transport's water preferred policy, which requires Special Order and VR1 loads to be delivered via a coastal or inland waterway route instead of road, where it is feasible.
- 3.3.18 The precise number of temporary construction AILs per year required for the construction period of the Sizewell C Project is not known at this stage but the most accurate data available is from Hinkley Point C for the construction to date and this has been used to inform this **CTMP**.
- 3.3.19 **Table 3.1** provides a summary of the category of Hinkley Point C temporary construction AIL two-way movements (i.e. both in and out of the site) completed during the years 2017 – 2020:
- the 2017 and 2018 AIL data from Hinkley Point C is considered to be representative of the early years of the Sizewell C Project, prior to the delivery of the Sizewell link road and two village bypass (i.e. these will all route along the existing A12 (north or south) and the B1122); and
  - the 2019 and 2020 AIL data from Hinkley Point C is considered to be representative of the peak construction period of the Sizewell C Project once the Sizewell link road and two village bypass are operational.

**Table 3.1 – Category of temporary construction AILs forecast for Sizewell C (two-way movements)**

AIL Category	Early years AILs via B1122		Peak construction AILs via Sizewell link road	
	Y1 (HPC 2017)	Y2 (HPC 2018)	Y3 (HPC 2019)	Y4 (HPC 2019)
Special Order	2	7	6	1
VR1	31	20	3	1
STGO 3	169	189	454	243
STGO 2	308	202	470	312
STGO 1	55	141	191	122
C&U	1,598	432	429	399
<b>Total</b>	<b>2,163</b>	<b>991</b>	<b>1,553</b>	<b>1,078</b>

3.3.20 **Table 3.1** shows that there are expected to be 2-33 Special Order/VR1 AIL movements per year to/from the main development site, which equates to 0.2-2.7% of annual temporary construction AILs. The vast majority of the AILs are expected to be classified as STGO or C&U loads.

3.3.21 **Table 3.2** provides a breakdown of the widths of the temporary construction AILs.

**Table 3.2 – Width of temporary construction AILs forecast for Sizewell C (two-way movements)**

AIL Width	Early years AILs via B1122		Peak construction AILs via Sizewell link road	
	Y1 (HPC 2017)	Y2 (HPC 2018)	Y3 (HPC 2019)	Y4 (HPC 2019)
>5.0m	31 (1.4%)	24 (2.4%)	9 (0.6%)	0 (0%)
>4.4m – 5.0m	14 (0.6%)	21 (2.1%)	3 (0.2%)	15 (1.4%)
>3.5m – 4.4m	1,005 (46%)	67 (7%)	119 (8%)	83 (8%)
>2.9m – 3.5m	953 (44%)	661 (67%)	931 (60%)	635 (59%)
≤ 2.9m	160 (7%)	218 (22%)	491 (32%)	345 (32%)
<b>Total</b>	<b>2,163</b>	<b>991</b>	<b>1,553</b>	<b>1,078</b>



3.3.22 **Table 3.2** shows that 0.8 – 4.5% of the temporary construction AILs are expected to be >4.4m wide. In year 1, 46% of the temporary construction AILs are forecast to be 3.5-4.4m wide, which reduces to 7 or 8% in subsequent years. In year 1, 51% of the temporary construction AILs are forecast to be 3.5m wide or less, which increases to 89-92% in subsequent years.

3.3.23 **Table 3.3** summarises the number of days that temporary construction AIL movements occur on as well as the average and maximum number of AIL movements.

**Table 3.3 – Frequency of temporary construction AIL movements**

	Early years AILs via B1122		Peak construction AILs via Sizewell link road	
	Y1 (HPC 2017)	Y2 (HPC 2018)	Y1 (HPC 2017)	Y2 (HPC 2018)
Number of days AIL movements occur	280	207	258	244
% days with AIL movements	77%	57%	70%	67%
Average AIL movements on days they occur	7	5	6	4
Average AIL movements per day (365 days)	6	3	4	3
Maximum AIL movements per day	23	20	26	17
<b>Total</b>	<b>2,163</b>	<b>991</b>	<b>1,553</b>	<b>1,078</b>

3.3.24 It can be seen from **Table 3.3** that 57–77% of the days may have temporary construction AIL movements. On the days that the AIL movements occur there is expected to be an average of 4-7 AIL movements with a peak of 26 movements in a day. However, as shown in **Table 3.2**, the majority of these AILs will be 3.5m wide or less.

3.3.25 The management of AILs is summarised in **Section 7** of this **CTMP**.

### 3.4 HGV origins and routes

#### a) HGV origins

3.4.2 For concrete making materials, the strategy is to replicate, as far as practical, experience at Hinkley Point C. The bulk materials are proposed to be delivered by rail or sea except for smaller quantities, specialist materials or more reactive material requirements, which are better suited to road.

3.4.3 SZC Co. has been working with the Suffolk Chamber of Commerce to develop the local supply chain. As such, there is expected to be some HGVs originating from the local area. This could include items such as consumables, general stores, catering/food supplies, skips, small plant etc. The monitoring of all HGV movements during the construction period, including any from the local area, is summarised in **Section 4** of this **CTMP**.

3.4.4 It is envisaged that the majority of HGVs would arrive from the A12 (south), with a small proportion arriving from the north via the A12 (north) or A145.

#### b) Suffolk principal transport network

3.4.5 SCC's Local Transport Plan Part 1 (Ref 3.1) 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 National Highways. In the vicinity of the Sizewell C main development site, the A12, A144 and A145 all form part of the County primary route network.



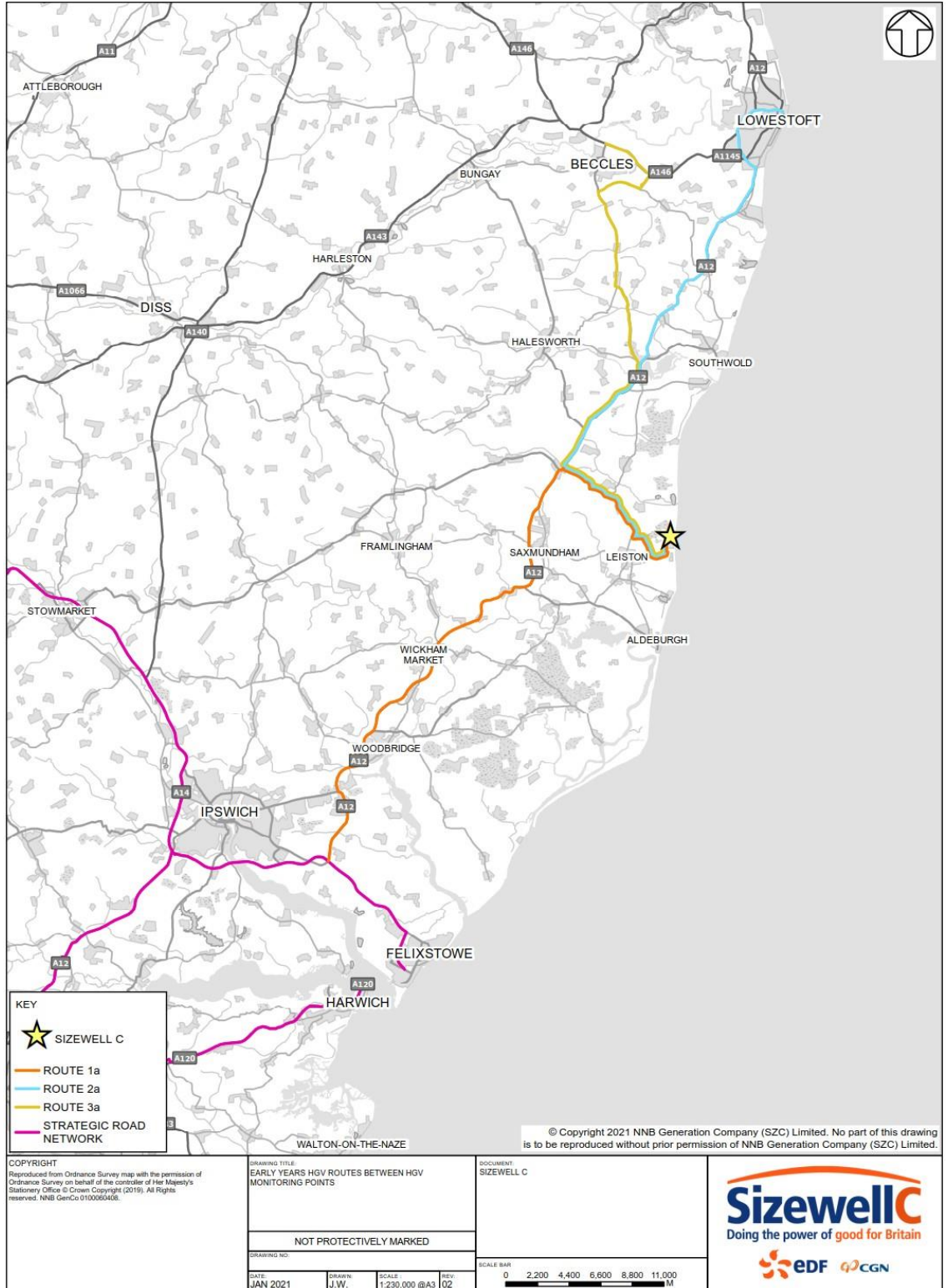
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Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.

- **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.

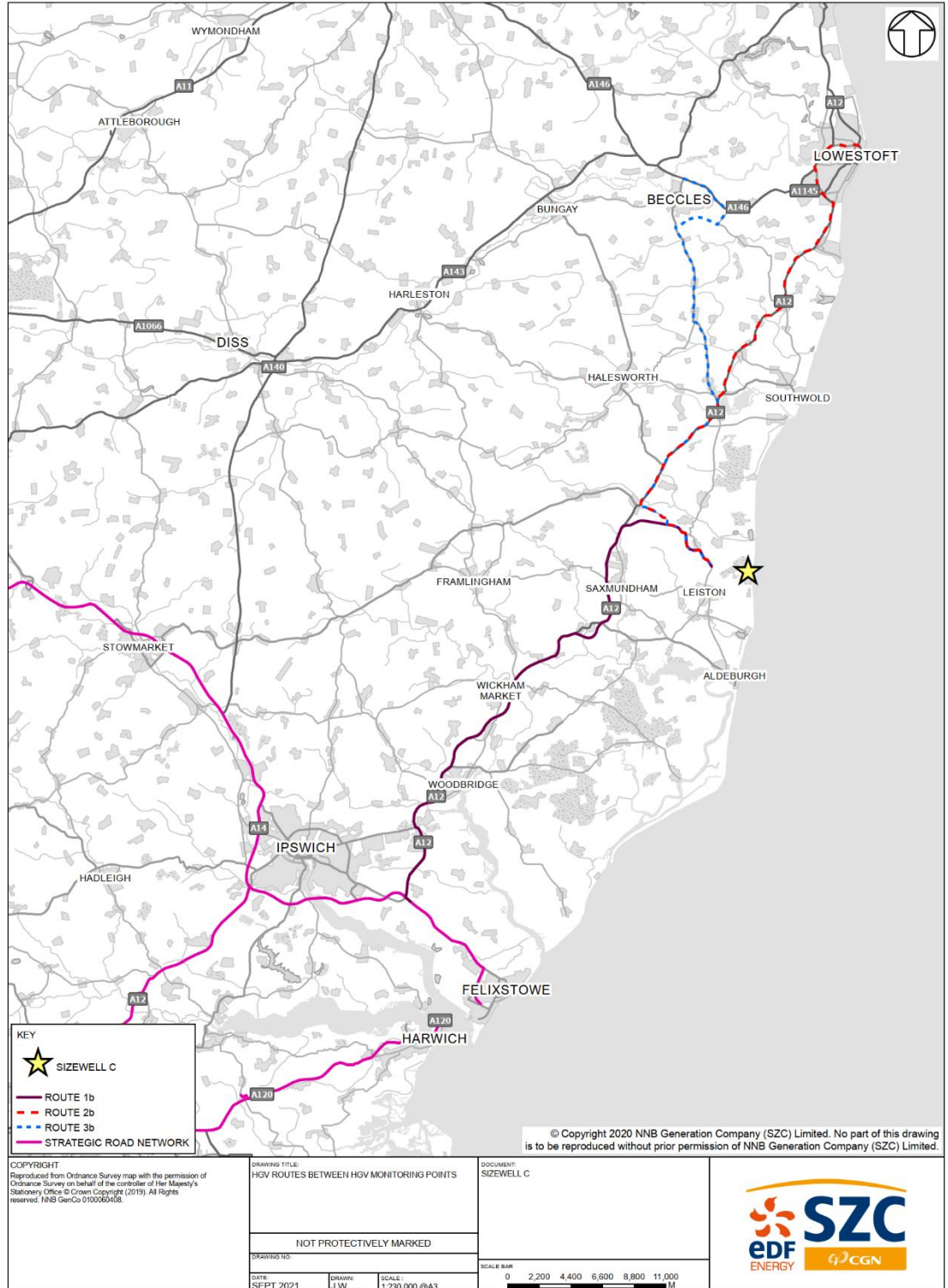
**Plate 3.2 – Early Years HGV routes prior to two village bypass and Sizewell link road**



3.4.9 In terms of the HGV routes on the local highway network once the two village bypass and Sizewell link road are operational, HGVs to and from the main development site must use the following HGV routes, 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.
- **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.
- **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.

**Plate 3.3 – Peak construction period HGV routes once two village bypass and Sizewell link road are operational**



### 3.5 ALL origins and routes

3.5.1 The vast majority of the permanent equipment AILs will originate from Europe. The temporary construction AILs will primarily originate from the UK from a wide number of sources. SZC Co. shall adhere to the Department for Transport’s water preferred policy, which requires Special Order and VR1 loads to be delivered via a coastal or inland waterway route instead of road, where it is feasible. The permanent BLF will be utilised for the delivery of AILs by sea in accordance with the water preferred policy.

3.5.2 With regards to road based AIL movements, an extract of the National Highways map of preferred routes for high and heavy AIL movements (Ref 3.2) is provided as **Plate 3.4** below.

**Plate 3.4 – Highways England heavy load route**



3.5.3 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.



- 3.5.4 Wynns, an AIL specialist consultancy, has been commissioned by SZC Co. to undertake an assessment of the AIL routes. Consideration has been given to AIL routes from the north and south of the main development site.
- 3.5.5 The AIL route from the south will be as follows:
- Road based AILs that originate from the south of the main development site would route via the A14/A12 Seven Hills junction, A12 (south) and the B1122 in the early years and the Sizewell link road once operational.
- 3.5.6 There are options for routing road based AILs from the north, depending on their category. As part of the Wynns study, Lowestoft Port has confirmed that Belvedere yard is now within their ownership, which could be utilised for the delivery of heavy AILs from the port to the main development site. Belvedere yard is on the south bank of the Inner Harbour and Lake Lothing. SCC has confirmed that the route from Belvedere yard and A12 to the main development site is capable of accommodating C&U and STGO loads. Structural surveys shall be undertaken by SZC Co. and approved by SCC to confirm its use for AILs as secured in Schedule 16 of the **DoO** (Doc Ref. 8.17(H)).
- 3.5.7 Alternative AIL routes from the North Quay at Lowestoft are limited in terms of weight restrictions at the Bascule Bridge, which has a gross weight limit of 88 tonnes and Mutford Lock Bridge on the A1117, which has a gross weight limit of 80 tonnes.
- 3.5.8 SCC is currently constructing a new crossing at Lake Lothing, which is due to be completed in 2023. It is understood to be able to accommodate SOV 196 loadings. Therefore, the bridge would have a gross weight limit of circa 196 tonnes, depending on the exact vehicle configuration proposed. This will offer additional options for AILs to be transported from Lowestoft North Quay to the main development site.
- 3.5.9 **Plate 3.5** illustrates the proposed Lake Lothing crossing currently being constructed and also the existing crossings at Bascule bridge and Mutford Lock bridge.

### Plate 3.5 – Lake Lothing Crossing, Lowestoft



3.5.10 In summary, the AIL route options from Lowestoft port will be as follows, depending on the AIL category and exact vehicle configuration proposed:

- Belvedere yard at Lowestoft port, A12 and B1122 in the early years and the A12/B1122 Yoxford roundabout, B1122, Middleton Moor link and Sizewell link road, once operational; or
- North quay at Lowestoft port, via Bascule bridge/ Mutford lock bridge/ Lake Lothing Crossing, A12 and B1122 in the early years and A12/B1122 Yoxford roundabout, B1122, Middleton Moor link and Sizewell link road, once operational.

## 4 FREIGHT STRATEGY PRINCIPLES

### 4.1 Introduction

4.1.1 This section first summarises the overarching freight strategy principles and then sets out measures to minimise the volume of freight by road.

4.1.2 This section goes on to summarise the management measures that SZC Co. must implement as part of the **CTMP** to manage HGV movements to/from the main development site from the wider network during the construction period.

4.1.3 Finally, this section summarises the management measures for HGV movements between the LEEIE and main development site during the construction period.

### 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/from the main development site.

### 4.3 Measures to minimise the volume of freight by road

1.1.1 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

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

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

4.3.1 The freight strategy is intended to result in 60% of the construction materials being delivered to site by rail or sea, with the remaining 40% of material being delivered by road over the course of the construction period.

a) Re-use and storage of excavated material

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

4.3.3 Any HGV movements associated with waste being taken on or off the main development site must be included in the proposed daily HGV limits.

b) Beach landing facilities

4.3.4 SZC Co. will construct a permanent and temporary BLF at the main development site to allow for the delivery of AILs throughout the construction period and during the operational phase in accordance with the Department for Transport's water preferred policy.

4.3.5 In addition to the permanent BLF, SZC Co. proposes to provide a temporary BLF at the main development site to deliver bulk construction materials, such as aggregate, by sea in order to reduce the amount of construction material delivered by road.

c) Saxmundham to Leiston branch line rail improvements

4.3.6 During the early years of construction, SZC Co. will 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

4.3.7 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 will enable two trains per day to be brought in via the Saxmundham to Leiston branch line in the early stage of the construction period. Freight will then be transferred by road using HGVs between the LEEIE and the main development site. This will reduce the number of HGVs on the wider highway network travelling to/from the main development site.

e) Green rail route

4.3.8 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 four trains per day (eight movements) direct into to the main development site during peak construction.

#### 4.4 Measures to manage HGVs to/from the main development site

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

- Monitoring of rail/marine and road freight mode share;
- prescribed HGV routes;
- capping of HDV/HGV movements;
- monitoring of HDV/HGV targets;
- HGV timing restrictions;
- delivery management system (DMS);
- freight management facility;
- signage strategy;
- driver induction and rules;

- welfare facilities and use of laybys;
- best practice in fleet operations;
- HDV emission standards; and
- communications strategy.

4.4.2 AILs are excluded from the above measures and a package of separate management measures are proposed in **Section 7**.

a) **Monitoring of rail/marine and road freight mode share**

4.4.3 SZC Co. must monitor the mode of delivery of construction materials in terms of rail, marine or road with the use of the delivery management system, which is detailed later in this section.

4.4.4 The freight strategy is intended to result in 60% of the construction materials being delivered to site by rail or sea, with the remaining 40% of material being delivered by road over the course of the construction period. Where cost effective and practicable, SZC Co. will aspire to achieve a greater than 60% mode share of construction materials delivered by rail or sea. Monitoring of the freight mode share will be provided to the TRG on an annual basis as set out in **Section 8** of the **CTMP**.

b) **HGV routes**

4.4.5 HGVs travelling to/from the main development site from the wider highway network must comply with the HGV routes set out in **Section 3**. The HGV routes in the early years are Routes 1a, 2a and 3a (**Plate 3.2**) and the HGV routes are Routes 1b, 2b and 3b (**Plate 3.3**) in the peak construction period, once the two village bypass and Sizewell link road are operational. In addition, HGVs arriving/departing to/from the south must route via the SRN as shown in **Plates 3.2** and **3.3**.

4.4.6 All HGVs must be tracked using GPS technology to monitor compliance with the proposed HGV routes. The specification for the GPS tracking system is set out later in this section.

4.4.7 There are expected to be some HGVs originating from the local area, which could include items such as consumables, general stores, catering/food supplies, skips, small plant etc. Any HGVs originating from the local area, must be tracked using GPS technology and comply with the HGV routes. The routes utilised by any local supplier HGVs to access the HGV routes must be approved by the TRG.

4.4.8 The **Consolidated Transport Assessment** [\[REP2-052\]](#) assessed 85% of HGVs to/from the south and 15% to/from the north. Monitoring data of the actual split of HGV routes will be provided to the TRG as part of the monitoring reports, as summarised in **Section 8** of this **CTMP**.

c) **Daily caps and targets on HDV/HGV movements to/from the main development site**

4.4.9 SZC Co. must control the number of HDV/HGV movements to/from the main development site from the wider highway network that are permitted as part of the Sizewell C construction works. SZC Co. must limit the number of HDV/HGV movements in accordance with the Sizewell C HDV/HGV limits set out in this section. These Sizewell C HDV/HGV limits have been derived based on the HDV/HGV movements set out in the **Consolidated Transport Assessment** [\[REP2-052\]](#).

i. **Daily HDV/HGV caps**

● Monday to Friday:

- **Early years daily HDV cap:** during the early years, unless and until the Sizewell link road and two village bypass are available for use, there will be no more than 600 two-way HDV (i.e. HGVs and bus) movements per day (300 HDVs each way) associated with Sizewell C routing through Theberton and Middleton Moor on the B1122. This includes HGVs for the construction of the main development site (including construction of LEEIE), Sizewell B relocated facilities, Green Rail Route, and Lover's Lane improvements, water tankers associated with the desalination plant, and any HGVs for the construction of the Sizewell link road. In addition, any Sizewell C park and ride or direct buses are also included in the early years daily HDV cap.
- **Peak construction daily HGV cap:** during the remainder of the construction period, there will be no more than 700 two-way HGV movements per day (350 HGVs each way) associated with Sizewell C routing along the Sizewell link road. This includes HGVs for the construction of the main development site as well as any HGVs from the wider network routing to/from the LEEIE.

- Saturday:
  - **Early years daily HDV cap:** during the early years, unless and until the Sizewell link road and two village bypass are available for use, there will be no more than 500<sup>2</sup> two-way HDV (i.e. HGVs and bus) movements per day (250 HDVs each way) associated with Sizewell C routing through Theberton and Middleton Moor on the B1122.
  - **Peak construction daily HGV cap:** during the remainder of the construction period, there will be no more than 500<sup>3</sup> two-way HGV movements (250 HGVs each way) associated with Sizewell C per day routing along the Sizewell link road.
- Sundays and public holidays:
  - There will be no Sizewell C HDV movements to/from the main development site from the wider highway network on Sundays or on public holidays, unless otherwise agreed with ESC and SCC.

4.4.10 Monitoring and enforcement of the early years daily HDV caps will be achieved by use of a GPS geofence on the B1122 located to include Theberton and Middleton Moor. Monitoring and enforcement of the peak construction daily HGV caps will be achieved by use of a GPS geofence on the Sizewell link road, east of the junction with the Middleton Moor link road. The HDV/HGV caps must be monitored via the delivery management system (DMS), which is summarised later in this section.

4.4.11 HGVs from the wider highway network to/from the LEEIE shall be controlled via the maximum daily HDV/HGV cap, however, HGVs shuttling between LEEIE and the main development site are not included in the maximum daily HDV/HGV limits and the management of these HGVs is summarised later in this section. Likewise, AIL movements to/from the main development site are excluded from the maximum daily limits on HGV movements and shall be managed and monitored separately as set out in Sections 7 and 8 of this **CTMP**.

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<sup>2</sup> This includes HGVs for the construction of the main development site (including construction of LEEIE), Sizewell B relocated facilities, Green Rail Route, and Lover's Lane improvements, water tankers associated with the desalination plant, and any HGVs for the construction of the Sizewell link road. In addition, any Sizewell C park and ride or direct buses are also included in the early years daily HDV cap.

<sup>3</sup> This includes HGVs for the construction of the main development site as well as any HGVs from the wider network routing to/from the LEEIE.



- 4.4.12 SZC Co. must implement and monitor compliance with the Sizewell C daily HDV/HGV limits. **Section 8** sets out the monitoring and review strategy for this **CTMP**.
- 4.4.13 Individual contractors shall be allocated capping limits by SZC Co. and compliance with allocated capping limits will be a condition of their contract. These contractual limits will be an incentive for the contractors to maximise the efficiency of their deliveries in order to keep within their daily HGV allocation (e.g. by maximising payload, using empty space of return journeys from site, and minimising waste both on-site and at source).
- ii. Daily quarterly average HGV target
- 4.4.14 Once the Sizewell link road and two village bypass are operational, there will be a quarterly average HGV target of an average of 500 two-way HGV movements per day in any given quarter (e.g. 3 month rolling period from Sizewell link road first being available). This quarterly average daily HGV target must be applied to all HGV movements associated with Sizewell C routing along the Sizewell link road until the end of the construction period.
- 4.4.15 Not meeting the target on a persistent basis would trigger a review by the TRG, including consideration of the marine/rail/road split, and whether any action should and can practically and reasonably be taken. As set out in **Section 8**, the TRG is to be provided with a weekly summary of the DMS data, which would provide early warning to the TRG of risk of not meeting the daily quarterly average HGV target and other commitments in this **CTMP**.
- iii. Peak hour HDV / HGV caps
- 4.4.16 Sizewell C HDV / HGV movements are subject to the following caps during the weekday network peak hours of 08:00-09:00 and 17:00-18:00:
- **Early years peak hour HDV caps:** during the early years, unless and until the Sizewell link road and two village bypass are available for use, there must be no more than 57<sup>4</sup> two-way HDV movements during the weekday morning peak hour (08:00 - 09:00) and 34 two-way HGVs during the weekday evening peak hour (17:00 - 18:00) associated with Sizewell C routing through Theberton and Middleton Moor on the B1122; and

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<sup>4</sup> This includes HGVs for the construction of the main development site (including construction of LEEIE), Sizewell B relocated facilities, Green Rail Route, and Lover's Lane improvements, water tankers associated with the desalination plant, and any HGVs for the construction of the Sizewell link road. In addition, any Sizewell C park and ride or direct buses are also included in the early years daily HDV cap.

- **Peak construction peak hour HGV caps:** during the remainder of the construction period, there must be no more than 63<sup>5</sup> two-way HGV movements during the weekday morning peak hour (08:00 - 09:00) and 42 two-way HGV movements during the weekday evening peak hour (17:00 - 18:00) associated with Sizewell C routing along the Sizewell link road.

iv. Shoulder peak hour HDV / HGV targets

4.4.17 In addition to the peak hour HDV / HGV caps, Sizewell C HDV / HGV movements are subject to the following targets during the weekday shoulder peak hours of 07:00-08:00 and 16:00-17:00:

- **Early years shoulder peak hour HDV target:** during the early years, unless and until the Sizewell link road and two village bypass are available for use, there will be a target of 47 two-way HDV movements during the weekday morning shoulder peak hour (07:00 - 08:00) and 42 two-way HDVs during the weekday evening shoulder peak hour (16:00 - 17:00) associated with Sizewell C routing through Theberton and Middleton Moor on the B1122; and
- **Peak construction shoulder peak hour HGV target:** during the remainder of the construction period, there will be a target of 52 two-way HGV movements during the weekday shoulder morning peak hour (07:00 - 08:00) and 53 two-way HGV movements during the weekday evening shoulder peak hour (16:00 - 17:00) associated with Sizewell C routing along the Sizewell link road.

d) HGV timing restrictions

4.4.18 In addition to the daily and peak hour caps and targets on the number of HGV movements set out above, the Sizewell C HGV movements are subject to the following timing constraints for the start and end of the day:

- **Monday to Friday:** During the early years, there must be no HGVs associated with Sizewell C routing through Theberton and Middleton Moor on the B1122 after 23:00 and before 07:00. In addition, throughout the entire construction period there must be no HGVs associated with Sizewell C routing on the HGV routes within the

<sup>5</sup> Peak construction period HGVs to/from the main development site are based on 4 trains per day and the temporary BLF for the delivery of bulk materials and the busiest day assessment. It includes HGVs for the construction of the main development site as well as any HGVs from the wider network routing to/from the LEEIE.

Suffolk boundary north of the A12/A14 Seven Hills junction after 00:00 and before 06:00.

- **Saturday:** Sizewell C HGVs must be limited to arrive at the main development site between the hours of 08:00-13:00. The latest departure of Sizewell C HGVs from the main development site must be 14:00. In addition, throughout the entire construction period there must be no HGVs associated with Sizewell C routing on the HGV routes within the Suffolk boundary north of the A12/A14 Seven Hills junction after 00:00 and before 06:00.
- **Sundays and public holidays:** There shall be no Sizewell C HGV movements to/from the main development site from the wider highway network on Sundays or on public holidays, unless otherwise agreed with ESC and SCC.

4.4.19 These HGV timing restrictions will not apply to AILs. Further details on the management of AILs, including timing restrictions, are provided in **Section 7**.

e) **Delivery management system**

4.4.20 SZC Co. must implement a web-based delivery management system (DMS), which will control bookings of HGV, LGV and AIL deliveries to/from the main development site as well as track HGVs to monitor compliance with the HGV routes to/from the main development site. The DMS shall also be used to monitor the number and routing of HGVs to/from the associated development sites during their construction, which is summarised in **Section 5** of this **CTMP**.

4.4.21 Within this **CTMP** the vehicle booking system is referred to as DMS-booker and the HGV tracking solution is referred to as DMS-tracker. Jointly the DMS-booker and DMS-tracker is the DMS.

4.4.22 The DMS will be used to achieve the following objectives:

- Minimise the impact of the construction of the Sizewell C Project on the local community;
- Demonstrate compliance with the **CTMP** through the provision of accurate monitoring data; and

- Effectively plan all HGV movements to/from the main development site and associated development sites in accordance with the construction programme to maximise construction and site efficiency.

4.4.23 The DMS will achieve the objectives by enabling the following to be undertaken:

- Regulate the flow of HGVs to/from the main development site by providing a set number of delivery slots per day and hours (in accordance with the Sizewell C HDV/HGV limits and timing restrictions set out above).
- Actively monitor compliance with the HDV/HGV limits, targets and timing restrictions;
- Actively monitor compliance of the HGV routes to/from the main development site and the associated development sites during their construction.
- Actively monitor compliance with EURO VI standards for HDVs travelling to/from the main development site and the associated development sites.
- Actively monitor the number of LGV and AIL movements to/from the main development site each day.
- Actively monitor the number of HGV movements to/from the associated development sites each day during their construction.

4.4.24 The DMS must be operational from commencement of the construction period of the Sizewell C Project and for the duration of the construction period. The use of the DMS must be a requirement of contracts with contractors.

4.4.25 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.

4.4.26 This section of the **CTMP** sets out the requirements the DMS must achieve. Prior to commencement of construction, details of the procured DMS, including the extent of GPS geofences and GPS solution for smaller suppliers, must be submitted to and approved by SCC, in consultation with

ESC and National Highways. The DMS technical specification is referred to as the 'traffic management and monitoring system' (TMMS), which is secured through an obligation in Schedule 16 of the **DoO** (Doc Ref. 8.17(H)).

4.4.27 **Appendix A** summarises the process of an HGV movement to/from the main development site and the key tasks and responsibilities. All of the tasks will be required for HGV movements and some will be required for LGV and AIL movements to/from the main development site. **Appendix A** identifies the tasks required for HGV, LGV and AIL movements to/from the main development site.

i. DMS-booker

4.4.28 SZC Co. must require contractors to pre-book all HGV, LGV and AIL deliveries to the main development site and associated development sites (during their construction) during the construction period through the DMS-booker by providing details of the planned delivery. Bookings must be able to be made by contractors up to a predefined period in advance of the delivery day.

4.4.29 The details of the planned delivery to be recorded in the DMS-booker must include:

- Delivery date and time;
- Driver details (e.g. name, driving licence number, expiry date and country);
- Vehicle details (e.g. vehicle classification, vehicle registration, haulage company, vehicle emission standards); and
- Movement details (e.g. origin, destination, HGV route).

4.4.30 Bookings will require approval by SZC Co. and contractors must be issued with confirmation and a unique reference code for their booking. The specifics of the DMS must include:

- mandatory advance booking (i.e. no booking, no admittance to the main development site or associated development site);
- confirmed booking to relate to a specific vehicle (i.e. vehicle registration number);

- capability to amend bookings in advance of the delivery (up to a predefined period in advance of the delivery day); and
- capability to cancel bookings and if a scheduled delivery is cancelled, it shall not be counted against the HDV/HGV caps as no delivery/movement will have occurred.

4.4.31 The DMS-booker will provide SZC Co. with a daily schedule of the expected HGV, LGV and AIL deliveries to the main development site on a specified day.

4.4.32 The DMS-booker will record the planned and actual arrival time HGV, LGV and AIL deliveries as well as the actual departure time.

4.4.33 The DMS-booker will include a live movement counter of HGVs into and out of the main development site to ensure DCO compliance with freight movements.

f) **DMS-tracker**

4.4.34 The purpose of the DMS-tracker is to monitor compliance with the HGV routes to/from the main development site. The DMS-tracker must utilise GPS technology to:

- track HGVs on the HGV routes to/from the main development site;
- provide live notifications to SZC Co. of HGVs not adhering to the HGV routes;
- enable auditing to allow investigation into why any HGVs deviate from the HGV route;
- enable auditing of compliance with the HGV caps, targets and timing limits based on GPS geofences; and
- enable communication with drivers via sub-contractors/ hauliers in the event of an incident on the highway network requiring the activation of the **TIMP** (Annex M of the DoO Doc Ref. 8.17(G)).

4.4.35 In order to meet the above objectives, the DMS-tracker will need to:

- be able to be used by all contractors operating HGVs to/from the main development site and associated development sites during their construction;

- enable HGVs to be designated a HGV route at the time of booking a DMS slot, depending on their origin;
- provide a mapping interface to give real time visibility of Sizewell C HGV locations to monitor movement on the HGV routes;
- use geofences, a virtual boundary, to alert the delivery team in the event of a driver deviating from a HGV route, confirming location, vehicle, driver, date and time of occurrence;
- use geofences to give real time visibility of HGVs on the strategic road network on their approach to/from the main development site, the extent of the geofence to be agreed with SCC, in consultation with National Highways and ESC, as part of the approval of the TMMS;
- enable HGVs arriving from the south to only route to the freight management facility en-route to the main development site but not on the return journey;
- enable HGVs arriving from the north to be tracked without needing to route via the freight management facility or another facility.

4.4.36 The DMS-tracker system has not been procured yet but through discussions with potential providers, a potential solution that would meet the specification set out in this **CTMP** would be to:

- Integrate the DMS-tracker via an application programming interface (API) with existing GPS tracking solutions already within HGVs. API is a software intermediary that allows two applications to talk to each other. Based on experience, the larger supply chain partners will already have GPS technology within their HGV fleet. It would be possible for the DMS-tracker to connect into the existing GPS feed of the HGVs to track their journey to/from the main development site and associated development sites.
- Smaller supply chain partners may not have GPS technology fitted within their HGV fleet and therefore one possible solution could be the development of a smart phone app to allow integration with the DMS-tracker and for HGV movements to be tracked.

g) Freight management facility

4.4.37 SZC Co. must provide a freight management facility at Seven Hills to manage HGVs during the construction period of the Sizewell C Project.

4.4.38 Prior to the freight management facility being operational, the management of HGVs must be through the DMS.

4.4.39 The purpose of the freight management facility is to:

- Allow a controlled pattern of deliveries to the main development site;
- Verify/approve driver details and the delivery booking in the DMS;
- Perform security checks on vehicles;
- Undertake additional HGV driver induction for all HGVs for their first delivery to the main development site (i.e. beyond the electronic induction as set out later in this section); and
- 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** (Annex M of the DoO Doc Ref. 8.17(G)).

4.4.40 Not all HGVs will be required to route via the freight management facility on their journey to the main development site and no HGVs will be required to route via it on their outbound journey from the main development site. Only those HGVs arriving via the strategic road network (i.e. A14/A12), which will be the majority of HGVs, will be required to route via the freight management facility. However, all HGV movements to/from the main development site must be tracked via the DMS-tracker, regardless of whether they route via the freight management facility or not.

h) Signage strategy

4.4.41 Prior to commencement of construction, SZC Co. must submit a signage strategy for the approval of SCC, in consultation with National Highways and ESC. The purpose of the signage strategy will be:

- to provide details of the temporary signs to direct Sizewell C construction traffic to the main development site and associated development site during their construction. The signs will conform with the Traffic Signs Regulations and General Directions (TSRGD) regulations. The temporary signs must include:



- signs installed on the A14 to direct all Sizewell C traffic to route via the A14 in order to reduce Sizewell C car and LGV related traffic on the B1078 corridor.
  - signs to direct HGVs along the proposed HGV routes to the main development site;
  - signs to direct traffic along the proposed HGV routes to the associated development sites during their construction; and
  - signs to direct Sizewell C traffic to the freight management facility, southern park and ride and northern park and ride during their operation.
- to provide details of changes to permanent traffic signs as a result of changes to the highway network (e.g. two village bypass and Sizewell link road).

i) **Driver induction and rules**

4.4.42 All HGV drivers must be required to adhere to Driver Rules on their journey to/from the main development site and associated development sites. The Driver Rules must be provided within an electronic Driver Handbook at the time of booking a delivery slot within the DMS, which will also act as an electronic induction prior to a HGV driver's first delivery.

4.4.43 HGVs arriving via the strategic road network (i.e. A14/A12), which will be the majority of HGVs, will be required to route via the freight management facility. In addition to the electronic induction set out in the Driver Handbook, all first time drivers to the main development site must be required to undertake an induction on arrival at the freight management facility to ensure that the driver understands the requirements they must adhere to when travelling to/from the main development site.

j) **Welfare facilities and use of laybys**

4.4.44 Welfare facilities must be provided at the main development site and freight management facility for drivers to use, which will act to minimise the use of laybys on the HGV routes.

4.4.45 As part of the Driver Handbook, HGV drivers will be notified of the welfare facilities at the freight management facility and main development site and advised not to use laybys on the local highway HGV routes unless for highway safety reasons.

k) Best practice in fleet operations

- 4.4.46 The Fleet Operator Recognition Scheme (FORS) is a national accreditation scheme for fleet operators. Its aim is to raise the level of quality within fleet operations, by recognising efficient and safe vehicle operators, such as fuel efficiency, carbon emissions, road safety and driver training. FORS accredited firms are expected to deliver continual improvements in these areas.
- 4.4.47 Companies need to pass an independent assessment of their operation to gain accreditation, which covers an effective risk management process covering their drivers, vehicles and operations. There are three levels of FORS accreditation, which reward excellence: bronze, silver and gold. The FORS database provides information about the status of each accredited organisation.
- 4.4.48 SZC Co. shall ensure that all contractors are FORS Silver accredited where possible and FORS Bronze as a minimum, unless otherwise agreed with the TRG. Compliance with the FORS accreditation must be monitored through the DMS and reported to the TRG through the monitoring reports.

l) Construction Logistics and Community Safety (CLOCS)

- 4.4.49 The CLOCS standard is a national industry standard, which defines the primary requirements placed upon the key stakeholders associated with a construction project and places responsibilities and duties on the regulator, the client, the principal contractor controlling the construction site and the supply chain including the operator of any road-going vehicles servicing that project.
- 4.4.50 SZC Co. must adhere to the CLOCS standard and must ensure compliance of the CLOCS standard through the supply chain.

m) HDV emission standards

- 4.4.51 EURO 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.
- 4.4.52 SZC Co. must ensure that all HDVs will comply with the requirements of Euro VI emission standards unless it is an exempt vehicle. A formal exemption process will be used for certain HDVs which may be exempt due to being a specialist vehicle; unforeseen circumstances; triviality (i.e. a small number of visits); or being used by a community / local supplier. Any

exempt vehicle must meet Euro V standards where possible, and where not achieved additional information will be provided to the TRG. The totality of the exemptions will account for no more than 8% of HDVs on an annual basis.

4.4.53 Compliance with the EURO emission standards must be monitored through the DMS and reported to the TRG through the monitoring reports.

n) **Communication strategy**

4.4.54 SZC Co. must distribute an electronic information pack to all contractors involved in the construction period of the Sizewell C Project to be issued to their HGV drivers.

4.4.55 The pack must include key information on the following aspects of the **CTMP**:

- HGV restrictions;
- HGV routes;
- DMS;
- HGV holding locations in the event of an incident;
- 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 delivery team; and
- what to do/not to do if unable to meet their DMS slot.

4.4.56 Any complaints received with regards to Sizewell C freight traffic during the construction period must be summarised by the transport co-ordinator within the monitoring reports as well as any action taken.

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

o) HGV movements between the LEEIE and main development site

4.4.58 Land East of Eastlands Industrial Estate (LEEIE) is proposed to be used to support construction on the main platform and temporary construction area (TCA). HGVs will shuttle along Lover's Lane between LEEIE and the secondary site access to deliver materials to the main development site.

p) Delivery management system

4.4.59 It is expected that the HGVs shuttling between the LEEIE and the secondary site access would be a dedicated and regular fleet of HGVs. They would be on a fixed circa 1km route along Lover's Lane. These HGVs shall not be tracked via the DMS-tracker but the number of HGV movements per day must be recorded via the DMS-booker and summarised within the monitoring reports issued to the TRG.

q) LEEIE HGV timing restrictions

4.4.60 The HGVs shuttling between the LEEIE and secondary site access must be subject to the following timing constraints:

- **Monday to Friday:** Sizewell C HGVs between LEEIE and the secondary site access must be limited to arrive at the main development site between the hours of 07:00-21:00. The latest departure of Sizewell C HGVs from the main development site must be 23:00.
- **Saturday:** Sizewell C HGVs between LEEIE and the secondary site access must be limited to arrive at the main development site between the hours of 08:00-13:00. The latest departure of Sizewell C HGVs from the main development site must be 14:00.
- **Sundays and public holidays:** There must be no Sizewell C HGV movements on the local highway network on Sundays or on public holidays, unless otherwise agreed with ESC and SCC.

r) Other management measures

1.1.2 The following management measures set out in **Section 4** of this **CTMP** must also apply to HGVs shuttling between LEEIE and the main development site:

- Signage strategy;

- Driver induction and rules;
- Best practice in fleet operations; and
- HDV emission standards.

## 5 ASSOCIATED DEVELOPMENT SITE HGVS

### 5.1 Introduction

5.1.1 This section summarises the measures proposed to manage HGV movements to/from the associated development sites during their construction and decommissioning.

### 5.2 Measures to minimise the volume of freight by road

5.2.1 HGV movements to/from the associated development sites during their construction /decommissioning are proposed to be minimised through the following measures:

- Earthworks must be designed to maximise cut and fill balance in order to prevent material being sent off-site;
- Where associated development sites are to be decommissioned, topsoil and subsoil must be stored on-site in landscape bunds for reuse during the removal and reinstatement works;
- Where buildings are proposed at the associated development sites, waste generation must be further minimised through the use of modular units for proposed buildings; and
- Contractors must also be required to investigate opportunities to minimise and reduce waste generation.

### 5.3 Management measures for associated development site HGVs

#### a) HGV routes

5.3.2 HGVs associated with the construction and decommissioning of the associated development sites must adhere to the HGV routes within **Plate 3.1** and **Plate 3.2**. Compliance with the HGV routes will be monitored via the DMS-tracker.

5.3.3 SZC Co. must agree appropriate temporary construction signage with the highway authorities and must provide this signage prior to the start of construction/decommissioning of each of the associated development sites in order to direct HGVs on the appropriate routes.

b) Delivery management system

5.3.4 The number of HGV movements per day to/from the associated development sites during their construction and decommissioning must be recorded via the DMS-booker and summarised within the monitoring reports issued to the TRG.

5.3.5 The DMS shall also enable details of HGV movements per hour to/from the associated development sites during their construction and decommissioning to be made available to the TRG if required.

5.3.6 The TRG will have the remit to consider action if the associated development site HGV movements during their construction consistently exceed the HGV movements assessed.

c) Associated development HGVs included in HDV early years cap

5.3.7 The HDV limits and targets set out in **Section 4** for the number of two-way HDV movements during the early years include HDVs that route through Theberton and Middleton Moor on the B1122 associated with the following activities:

- the construction of the main development site (including construction of LEEIE);
- water tankers associated with the desalination plant;
- Sizewell B relocated facilities;
- Green Rail Route;
- Lover's Lane improvements;
- any HGVs for the construction of the Sizewell link road; and
- any Sizewell C park and ride or direct buses are also included in the early years daily HDV cap.

5.3.8 Therefore, the HGVs for the construction of the associated development sites that route through Theberton and Middleton Moor are included in the caps.

d) HGV timing restrictions

5.3.9 Construction and decommissioning of the associated development sites must ordinarily take place during Monday to Saturday 07:00 to 19:00 hours, with no working on Sundays or bank holidays. However, some activities may require work outside of these hours. Where this is the case, East Suffolk Council must be notified in advance.

e) Temporary traffic management

5.3.10 The majority of the construction and, where proposed, decommissioning, of the associated development sites will be off-line (e.g. not on the highway network). For example, the northern and southern park and ride facilities and freight management facility will be constructed off the public highway and it is only the proposed accesses that will affect the highway itself. Likewise, the two village bypass and Sizewell link road will be constructed away from the public highway but will need to be tied into the existing highway at the proposed junctions. Where possible accesses have been designed to ensure minimum duration of tie into the existing highway network in order to minimise impacts.

5.3.11 During the construction / decommissioning of the associated development sites, there will be a need for temporary traffic management when the proposed junctions are being constructed and tied into the existing highway network. This will be done through the process set out in Article 22 of the **dDCO**.

5.3.12 Contractors must also be required to adhere to the following guidance:

- The Safety at Street Works and Roadworks: A Code of Practice (the Safety Code)
- Chapter 8 of the Traffic Signs Manual
- The Traffic Signs Regulations and General Directions (TSRGD)

5.3.13 Designers and contractors must seek to re-provide facilities such as walkways or dedicated cycling facilities during roadworks to maintain routes for vulnerable road users with minimal disruption.

f) Other management measures

5.3.14 The following management measures set out in **Section 4** of this **CTMP** will also apply to HGVs associated with the construction and decommissioning of the associated development sites:



- Signage strategy;
- Driver induction and rules;
- Welfare facilities and use of laybys;
- Best practice in fleet operations;
- HDV emission standards; and
- Communication strategy.

## 6 LGV MOVEMENTS

### 6.1 Introduction

6.1.1 There will be two types of LGVs associated with the construction period of the Sizewell C Project:

- LGV movements associated with the construction of the main development site; and
- LGV movements associated with postal/courier deliveries to the main development site.

6.1.2 This section summarises the measures proposed to manage both of these types of LGV movements during the construction period.

### 6.2 Management of LGVs to/from the main development site

#### a) Classification of freight vehicles for monitoring purposes

6.2.2 Whilst LGVs and HGVs have been assessed in the DCO based on standard classifications, for monitoring purposes through this **CTMP**, SZC Co. has adopted a definition of an HGV to be any goods vehicle between 3.5t and 44t. This means that the SZC Co.'s proposed controls on HGV movements to/from the main development site set out in **Section 4** of this **CTMP** will capture a proportion of freight vehicles that would not normally be classified as HGVs.

#### b) Delivery management system

6.2.3 Evidence from Hinkley Point C demonstrates that the level of LGV movements that have been assessed travelling to/from the main development site are robust.

6.2.4 The number of LGV movements per day to/from the main development site during the construction period must be recorded via the DMS-booker and summarised within the monitoring reports issued to the TRG. This will enable the actual level of LGV movements to/from the main development site to be compared against the assessed level of LGVs.

6.2.5 LGV movements to/from the main development site have been assessed with route choice in a similar way to existing LGVs on the highway network. Therefore, LGV movements to/from the main development site have been assessed and mitigated through the proposed package of highway works and transport funding within the **DoO** (Doc Ref. 8.17(H)).

6.2.6 Should there be consistent exceedances of LGV movements to/from the main development site compared to the assessed level of LGVs, the TRG have the remit to direct additional demand management measures including LGV route monitoring via a phone app.

c) Signage strategy

6.2.7 Whilst LGV movements to/from the main development site will not be tracked via the DMS-tracker, they will be encouraged to adhere to the signage strategy summarised in **Section 4** of this **CTMP** as part of the Driver Rules.

d) Driver induction and rules

6.2.8 All LGV drivers must be required to adhere to Driver Rules on their journey to/from the main development site and associated development sites. The Driver Rules must be provided within an electronic Driver Handbook at the time of registering within the DMS, which will also act as an electronic induction prior to an LGV driver's first delivery.

6.2.9 In addition to the electronic induction set out in the Driver Handbook, all first time drivers to the main development site must be required to undertake an induction on arrival at the main development site to ensure that the driver understands the requirements they must adhere to when travelling to/from the main development site.

## 6.3 Management of postal LGVs

a) Postal consolidation facility

6.3.2 Trips can be seen to fall into two main categories - primary trips (new trips on the network) and secondary trips (trips already on the network).

6.3.3 The vast majority if not all of the LGV movements associated with postal/courier deliveries will be classed as secondary trips and will already be on the highway network making other postal deliveries. Notwithstanding this, in order to provide a worst-case assessment, it was assumed in the **Consolidated Transport Assessment** [\[REP2-052\]](#) that all of the postal LGV movements would be new trips.

6.3.4 Secondary trips can be further sub-divided into:

- pass-by trips – existing vehicles already present on the road network, which will route directly adjacent to the proposed development access; or

- diverted trips – existing vehicles already present on the network, which would need to divert from their route in order to access the proposed development before returning to their original route.

6.3.5 Whilst the postal deliveries for Sizewell C during the construction period will be predominately if not all secondary trips, given the location of the main development site, it is likely that many of the trips would need to divert from their original route in order to make the postal delivery to the main development site. Therefore, it is proposed to provide a postal consolidation facility at the southern park and ride facility, which is just off the A12 corridor at Wickham Market, in order for the postal deliveries to be classified as pass-by trips rather than diverted trips.

6.3.6 SZC Co. must then consolidate the post onto 2 LGV deliveries per day (4 two-way LGVs) from the postal consolidation facility to the main development site. These LGVs must route via the A12 and Sizewell link road.

b) **Monitoring postal LGVs**

6.3.7 The postal deliveries to the postal consolidation facility will not be able to be booked into the DMS system as there will be no contractual arrangement in place. Therefore, a log of the number of deliveries per day will be kept by the postal consolidation facility and a summary of the data provided to the TRG in the monitoring reports.

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## 7 AILS MANAGEMENT

### 7.1 Introduction

7.1.1 This section summarises the proposed management of AILs to and from the main development site. It has been informed by experience at Hinkley Point C and discussions with Suffolk Constabulary and the highway authorities.

### 7.2 AILs by marine

#### a) Water preferred policy

7.2.2 The Department for Transport has adopted a ‘water-preferred’ policy for the transport of AILs. This means that, where an application is sought for the movement of a Special Order or VR1 category load by road, the Department for Transport, via National Highways, will reject the application where it is feasible for a coastal or inland waterway route to be used instead of road. National Highways 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. The AIL strategy proposed by SZC Co. will adhere with the water preferred policy.

#### b) Permanent beach landing facilities

7.2.3 SZC Co. will construct permanent and temporary BLFs at the main development site to allow for the delivery of AILs throughout the construction period and during the operational phase in accordance with the Department for Transport’s water preferred policy.

#### c) Muster port

7.2.4 It is envisaged that a local port would be used as an AIL muster port for the temporary storage of some of the AILs ahead of final delivery to the permanent BLF when needed. This would provide further resilience to the permanent BLF as it would avoid just in time AIL deliveries and minimise risks associated with bad weather.

### 7.3 AILs by road

7.3.1 As set out above, SZC Co. shall adhere to the Department for Transport’s water preferred policy. However, in order to provide a worst-case basis for this **CTMP** consideration has also been given to some of the largest AILs delivered by road, should they be needed.

- 7.3.2 This section summarises the management measures proposed for the delivery of AILs by road.
- a) AIL routes
- 7.3.3 SZC Co. must utilise the AIL routes from the north and south on the local highway network summarised in **Section 3** of this **CTMP**.
- b) AIL structural survey and improvements
- 7.3.4 As part of the Wynns study, SCC confirmed that the highway structures on the AIL route from the A14 via the A12 and the AIL route from Lowestoft Port (Belvedere yard) via the A12 are capable of accommodating C&U and STGO AILs. Notwithstanding this, the condition of highway structures may deteriorate prior to them being used by Sizewell C AILs and therefore structural surveys must be undertaken by SZC Co. and any necessary highway structural improvements must be approved by SCC prior to either of the AILs routes being used by AILs. Any approved structural improvements to the highway structures to accommodate the Sizewell C AILs must be implemented by SZC Co. prior to the transport of any AILs by road along an AIL route. This is secured in Schedule 16 of the **DoO** (Doc Ref. 8.17(H)).
- c) AIL route scheme
- 7.3.5 The Wynns study has identified areas on the existing local highway network forming part of the proposed AIL routes that would potentially require changes to street furniture (e.g. dismantlable signs).
- 7.3.6 In addition, based on engagement with Suffolk Constabulary and SCC, it is proposed to upgrade an existing layby within the highway boundary on the A12 in the vicinity of Wickham Market to act as a pick up point for any Sizewell C AILs up to 4.1m wide that need to be police escorted to the main development site.
- 7.3.7 Prior to commencement of construction, the scope of the proposed works to street furniture and layby(s) on the AIL routes must be approved by SCC. SZC Co. must undertake any approved changes to street furniture and laybys in respect of each AIL route before that route is used to transport AILs. This is secured through obligations in the **DoO** (Doc Ref. 8.17(H)) (paragraph 13 of Schedule 16). SZC Co. will enter into a S278 agreement with SCC to deliver the AIL route scheme within the highway boundary.

d) Design of highway infrastructure to accommodate AILs

7.3.8 The proposed highway improvements along the AIL routes (i.e. two village bypass, Sizewell link road, northern park and ride facility site access, A12/B1122 Yoxford roundabout, main development site roundabout and Lover's Lane improvements are all being designed to accommodate AIL movements by road associated with the Sizewell C Project as well as ensure that any AILs associated with Sizewell B could route safely to site.

7.3.9 For the largest AILs which must be police escorted, it is proposed for AILs to route through the centre of the proposed new roundabouts and street furniture to either be located outside of the AIL corridors within the roundabout or be dismountable. Should there be a need for AILs to route through the centre of the roundabouts, the haulage company must be required to make arrangements for the route to be prepared, including street temporarily removed, ahead of the AIL movement being made and police assistance may be required as set out later in this section.

e) Delivery management system

7.3.10 All AIL deliveries to the main development site must be required to be booked into the DMS-booker. The following information must be input to the DMS-booker for all AIL deliveries:

- Movement order in place – this will need to be confirmed before the DMS booking is approved;
- Specific vehicle information (width, length, height, axle weight, spacing etc.). It should be noted that movement orders can be used for multiple AIL deliveries and show maximum dimension limits, however all DMS bookings will require each specific vehicle dimension;
- Date and time of delivery;
- Proposed AIL route;
- Haulage company and their contact details; and
- Escort requirements (i.e. police-escort, self-escort, no escort) and contact details of self-escort if required.

7.3.11 All AIL movements in and out of the main development site must be recorded via the DMS-booker. Where a vehicle movement is classified as

an AIL in one direction but an HGV in the other direction (i.e. if the vehicle arrives/departs the main development site unloaded), the vehicle movement must be classified as an HGV and included within the HGV limits set out in **Section 4** of this **CTMP**.

7.3.12 All AIL movements to/from the main development site must be tracked on the AIL routes via the DMS-tracker as set out in **Section 4** of this **CTMP**. This will enable the delivery team to know when an AIL movement is approaching the main development site and, depending on the size, will provide the ability for them to hold HGVs at the plaza if required in order to minimise conflicts on the AIL route. This will be particularly useful during the early years when the AILs will route via the B1122. Once the Sizewell link road is in use there will be less need to hold HGVs at the plaza when AILs approach the main development site but it shall still be required for wider AILs. Holding of HGVs at the main development site is set out later in this section.

7.3.13 The number of AIL movements per day to/from the main development site during the construction period must be recorded via the DMS-booker and summarised within the monitoring reports issued to the TRG, including a summary of number of police escort, self-escort and no escort AIL movements.

f) **AIL time limits**

7.3.14 The Norfolk and Suffolk Constabulary AIL guidance (Dec 2016) does not permit AILs to be moved on bank holiday weekends or periods when a major event has been planned, unless otherwise agreed with the Constabulary. In addition, the guidance does not permit the movement of AILs in the hours of darkness or in weekday network peak hours of 07:30-09:00 and 16:30-18:00.

7.3.15 SZC Co. must adhere to the time limits set out in the Norfolk and Suffolk Constabulary AIL guidance (Dec 2016). AILs shall be permitted to travel before 07:30 and after 18:00, subject to it being daylight, as well as between 09:00-16:30.

g) **Forward scheduling of AILs**

7.3.16 The transport co-ordinator will provide the TRG, the Community Working Safety Group and ScottishPower Renewables with a schedule of AIL movements on a monthly basis. The schedule will be subject to further refinement and statutory notifications, but it will provide a useful indication for the stakeholders regarding potential AIL requirements and facilitate forward planning.



7.3.17 In addition, the Community Safety Working Group and ScottishPower Renewables will be provided with a schedule of AILs movements on a weekly basis in order to facilitate the management of AIL movements and co-ordination with ScottishPower Renewables with regards to East Anglia 1 North (EA1N) and East Anglia 2 (EA2). Again, the weekly AIL schedules will be subject to statutory notifications but will provide a more accurate schedule than the monthly schedule.

7.3.18 Monthly and weekly AIL schedules shall only be provided to ScottishPower Renewables during the period that the Sizewell C construction period coincides with the construction of EA1N and EA2.

h) Notifications

7.3.19 Application for notification of AIL deliveries must be made by transport (haulage) operators, preferably through the Electronic Service Delivery for Abnormal Loads (ESDAL2) system. If the ESDAL2 system is not used, application for AIL movement must be submitted in adequate time to allow consultation, planning and further notification. **Table 7.1** summarises the required notifications for each type of AIL.

**Table 7.1: AIL notification requirements**

Vehicle classification	Movement order notification	Number of days' notice to Highways and Bridge Authorities	Number of days' notice to Suffolk Constabulary	VR1 form to National Highways	Special Order form to National Highways
<b>Vehicle weight</b>					
< 44 tonnes	X	X	X	X	X
44-80 tonnes	✓	2 days	X	X	X
80-150 tonnes	✓	5 days	2 days	X	X
> 150 tonnes	✓	5 days	5 days	X	10 weeks
<b>Vehicle width</b>					
< 2.9m	X	X	X	X	X
2.9m - 3.5m	✓	2 days	2 days	X	X
3.5m - 4.4m	✓	2 days	2 days	X	X
4.4m - 5m	✓	2 days	2 days	X	X
5m - 6.1m	✓	5 days	2 days	2 weeks	X
≥ 6.1m	✓	5 days	5 days	X	10 weeks
<b>Vehicle length</b>					
<b>Rigid vehicle length</b>					
< 18.65m	X	X	X	X	X
18.65m – 30m	✓	5 days	2 days	X	X
≥ 30m	✓	5 days	5 days	X	10 weeks
<b>Articulated vehicle length</b>					
< 25.9m	X	X	X	X	X
≥ 29.5m	✓	X	2 days	X	X

i) AIL escort requirements

7.3.20 Legislation does not contain any requirement for any AILs to be escorted by the police. The Norfolk and Suffolk Constabulary AIL guidance (Dec 2016) states that “Norfolk & Suffolk Constabularies will not escort Abnormal Loads which are up to 5.0 metres wide, except where no alternative arrangement can adequately ensure public safety.”

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- 7.3.21 Notwithstanding this, SZC Co. has engaged with Suffolk Constabulary to develop and agree a risk assessed escorting guide for the movement of AILs by road to/from the main development site during the early years (i.e. AILs that may require police escort, self-escort or no escort). The AIL escorting guide is in the form of a matrix and has been agreed with Suffolk Constabulary for the early years, prior to the delivery of the Sizewell link road and two-village bypass and is provided in Plate 7.1 below.
- 7.3.22 Each AIL movement will be considered by the statutory AIL consultees as part of the ESDAL2 notification process but the AIL escorting guide in **Plate 7.1** will act as useful guidance for the ESDAL2 consultees.

**Plate 7.1: Early Years AIL Escort Guide for Sizewell C**

<b>SC AIL Escort Matrix</b>				
<p>This Matrix provides a risk assessed guide for the movement of AILs during the SZC construction period.</p> <p>All AIL movements are subject to review by the SC Abnormal Loads Officer; where the full extent of the route and specific load dimension will be assessed and the appropriate level of risk determined.</p>				
<b>Key</b>				
<p><b>High Risk (Red)</b> – Recommended that vehicles should have Police Escort</p> <p><b>Medium Risk (Amber)</b> – Escort required. Although hauliers may choose to self-escort police escort is recommended as police assistance may be required at specific points.</p> <p><b>Medium-Low Risk (Light Green)</b> – Hauliers should consider Self-Escort for the vehicle</p> <p><b>Low Risk (Dark Green)</b> – No Escort Required</p>				
	A14	A12 Lowestoft to Yoxford	A12 Woodbridge to Yoxford	B1122 Lovers Lane
VR1	Red	Red	Red	Red
Special Order	Red	Red	Red	Red
STGO Cat 3	Amber	Amber	Amber	Red
STGO Cat 2	Light Green	Amber	Amber	Amber
STGO Cat 1	Light Green	Light Green	Light Green	Light Green
>5m wide	Red	Red	Red	Red
4.4m – 4.99m wide	Light Green	Red	Red	Red
3.5m - 4.399m wide	Light Green	Light Green	Light Green	Red
2.91m - 3.499m wide	Light Green	Light Green	Light Green	Red
<2.9m wide	Light Green	Light Green	Light Green	Light Green
Length <18.64m	Light Green	Light Green	Light Green	Light Green
Length between 18.65m - 27.3m	Light Green	Light Green	Amber	Light Green
Length between 27.4m – 30m	Light Green	Light Green	Amber	Red

- 7.3.23 The peak construction AIL Escort Guide must be approved by the TRG prior to the Sizewell link road and two village bypass being operational, which is secured in Schedule 16 of the **DoO** (Doc Ref. 8.17(H)). It is expected that the police escort requirement at peak construction would be less than during the early years as a result of lower demand for AIL movements and an upgraded highway network, including the Sizewell link road and two village bypass, which bypass existing constraints for AILs identified by Suffolk Constabulary including Farnham bend and B1122.
- 7.3.24 The escort guides for the early years and peak construction will be subject to ongoing review during the construction period and refinements will be able to be made, subject to agreement of the TRG.
- 7.3.25 All private escort service providers must be required to comply with the Highways England 'Code of Practice Self-escorting of Abnormal Loads and Abnormal Vehicles' and demonstrate that they have appropriate insurance cover, which must specifically cover AIL escorting.
- j) **Dedicated police escort team**
- 7.3.26 SZC Co. shall fund a dedicated AIL police escort resource during the construction period. During the early years, prior to the Sizewell link road and two village bypass being available for use, SZC Co. will fund 4 AIL police escort teams of 3 people. Providing an allowance for annual leave and sick leave, would equate to a total of 14 officers and 2 sergeants being funded as a dedicated police escort team for the Sizewell C Project.
- 7.3.27 As set out above, the police escort requirement at peak construction would be less than during the early years. SZC Co. shall continue to fund a dedicated AIL police team during peak construction, which must align with the peak construction AIL Escort Guide to be agreed with the TRG prior to the Sizewell link road and two village bypass being available for use. The funding for the peak construction dedicated AIL police escort resource must also be agreed with Suffolk Constabulary prior to the Sizewell link road and two village bypass being available for use.
- 7.3.28 When the dedicated Sizewell C police escort team are not escorting Sizewell C AILs, they shall undertake roads policing duties within the local area to Sizewell C, which will act as additional road safety mitigation.
- k) **Smoothing of AIL profile**
- 7.3.29 SZC Co. will seek to smooth the profile of AIL deliveries where possible but AIL movements will not be capped. Construction of this scale and complexity involves a degree of planning and co-ordination for which there are few precedents in the UK. AILs form a major part of the project

sequencing. AIL deliveries will be booked into the DMS and any police escort AIL requirements beyond the daily dedicated police escort resource shall be provided by Suffolk Constabulary in the same way any other project is currently resourced.

- 7.3.30 Based on Suffolk Constabulary's Sizewell C escorting model, it is considered that the dedicated police escort resource funded by SZC Co. would have the capacity to escort the vast majority of the forecast demand and with the commitment by SZC Co. to seek to smooth the AIL profile, there is likely to be limited, if any, additional requirement for police escorting beyond what is dedicated to the Sizewell C Project.

l) Holding of HGVs

- 7.3.31 Suffolk Constabulary shall notify the delivery team at the main development site plaza when they are leaving the A12 AIL pick up layby near Wickham Market (or on the approach to the B1122 for AILs escorted from Orwell lorry park).

- 7.3.32 Under the instruction of Suffolk Constabulary, the delivery team at the main development site plaza will hold HGVs at the plaza to enable AILs to route through to site on the B1122 in the early years. This will act to minimise conflicts between HGVs and AILs on the B1122 and facilitate the delivery of AILs to the main development site.

- 7.3.33 There will be less requirement to hold HGVs at the main development site once the Sizewell link road is available but, where necessary and under the instruction of Suffolk Constabulary, HGVs will be held at the main development site plaza to facilitate AILs routing along the Sizewell link road.

m) Managing AILs over level crossings

- 7.3.34 There are two level crossings over the railway line on the AIL routes: at Darsham and on the B1122.

- 7.3.35 During the construction period only AILs from the north shall route over the Darsham level crossing. There are laybys either side of Darsham level crossing which form part of Heavy Route 100. The AIL must park in the layby prior to crossing the level crossing and call at the phone provided and await permission to cross the railway line. The AIL must park in the layby once they have crossed the railway line and make another phone call to confirm that they have crossed.

- 7.3.36 During the early years all AILs shall route over the B1122 level crossing but during peak construction, only AILs from the north shall route over the B1122 level crossing and all AILs from the south must route via the Sizewell

link road. There are no laybys on either side of the B1122 level crossing and therefore under the current arrangements the AIL would need to park on the B1122 in order to make the calls either side of the railway line. SZC Co. must agree a level crossing AIL protocol with Suffolk Constabulary, SCC and Network Rail prior to the use of the AIL routes, the objective of which will be to enable AILs to route across the B1122 level crossing without needing to wait either side of the level crossing on the B1122. It is considered that the protocol will be based around the dedicated AIL police escort team that is being funded by SZC Co. and the GPS tracking of AILs, which is required as part of this **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)).

n) Ongoing liaison with Suffolk Constabulary

7.3.37 In addition to the forward scheduling of AILs and statutory notifications, the delivery team will have ongoing day to day liaison with Suffolk Constabulary to discuss the delivery of AILs. In addition, a weekly meeting shall be established between the delivery co-ordinator and Suffolk Constabulary AIL officer to discuss any issues and forward plan.

o) Communication of AIL movements by road

7.3.38 As set out in **Section 2** of this **CTMP**, prior to commencement SZC Co. must establish an email notification process whereby interested parties and stakeholders can register for email notifications with regards to transport updates for the Sizewell C Project during the construction period. In addition, SZC Co. will set up a twitter feed for the Sizewell C construction period. The email notification and twitter feed will include notification of Special Order and VR1 AIL movements by road, including date, time and which route they will utilise.

## 8 MONITORING AND REVIEW

### 8.1 Introduction

8.1.1 This section summarises the monitoring and review mechanisms to be implemented by SZC Co. for the **CTMP**.

8.1.2 Compliance with the monitoring and review mechanism is secured through the obligation to implement this **CTMP** in the **DoO** (Doc Ref. 8.17(H)).

### 8.2 Monitoring Strategy

8.2.1 Monitoring must include:

- Ongoing monitoring during the construction period of compliance with the controls set out in this **CTMP**; and
- Provision of a monitoring report to the TRG on a monthly basis for the first 3 months of construction and thereafter every 3 months, unless otherwise agreed by the TRG in accordance with this **CTMP**.

a) Data collection

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

**Table 8.1: CTMP monitoring**

Category	Control, target, commitment	Control / Monitor	Monitoring details
Road, rail, marine	% rail, marine and road to the main development site	Monitor	DMS-booker data on tonnage of materials by mode to enable summary of freight mode split to be provided to the TRG on an annual basis.
HGVs to/from main development site	HGV routes	Control	Compliance of HGV routes monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence



Category	Control, target, commitment	Control / Monitor	Monitoring details
	Directional split of HGVs	Monitor	Directional split of HGVs on HGV routes monitored via DMS-tracker
	Daily HDV/HGV movement caps	Control	Compliance of daily HDV/HGV caps monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Peak construction daily quarterly average HGV target	Monitor	Daily HGVs averaged over a quarter during peak construction monitored via DMS-tracker
	Network peak hour HDV/HGV movement caps	Control	Compliance of network peak hour HDV/HGV caps monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Shoulder peak hour HDV/HGV targets	Monitor	Shoulder peak hour HDV/HGV targets monitored via DMS-tracker and exceedances reported to TRG within 24 hours of occurrence
	HGV timing restrictions	Control	Compliance of HGV timing restrictions via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Best practice fleet operation	Monitor	FORS and CLOCS accreditation monitored via DMS-booker
	HDV emission standards	Control	Compliance with HDV emission standards monitored via DMS-booker
HGVs between main development site and LEEIE	Daily HGV movement caps	Monitor	Compliance monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	HGV timing restrictions	Control	Compliance of HGV timing restrictions via DMS-tracker

Category	Control, target, commitment	Control / Monitor	Monitoring details
			and TRG notified of any breaches within 24 hours of occurrence
	Best practice fleet operation	Monitor	FORS and CLOCS accreditation monitored via DMS-booker
	HDV emission standards	Control	Compliance with HDV emission standards monitored via DMS-booker
HGVs to/from associated development sites during construction	HGV routes	Control	Compliance of HGV routes monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Daily HDV early years caps	Control	Associated development site HGVs that route through Theberton and Middleton Moor on B1122 included in daily HDV early years cap. Compliance monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Daily number of HGVs	Monitor	Number of daily HGVs to each of the associated development sites monitored via DMS-tracker
	HGV timing restrictions	Control	Compliance of HGV timing restrictions via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Best practice fleet operation	Monitor	FORS and CLOCS accreditation monitored via DMS-booker
	HDV emission standards	Control	Compliance with HDV emission standards monitored via DMS-booker
LGVs to/from main development site	Daily number of LGV movements	Monitor	Number of daily LGVs to the main development site monitored via DMS-tracker

Category	Control, target, commitment	Control / Monitor	Monitoring details
LGVs to/from postal consolidation facility at southern park and ride site	Daily number of LGV movements	Monitor	Log of postal deliveries to postal consolidation facility
AILs by road to/from main development site	AIL routes	Control	Compliance of AIL routes monitored via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
	Daily AIL movements	Monitor	Number of AIL movements to/from main development site by road monitored via DMS-booker. Summary of % of AILs by category and loads unescorted, self-escorted and police escorted
	AIL timing restrictions	Control	Compliance of HGV timing restrictions via DMS-tracker and TRG notified of any breaches within 24 hours of occurrence
Complaints / issues related to any aspect of Sizewell C transport and traffic during the construction period		Monitor	Minutes from Community Safety Working Group, Rights of Way Working Group, Transport Working Groups and forums provided to TRG. Feedback from local community via Leiston information centre and SZC free phone.

b) Monitoring report

8.2.3 SZC Co. must prepare a monitoring report, summarising the data in **Table 8.1**, and submit it to the TRG for review along with the TRG meeting agenda. The TRG agenda must be provided to the TRG at least 10 working days in advance of the TRG meeting and the monitoring report must be available to TRG members at least five working days in advance of the TRG meeting, unless otherwise agreed with the TRG.

- 8.2.4 The TRG members will be able to notify the transport co-ordinator if there are any additional members of their organisation that should be issued the TRG monitoring report.
- 8.2.5 For the first 3 months of the construction period, monitoring reports must be submitted on a monthly basis and thereafter every 3 months unless otherwise agreed with the TRG.
- 8.2.6 The format of the monitoring report must be agreed with SCC and ESC, in consultation with National Highways and Suffolk Constabulary prior to commencement of the Sizewell C Project. The TRG will review the format of the monitoring reports from time to time, if necessary, agree any amendments.
- 8.2.7 The monitoring reports as well as TRG meeting minutes will be made publicly available on the East Suffolk Council website.
- c) TRG notification
- 8.2.8 The focus of the TRG should be on risk of non-compliance of the **CTMP** and other transport management plans as well as any non-compliance. This section sets out the proposed process for monitoring risk of non-compliance and non-compliance and the responsiveness of the TRG, including urgent referrals if required.
- i. Notification of breaches
- 8.2.9 SZC Co. must monitor the DMS on a daily basis against the requirements of the **CTMP** and the TRG will be notified of any breaches of HGV caps or routes within 24 hours of them occurring. 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 9** of this **CTMP**.
- ii. Weekly summary of DMS data
- 8.2.10 In order for the TRG to monitor risk of non-compliance of the **CTMP**, a summary of the DMS data will be emailed to the TRG members on a weekly basis throughout the construction period. This will not include the same level of detail as the monitoring reports but will provide an overview of compliance with the commitments set out in this **CTMP**. This will enable the TRG to understand if there is likely to be a risk of non-compliance, for example the quarterly average HGV target, and for any action to be taken if required.

iii. Urgent TRG meeting

- 8.2.11 Based on the notification of breaches and weekly summary of DMS data any TRG member will be able to call an urgent TRG meeting to discuss the matters of concern and agree any action that must be taken by SZC Co.

1.2 Review

d) TRG review

i. TRG review process

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

- 1.2.2 The TRG will meet every month for the first 3 months and every 3 months thereafter throughout the construction period. The TRG meetings will discuss the monitoring report and agree any refinements to the **CTMP** that are required. The following will be discussed at each TRG meeting:

- consider the performance and effectiveness of the freight management measures;
- consider any issues or breaches of the **CTMP** and corrective action taken; and
- discuss and agree any required actions for the ongoing implementation of the **CTMP**.

- 8.2.12 The TRG, Community Safety Working Group, parish councils, forums and community will also play an important role in providing feedback on the implementation of the **CTMP** and any issues associated with it.

- 8.2.13 The governance, scope and authority of the TRG is secured through the **DoO** (Doc Ref. 8.17(H)).

ii. Action plan

- 8.2.14 As part of the monitoring report, an action plan must be provided, which must set out the proposed actions put forward by the transport co-ordinator and delivery co-ordinator for the subsequent quarter with regards to the **CTMP**.

8.2.15 The approved actions at each TRG meeting to ensure that the requirements of the **CTMP** are met are to be funded by SZC Co. and managed by the transport co-ordinator and delivery co-ordinator.

iii. Change log

8.2.16 Where it is considered by SZC Co. that, in the light of monitoring information or feedback, there is a need to amend or update the **CTMP**, SZC Co. must submit an amended **CTMP** to the TRG for approval.

8.2.17 The TRG shall not be entitled to approve any amendments to the **CTMP** unless it is reasonably satisfied that the amendments are unlikely to give rise to any materially new or materially different environmental effects in comparison with those assessed in granting the DCO.

8.2.18 If any changes to the **CTMP** are made, a change log will be provided within the monitoring report to keep a record of any approved changes to the **CTMP**. The change log will be carried forward and updated as part of each monitoring report with any changes approved by the TRG at the previous TRG meetings recorded.

e) SZC Co. review

8.2.19 In addition to the TRG review process, SZC Co. must hold regular internal meetings with the Delivery Co-ordinator, delivery team and contractors to discuss the ongoing implementation of the **CTMP** to ensure continued compliance. The meetings shall 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** 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.

## 9 COMPLIANCE MECHANISMS

### 9.1 Introduction

9.1.1 This section provides a summary of the mechanisms that will ensure compliance with the **CTMP**.

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

9.1.3 The enforcement of the **CTMP** is considered under the following headings:

- Legal compliance and enforceability: the controls and commitments set out in this **CTMP** are binding and enforceable.
- Best practice: SZC Co. is under scrutiny from stakeholders and the community to adhere to the requirements of the **CTMP** and to demonstrate best practice. SZC Co. must instigate management practices with its contractors to ensure compliance.
- Contractual conditions: SZC Co. must use contractual conditions to ensure compliance with the **CTMP** by contractors.
- Remedial actions: SZC Co. must fund the approved TRG actions to ensure the continued compliance with the **CTMP** requirements.
- Contingent effects fund: A contingent effects fund is secured through the **DoO** (Doc Ref. 8.17(H)) (paragraph 4.6 of Schedule 16). The contingent effects fund will be available to mitigate any significant adverse transport effects, should they arise during the construction period, which were not mitigated through the DCO.

### 9.2 Legal compliance and enforceability

9.2.1 Paragraph 2, Schedule 16 of the **DoO** (Doc Ref. 8.17(H)) requires SZC Co. to implement and act in accordance with the **CTMP** throughout the duration of the construction period.

9.2.2 The controls and commitments set out in this **CTMP** are therefore binding and enforceable.

## 9.3 Best practice

9.3.1 SZC Co. must use internal management procedures to ensure compliance with the requirements of the **CTMP** 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** (Annex M of the DoO Doc Ref. 8.17(H)) procedures.
- Learning reports: incidences of non-compliance with the **CTMP** must be investigated. Learning reports from each incident must be raised and shared with the relevant contractor.

## 9.4 Contractual conditions

9.4.1 Upon appointment, each contractor must have within their contract a condition to comply with this **CTMP**.

## 9.5 Remedial actions

9.5.1 SZC Co. will take all reasonable steps to avoid a breach of the **CTMP** from occurring through the implementation of the management measures set out in **Sections 4 to 7** of this **CTMP**. In addition, actions must be approved by the TRG for the continued implementation of the **CTMP** to meet the requirements.

9.5.2 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** during the construction period, the default procedures are as follows:

- SZC Co. must notify the TRG of a breach of the Sizewell C HGV arrangements within 24 hours of when they occur.
- SZC Co. must issue a warning letter to the relevant contractor outlining what action will be taken in the event of a further breach.
- SZC Co. must report the details of the breach and the response to the TRG as part of the monitoring report.



- 9.5.3 Potential corrective actions 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.
- 9.5.4 Corrective action must 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.
- 9.5.5 SZC Co. must 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. must then implement any approved further corrective actions.
- 9.5.6 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 SCC or National Highways (as relevant) to submit a proposal.
- 9.5.7 Any TRG member will be able to call an urgent TRG meeting to discuss the urgent matters of concern and agree any action that must be taken by SZC Co..
- ## 9.6 Contingent Effects Fund
- 9.6.1 A Contingent Effects Fund is to be established to fund mitigation of any significant adverse transport effects, should they arise during the construction period, which were not mitigated through the DCO. The Contingent Effects Fund will be managed by the TRG. It is not confined to the **CTMP** and is more widely related to Sizewell C construction traffic (i.e. worker and freight traffic) and therefore applies to the **CWTP** (Annex L of the DoO Doc Ref. 8.17(H)) also.

- 9.6.2 SZC Co. does not consider that there are likely to be significant adverse transport effects which are not mitigated through the DCO. However, in order to provide further mitigation if it is required, the Contingent Effects Fund is to be secured via the **DoO** (Doc Ref. 8.17(H)). It could be called upon even if the controls and limits in the **CTMP** (and mode share targets in the **CWTP** (Annex L of the DoO Doc Ref. 8.17(H)) are met/complied with, for example if there is a significant adverse effect on the capacity of a junction, or significant adverse effect on road safety.
- 9.6.3 The scope of the Contingent Effects Fund, process for identifying a potential unmitigated significant adverse effect, developing mitigation and drawing down from the Contingent Effects Fund is set out in the following section.
- a) **Scope of the Contingent Effects Fund**
- 9.6.4 The Contingent Effects Fund will be available to be drawn down by the TRG in the event that significant adverse transport effects arise that were not mitigated through the DCO affecting the junctions, highway corridors or areas identified in Annex O of the **DoO** (Doc Ref. 8.17(H)) as well as to fund proportionate improvements to bus stop infrastructure as part of the delivery of the direct bus strategy.
- b) **Collecting additional data**
- 9.6.5 Potential Contingent Effects will be able to be raised at TRG meetings, based on ongoing monitoring data, feedback from the community, parish councils, the Community Safety Working Group, forums and TRG members themselves acting in their professional capacity.
- 9.6.6 Once a potential Contingent Effect has been raised, the TRG will agree if further investigation is required or not based on the monitoring undertaken to date.
- 9.6.7 If the TRG agree that the potential Contingent Effect is to be further investigated, the TRG will agree the level of evidence that is to be collated by the transport co-ordinator. The level of evidence required to be collated will depend on the significance of the potential effect and potential level of mitigation. Examples of the type of data that could be collected is as follows:
- On-site observations and meetings with stakeholders;
  - Personal injury collisions (PICs) involving Sizewell C vehicles and review of PIC trends and causation factors;
  - Observed traffic flows and/or speeds;

- Automatic Number Plate Recognition (ANPR) survey at a junction, link or cordon of roads to determine the level of Sizewell C construction traffic routing through the surveyed area as well as the level of background traffic. The ANPR survey would provide turning movements at the junction as well as queue data; and
- Journey time data from the DMS;
- A junction delay survey of the average time (seconds) of vehicles joining the back of the queue on a minor arm to entering the major arm of a junction.

c) Identifying potential unmitigated significant adverse effects

9.6.8 At the subsequent quarterly TRG meeting, the transport co-ordinator must provide a technical note summarising the evidence that has been collated and, based on the evidence, confirming whether the transport co-ordinator considers there to be a significant unmitigated transport effect on the road link or not. That analysis shall assess the extent to which any Contingent Effect relates to Sizewell C traffic. The TRG will review the technical note and suggest amendments or approve it.

9.6.9 The technical note may include the following types of assessment, depending on the type of potential Contingent Effect being investigated (e.g. severance, road safety, delay etc):

- **Environmental transport effects:** If the potential Contingent Effect is with regards to an environmental transport effect (e.g. severance, amenity etc), an ES assessment of the road link would be undertaken in accordance with the Guidelines for the Environmental Assessment of Road Traffic published by the Institute of Environmental Assessment in 1993 (now Institute of Environmental Management and Assessment (IEMA)), which was used for the DCO submission, or more up to date guidance to be agreed with the TRG. The ES assessment would be based on the same methodology as used for the DCO submission and would assess the environmental transport effects of Sizewell C traffic on the road link based on the ANPR data and compare it to the ES assessment undertaken as part of the DCO. Both the percentage change and absolute volumes of traffic would be considered as part of the assessment and comparison with the DCO to determine if the Sizewell C traffic is having a significant adverse effect or not (moderate and major adverse effects would be considered to be significant).

- **Road safety effects:** If the potential Contingent Effect is with regards to road safety, ANPR data may be used, coupled with the PIC data, to undertake a road safety assessment of the effect on Sizewell C traffic on road safety. The level of Sizewell C traffic and background traffic routing along the link or through the junction would be compared with that assessed in the DCO. The trend in PIC data will also be reviewed to determine if there has been an increase in PICs at the link or junction and what the causation factors have been, including if any of the PICs involved Sizewell C traffic. The road safety assessment could utilise the COBALT methodology utilised for the ES assessment, subject to agreement with the TRG.
- **Diverted traffic:** If the potential Contingent Effect is with regards to the diversion of traffic onto minor roads, an ANPR survey would need to be undertaken of the road or roads in question to determine the level and type of Sizewell C traffic as well as level of background traffic routing through the surveyed area. The data would be able to be compared against the assessment in the **Consolidated Transport Assessment** [\[REP2-052\]](#) to determine if there is a Contingent Effect.
- **Junction capacity/ driver delay:** If the potential Contingent Effect is with regards to junction capacity/ driver delay, the following assessment will be undertaken, subject to agreement with the TRG:
  - If the TRG agree that an investigation of a junction in Annex O of the **DoO** (Doc Ref. 8.17(H)) is required to assess the effect of Sizewell C traffic on junction capacity / delay, an ANPR survey will be undertaken at the junction for the peak periods (07:00-10:00 and 16:00-19:00 or otherwise agreed with the TRG) to determine the level of background traffic on each arm of the junction as well as the level of Sizewell C traffic routing through the junction.
  - The observed level of Sizewell C traffic and background traffic in the ANPR survey will be compared against the assessed Sizewell C traffic and background traffic in the DCO.
  - A ‘driver delay’ survey could be undertaken at the junction or the junction model used for the **Consolidated Transport Assessment** [\[REP2-052\]](#) could be utilised to inform the assessment.
  - If the evidence suggests that there is a significant increase in delay at the junction and that this is due to Sizewell C traffic,

the transport co-ordinator must put forward proposals for mitigating the impact.

- 9.6.10 The TRG must approve any direct bus routes as part of the **CWTP** ((Annex L of the DoO Doc Ref. 8.17(H)) and therefore, depending on the bus stops to be used by the direct bus services, there may be a need for some improvements to the bus stops, which the TRG would be able to draw down funding for from the Contingent Effects Fund.
- 9.6.11 SZC Co. shall undertake a review of a number of junctions local to Sizewell C in the final year of the construction phase to consider the impact of the Sizewell C Project on the performance of these junctions during the operational phase of the Sizewell C Project. The scope and extent of this review is to be determined by the TRG. Based on the outcome of this review as reported to the TRG by SZC Co, the TRG shall determine whether any additional mitigation from the Contingent Effects Fund is needed to address Contingent Effects. The junctions which shall be reviewed include:
- Saxmundham signal junction;
  - A1094 / B1069 Snape Road junction; and
  - B1069 Snape Road / B1078 junction.
- d) **Developing mitigation**
- 9.6.12 The recommendations for mitigation put forward by the transport co-ordinator should be cognisant of the transport policy set out in National Policy Statement of Energy (EN-1), which states at paragraph 5.13.8 that *“where mitigation is needed, possible demand management measures must be considered and if feasible and operationally reasonable, required, before considering requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts.”* Paragraph 5.13.9 of EN-1 goes on to recognise that the decision maker should *“have regard to the cost-effectiveness of demand management measures compared to new transport infrastructure as well as the aim to secure more sustainable patterns of transport development when considering mitigation measures.”*
- 9.6.13 Therefore, demand management measures should be considered ahead of physical highway improvements in order to mitigate the significant adverse effects.
- 9.6.14 Examples of potential measures that the Contingent Effects Fund could fund are included in Annex O of the **DoO** (Doc Ref. 8.17(H)) and include but are not limited to:

- Dropped kerbs and tactile paving;
- Pedestrian refuge islands for uncontrolled crossing points;
- Pedestrian crossings;
- Footway widening or provision of new footway;
- Signage;
- Amendments to parking restrictions;
- Speed indicator devices;
- Traffic calming / gateway features;
- Speed limit changes and other traffic regulation orders; and
- Modifications to existing junctions.

e) **Drawing down from the Contingent Effects Fund**

- 9.6.15 The level of Contingent Effects Fund to be drawn down for the implementation of an approved scheme will be agreed by the TRG.
- 9.6.16 SZC Co shall implement any mitigation approved by the TRG unless it is agreed by the TRG that the mitigation will be carried out by SCC, as local highway authority.
- 9.6.17 The total payments payable by SZC Co. (or SCC) to address Contingent Effects shall not exceed the Contingent Effects Fund.

## APPENDIX A: SUMMARY OF DELIVERY MANAGEMENT SYSTEM PROCESS

Activity	Description	Responsibility	HGV	LGV	AIL
Create delivery request	To create a booking movement request to transport assets or materials to or from site using the DMS.	Tier 1 Contractor	✓	✓	✓
Review Delivery Request	To ensure a booking movement request is part of the Tier 1 contractor's plans and does not conflict with any priorities or constraints identified at the daily DMS Co-ordination meeting.	Delivery Co-ordinator	✓	✓	✓
Amend Delivery Request	To amend a booking movement request using the DMS to ensure it is part of the Tier 1 contractor's plans and does not conflict with any priorities or constraints identified at the daily DMS Coordination Meeting.	Tier 1 Contractor	✓	✓	✓
Cancel Delivery Request	To cancel a booking movement request for a delivery that has yet to be completed.	Tier 1 Contractor	✓	✓	✓
Approve Delivery Booking Details	To approve a booking movement request using the DMS.	Delivery Co-ordinator	✓	✓	✓
Publish Delivery Schedule	To publish the Daily Delivery Schedule to the relevant stakeholders using the DMS	Delivery Co-ordinator	✓	✓	✓
Provide delivery confirmation details	To provide the haulage company (driver) with the delivery details and information via the DMS to ensure compliance with site access and vehicle delivery monitoring requirements.	Delivery team	✓	✓	✓

Activity	Description	Responsibility	HGV	LGV	AIL
Drive HGV to freight management facility	To ensure that the driver arrives at the freight management facility during the allocated delivery slot.	Driver	✓		
Perform delivery validation checks at freight management facility	To validate the delivery details for the assets or materials being delivered to site on arrival at the freight management facility using the DMS. Those HGVs exempt from routing via the freight management facility route direct to site where checks will be undertaken.	Delivery team	✓		
Confirm departure of HGV from freight management facility	To ensure that the vehicle exits from the freight management facility at the correct time in order to remain compliant with the <b>CTMP</b> .	Delivery team	✓		
Drive HGV / AIL to main development site	To safely drive to the main development site on the booked HGV / AIL route and comply with the Driver Rules.	Driver	✓		✓
Drive LGV to the main development site	To safely drive to the main development site complying with the Driver Rules	Driver		✓	
Verify vehicle details	To verify and reconcile the vehicle with the information provided in the delivery schedule.	Delivery team	✓	✓	✓
Perform security validation checks	To ensure the driver and vehicle comply with the site access rules.	Site security team	✓	✓	✓
Access main development site	To proceed into the main development site to deliver the asset or materials to the designated location.	Driver	✓	✓	✓



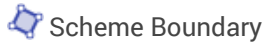
Activity	Description	Responsibility	HGV	LGV	AIL
Carry out exit search	To conduct a vehicle and driver search when exiting the main development site.	Site security team	✓	✓	✓
Perform booking delivery validation checks	To verify that the delivery vehicle can exit the main development site for their outbound journey using the DMS.	Delivery team	✓	✓	✓
Hold HGV until exit slot available	To hold HGV at the site plaza until an exit slot becomes available in order to maintain compliance with the CTMP limits.	Delivery team	✓		
Confirm vehicle exit	To confirm the time the vehicle exits the main development site using the DMS.	Delivery team	✓	✓	✓
Drive HGV / AIL from main development site	To safely drive from the main development site on the booked HGV/AIL route complying with the Driver Rules	Driver	✓		✓
Drive LGV from main development site	To safely drive from the main development site complying with the Driver Rules	Driver		✓	

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## APPENDIX B: CTMP ROYAL MAIL LOCATIONS MAP

# Sizewell C

## Scheme Boundary



## Highway Improvement Works

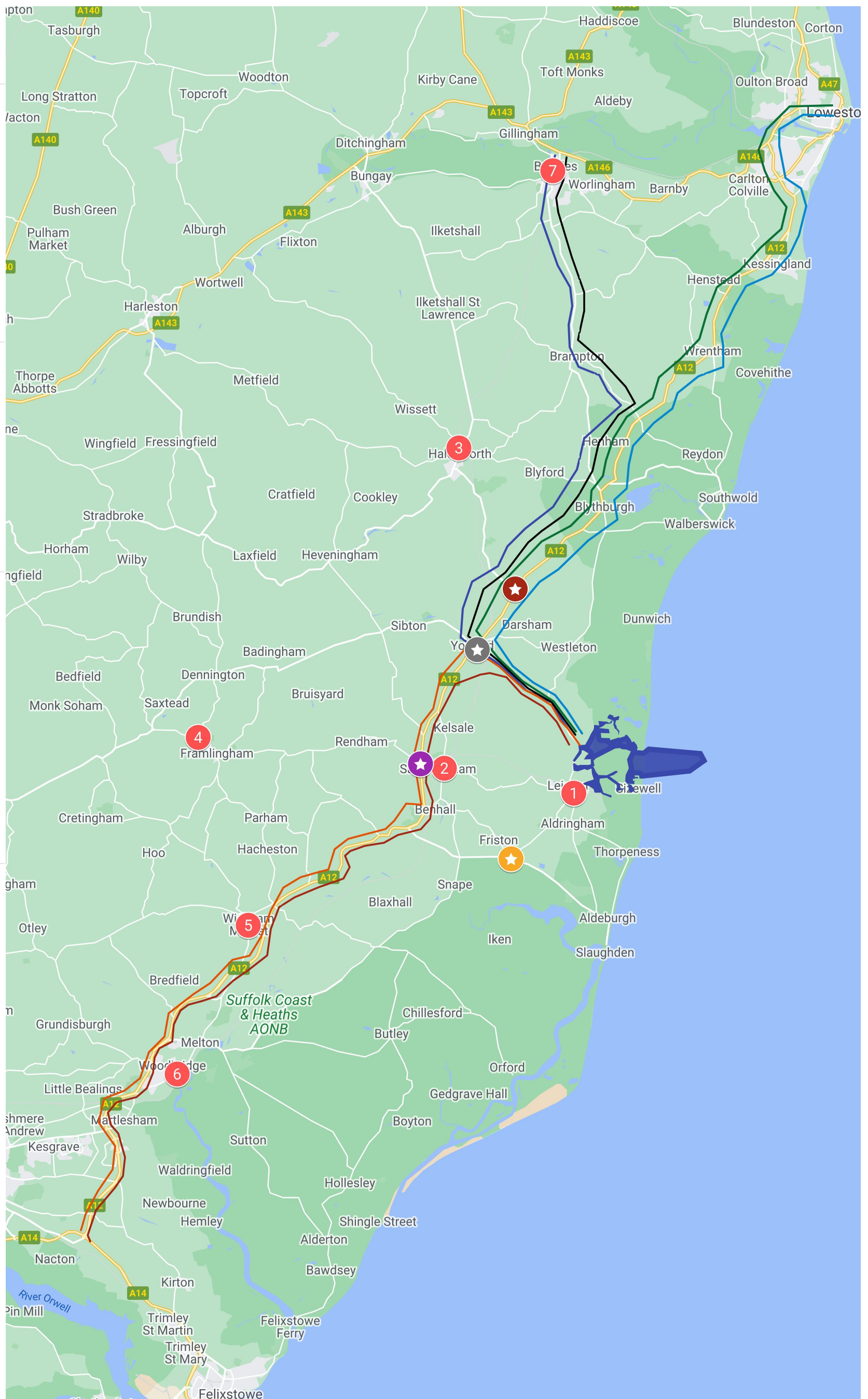
- YOxford Roundabout Highway Improvement Location
- A12/A144 Highway Improvement Location
- A12/B1119 Highway Improvement Locations
- A1094/B1069 Highway Improvement Locations

## HGV Routes (A12)

- Route 1b
- Route 1a
- Route 2a
- Route 2b
- Route 3a
- Route 3b

## Royal Mail Properties

- LEISTON DO
- SAXMUNDHAM DO/RET/PAR
- HALESWORTH DO/PAR
- IPSWICH PAR
- WICKHAM MARKET PAR
- WOODBRIDGE DO/RTW
- BECCLES DO



**ANNEX L  
CONSTRUCTION WORKER TRAVEL PLAN**

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## Glossary of Terms

Term	Definition
Early years	For the workforce transport strategy this is defined as the construction period up until the northern or southern park and ride facility are available for use
Sizewell C Visitor	Anyone at the main development site less than 5 days per month (full time per day).
Visitor Centre Visitor	Anyone who books a visit to the Visitor Centre

## 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 Level 1 control documents will either be certified under the DCO at grant or annexed to the Deed of Obligation (DoO). All are secured and legally enforceable. Some Level 1 documents are compliance documents and must be complied with when certain activities are carried out. Other Level 1 documents are strategies or draft plans which set the boundaries for a subsequent Level 2 document which is required to be approved by a body or governance group. The obligations in the DCO and DoO set out the status of each Level 1 document.
- 1.1.5 The **Construction Worker Travel Plan (CWTP)** (Annex L of the DoO Doc Ref. 8.17(H)) is a Level 1 document and a draft version accompanied SZC Co.'s application for a Development Consent Order (DCO) to the Planning Inspectorate for the proposed development of Sizewell C. This final **CWTP** will be annexed to the **DoO** (Doc Ref 8.17(H)) and the implementation of the **CWTP** is secured through an obligation in the **DoO** (Doc Ref 8.17(H)) (paragraph 2 of Schedule 16).
- 1.1.6 Where further documents or details require approval, this plan states which body or governance group is responsible for the approval and/or must be consulted. Any approvals by East Suffolk Council, Suffolk County Council or the MMO will be carried out in accordance with the procedure in Schedule 23 of the dDCO. The DoO establishes the governance groups and sets out how these governance groups will run and, where appropriate, how decisions (including approvals) should be made. Any updates to these further documents or details must be approved by the same body or



governance group and through the same consultation and procedure as the original document or details.

1.1.7 Where separate Level 1 or Level 2 control documents include measures that are relevant to the measures within this document, those measures have not been duplicated in this document, but cross-references have been included for context. Where separate legislation, consents, permits and licences are described in this document they are set out in the Schedule of Other Consents, Licences and Agreements (Doc Ref. 5.11) [[REP3-011](#)].

1.1.8 For the purposes of this document the term ‘SZC Co.’ refers to NNB Nuclear Generation (SZC) Limited (or any other undertaker as defined by the dDCO), its appointed representatives and the appointed construction contractors.

1.1.9 This **CWTP** is a comprehensive travel plan for the construction workforce and provides all of the details required for the management of worker travel behaviour.

## 1.2 Relationship between Transport Strategy and the CWTP

1.2.1 The Sizewell C Project is not a conventional project in terms of workplace travel planning as a result of the significant level of embedded transport mitigation and resultant high level of sustainable travel use by construction workers prior to any implementation of further travel plan measures. In addition, rather than giving encouragement to workers to use sustainable modes of transport, as would be the conventional approach to workplace travel planning, SZC Co.’s transport strategy will require that workers use a prescribed mode of travel.

1.2.2 At the heart of the transport strategy for construction workers is the provision of an accommodation campus at the main development site to enable workers to walk to work as well as park and ride facilities, which will consolidate car-based journeys for the construction workers onto buses. Along with direct bus services from key locations, this bus-based approach will allow the majority of the workforce to travel to and from the construction site by bus.

1.2.3 Therefore, the transport strategy delivers a very high non-car mode share even before the **CWTP** is implemented. A key focus of the **CWTP** is therefore on 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 **Consolidated Transport Assessment** [\[REP2-052\]](#).

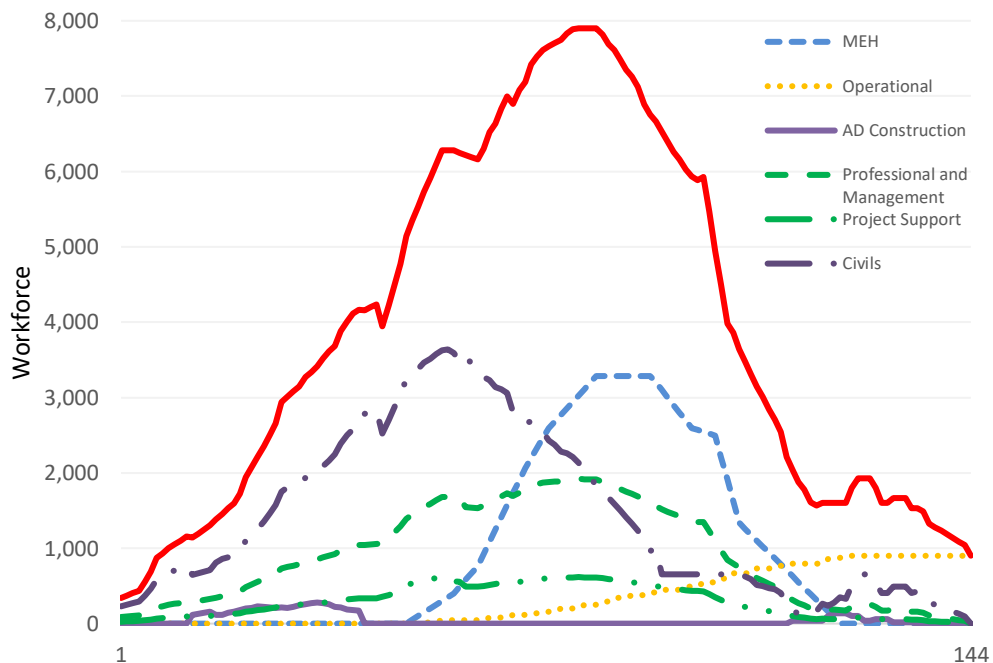
1.2.4 In addition, this **CWTP** also covers the approach to encouraging sustainable mode choice for non-work travel by the construction workforce.

## 1.3 Context

### a) Estimated number of workers

1.3.2 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 staff undertaking non-construction roles at the main development site and associated development sites (e.g. security, maintenance, catering etc). 580 of the 600 non-construction 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

1.3.3 The workforce during the construction phase of the Sizewell C Project will 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.

1.3.4 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.

1.3.5 The on-site campus will 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.

1.3.6 Based on the socio-economic studies and accommodation proposals the assessed peak 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.

1.3.7 All associated development workers (600 workers) are assumed to be home-based.

## 1.4 Scope

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

**Table 1.1: Trips managed by CWTP**

Facility	Details
Main development site.	Construction workers. Sizewell C visitors. Operational workers prior to the Operational Travel Plan being implemented.
Accommodation campus.	Campus residents and 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
Construction of associated development site	Construction workers constructing/ decommissioning the associated development sites.
Visitor centre	Visitors to the visitor centre

- 1.4.2 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 they are not included within the scope of this **CWTP**.
- 1.4.3 SZC Co. must prepare an Operational Travel Plan for the operational phase of the Sizewell C Project. The Operational Travel Plan must be submitted to and approved by Suffolk County Council, following consultation with East Suffolk Council and National Highways, prior to Unit 1 being operational. The Operational Travel Plan will be prepared in accordance with the Operational Travel Plan principles, annexed to the **DoO** (Doc Ref 8.17(H)) but will need to also be in accordance with prevailing planning guidance at the time of preparing the Operational Travel Plan as well as the local transport infrastructure and conditions. The preparation of the Operational Travel Plan is secured through an obligation in the **DoO** (Doc Ref 8.17(H)) (paragraph 2, Schedule 16).
- 1.4.4 The construction workers and any operational workers for the Sizewell C Project will be required to adhere to the **CWTP** until the Operational Travel Plan comes into force.

1.4.5 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)** (Annex K of the DoO Doc Ref. 8.17(H)); and
- **Traffic Incident Management Plan (TIMP)** (Annex M of the DoO Doc Ref. 8.17(H)).

1.4.6 Implementation of the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)) and the **TIMP** (Annex M of the DoO Doc Ref. 8.17(H)) will also be secured through the **DoO** (Doc Ref 8.17(H)) (paragraph 2, Schedule 16).

## 1.5 Structure of the plan

1.5.1 The remainder of this **CWTP** is structured as follows:

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

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## 2 MANAGEMENT

### 2.1 Introduction

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

### 2.2 Management structure

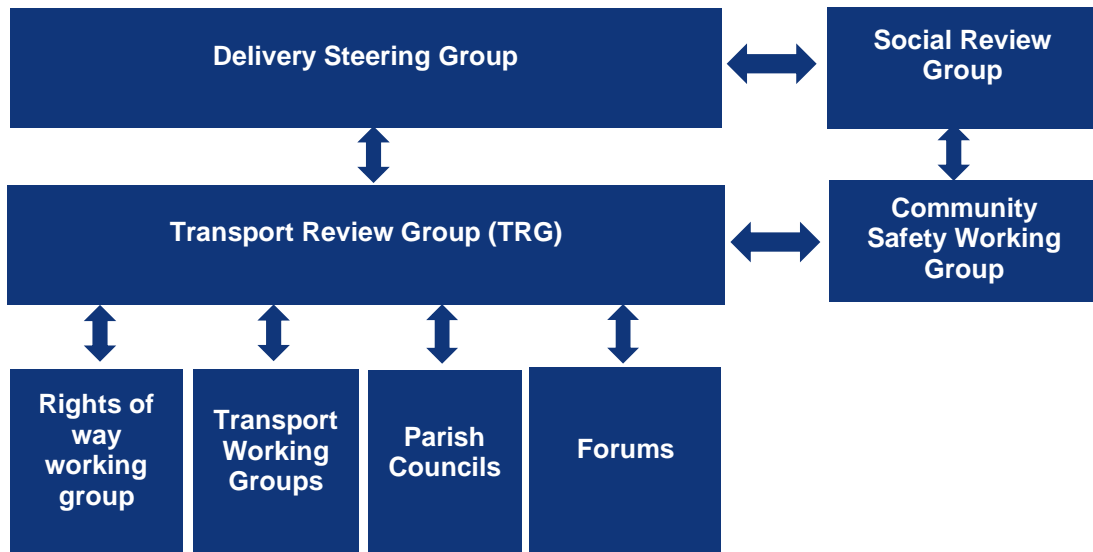
2.2.1 The overall management and implementation of the **CWTP** shall be the responsibility of SZC Co.

2.2.2 A number of groups are established under the DoO for the construction period of Sizewell C. The following groups and individuals shall be involved with the **CWTP**:

- Delivery Steering Group;
- Transport review group (TRG);
- Transport co-ordinator;
- Community Safety Working Group;
- Rights of Way Working Group;
- Transport working groups; and
- forums and parish councils.

2.2.3 **Figure 2.1** below shows the relationship between the TRG and other relevant working groups or sub-groups.

**Figure 2.1 – Relationship between the TRG and other relevant groups**



## 2.3 Delivery steering group

2.3.1 On or before commencement, SZC Co. shall establish the Delivery Steering Group which shall exist until the first anniversary of the end of the construction period. The Delivery Steering Group shall meet on a quarterly basis, or different frequency as agreed by the members.

2.3.2 The Delivery Steering Group shall comprise:

- a service director (or equivalent) from ESC;
- a service director (or equivalent) from SCC; and
- up to two representatives to be nominated by SZC Co, including SZC Co's Site Director.

2.3.3 The scope of the Delivery Steering Group shall be to:

- consider all implementation, progress and reports submitted to it by the Review Groups or Working Groups;
- monitor and assess the actions taken and decisions made by the Review Groups and/or Working Groups;
- provide assistance, guidance and advice on the action(s) that should be taken by the Review Groups and/or Working Groups;

- decide any areas of disagreement within the Review Groups or where a Review Group has failed to reach a decision;
- identify key risks, issues, interdependencies and opportunities for optimising the effectiveness and efficiency of the implementation and delivery of the Project; and
- facilitate communication on matters of strategic importance within the Review Groups and/or Working Groups.

2.3.4 Should the Transport Review Group refer an urgent matter to the Delivery Steering Group for resolution, the Delivery Steering Group shall meet as soon as reasonably practicable to resolve the relevant matter.

2.3.5 In the event that the Delivery Steering Group is unable to agree on any matters for its determination, it may be treated as a Dispute to be resolved in accordance with Clause 8 of the **DoO** (Doc Ref. 8.17(H)).

## 2.4 Transport review group

2.4.1 On or prior to commencement, SZC Co. must establish a Transport Review Group (TRG) with members taken from the key transport stakeholders and SZC Co. The establishment of the TRG is secured through an obligation in the **DoO** (Doc Ref. 8.17(H)) (paragraph 3 of Schedule 16).

2.4.2 The scope of the TRG in relation to the **CWTP** is as follows:

- receive monitoring reports from SZC Co. relating to the implementation and operation of the **CWTP** and approve amendments to the monitoring report format if required;
- monitor the implementation of and compliance with the **CWTP**;
- agree actions from the transport co-ordinator for the continued implementation of the **CWTP**;
- consider the case for, and approve amendments to the **CWTP** put forward by the transport co-ordinator;
- consider the use of the Contingent Effects Fund if unmitigated significant adverse transport impacts arising from the monitoring require mitigation;



- advise SZC Co. on potential enhancements to the **CWTP**;
- consider the Community Safety Working Group and Public Rights of Way Working Group meeting minutes with respect to transport and any actions arising from the meetings for the TRG;
- consider the minutes of the Transport Working Group meetings insofar as they relate to transport matters which have been directed for the attention of the TRG;
- consider and decide any matter referred to it from the Transport Working Groups regarding outstanding disputes within those groups or any matter where those groups have failed to reach a decision;
- consider and provide guidance to SZC Co. and the Transport Working Groups on any matters where the TRG consider there are interfaces between those groups that need a more strategic approach;
- consider the views and opinions with regards to transport of the parish councils, forums and local community when carrying out its role;
- where necessary, report to and refer matters to the Delivery Steering Group, particularly where there are interface issues across topics that require a more strategic approach or where the TRG fails to reach a decision; and
- notify the members of the Delivery Steering Group in the event that the TRG considers that a matter needs to be referred to the Delivery Steering Group for urgent resolution.

2.4.3 The TRG shall have further duties with regards to the **CTWP** (Annex K of the DoO Doc Ref. 8.17(H)) and **TIMP** (Annex M of the DoO Doc Ref. 8.17(H)), which are set out in those documents.

2.4.4 The TRG members shall comprise:

- the transport co-ordinator;
- one representative to be nominated by SCC;
- one representative to be nominated by National Highways;

- one representative to be nominated by East Suffolk Council;
- one representative to be nominated by Suffolk Constabulary; and
- three representatives, in addition to the transport co-ordinator, to be nominated by SZC Co.

2.4.5 Membership of the TRG does not fetter the members' planning and other statutory duties. The SCC, ESC, National Highways and Suffolk Constabulary nominated TRG representatives shall be an officer from each authority with knowledge of the transport aspects of the Sizewell C Project.

2.4.6 The TRG shall operate by consensus and all members of the TRG must participate in the TRG and perform the obligations of the governance group. Schedule 17 paragraph 2 of the **DoO** (Doc Ref. 8.17(G)) requires this of ESC, SCC and SZC Co. and the Deed of Covenants with National Highways and Suffolk Constabulary will also require this. If required from time to time, TRG representatives from SCC, ESC, National Highways and Suffolk Constabulary shall be able to nominate an alternative representative from their authority if they are unable to attend a TRG meeting.

2.4.7 In addition to the TRG members, specialist ad-hoc attendance can be called upon by the TRG to discuss particular agenda items. This could be either specialist representatives from SCC, ESC, National Highways or Suffolk Constabulary or other specialist representatives from bodies such as transport providers, other emergency services and lead contractors.

2.4.8 The TRG must be formed on or prior to commencement of construction and must meet every month for the first 3 months of the construction period and every 3 months thereafter during the construction period 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.

## 2.5 Transport co-ordinator

2.5.1 A transport co-ordinator must be appointed by SZC Co. and be in place on or before commencement of construction and throughout the construction period of the Sizewell C Project. The transport co-ordinator must be responsible for the management of the **CWTP** and the other transport management plans (i.e. **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)) and **TIMP** (Annex M of the DoO Doc Ref. 8.17(H))). The appointment of the transport co-ordinator is secured through the **DoO** (Doc Ref. 8.17(H)) (paragraph 3 of Schedule 16).

2.5.2 The transport co-ordinator must have the following transport-related responsibilities related to the **CWTP**:

- promote the objectives and benefits of the **CWTP** to encourage compliance with its contents;
- monitor the success of the **CWTP** against the targets;
- report the monitoring of the **CWTP** to the TRG to allow consideration of appropriate actions as required;
- report to the TRG on transport related feedback from the Community Safety Working Group, Rights of Way Working Group, Transport Working Groups, parish councils, forums and local community;
- implement actions agreed with the TRG;
- propose **CWTP** updates to the TRG as required and make any approved amendments;
- if requested by the TRG, investigate potential unmitigated significant adverse transport impacts and, if required, put forward recommendations for mitigation to be funded by the Contingent Effects Fund;
- resolve issues and problems through liaison with other parts of SZC Co. and its contractors.

2.5.3 The transport co-ordinator role must be appointed at an appropriate senior level. They could either be an employee of SZC Co. or an independent consultant but they must sit outside of the SZC Co. delivery team.

## 2.6 Other groups

### a) Community Safety Working Group

2.6.2 There will be a need for synergy between the activities of the TRG and the Community Safety Working Group, which the emergency services will sit on.

2.6.3 In order to minimise overlap and resource demand on the emergency services, the Community Safety Working Group must be attended by the transport co-ordinator in order to facilitate an on-going transport agenda

item that will provide a quarterly update on the monitoring of the transport management plans. With respect to the **CWTP**, the Community Safety Working Group shall be able to provide the transport co-ordinator with any feedback of the effectiveness of the **CWTP** in the context of community safety.

2.6.4 The minutes of the Community Safety Working Group must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

b) Rights of Way Working Group

2.6.5 On or before commencement, SZC Co. shall establish the Rights of Way Working Group which shall exist for the duration of the construction period, unless otherwise agreed by the members of the Rights of Way Working Group.

2.6.6 The minutes of the Rights of Way Working Group must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

2.6.7 The Rights of Way Working Group shall report to the TRG at least once every six months on matters including (but not limited to):

- any existing initiatives that the Public Rights of Way (PRoW) Fund has been applied towards and the effectiveness of such initiatives;
- any future initiatives that the Rights of Way Working Group has agreed will be funded by the PRoW Fund; and
- any material changes to the timing or delivery of the Project that may impact upon any existing or proposed initiatives that have been or are agreed by the Rights of Way Working Group to be funded by the PRoW Fund.

2.6.8 In the event that the Rights of Way Working Group considers that a matter needs to be referred to the TRG for urgent resolution, it shall notify the members of the TRG to invoke the urgency resolution process.

2.6.9 The transport co-ordinator shall report to each TRG meeting:

- any non-Project-related PRoW issues identified within the community that may have the potential to influence the Project's workforce and infrastructure;

- evidenced effects of the Project and its workforce on PRoW;
- use of financial contributions to implement PRoW and cycle measures; and
- any material impacts to PRoW that might arise as a result of changes in Project milestones, and any concerns relating to the delivery of the Project which may affect PRoW.

c) **Transport Working Groups**

2.6.10 The following transport working groups have already been or must be established under the **DoO** (Doc Ref. 8.17(H)) on or prior to commencement of construction:

- the Wickham Market working group;
- the Leiston working group;
- the Marlesford and Little Glemham working group;
- the Theberton and Middleton Moor working group;
- the B1125 working group; and
- the Yoxford working group.

2.6.11 The working groups will be sub-groups of the TRG, once the TRG is formed, and the transport co-ordinator must report to the TRG on a quarterly basis providing a summary of the progress of the transport schemes being developed in consultation with the working groups and any issues for the attention of the TRG.

2.6.12 The working groups shall continue to meet at a frequency agreed by the individual working groups until the detailed design of the scheme concerning each working group has been approved by SCC, at which point the working group will be disbanded.

d) **Forums**

2.6.13 A main development site forum, northern transport forum and southern transport forum will be established on commencement of construction as secured in the DoO (Doc Ref. 8.17(H)) (Schedule 17, paragraph 5). The

forums will form the key link between the TRG and the wider community and provide an indication of any transport related issues that are impacting the general public. The forums will meet within the first three months from the commencement date and thereafter on a quarterly basis.

2.6.14 The purpose of the forums will be to provide project information of relevant construction issues and progress, enable the forums to ask questions and raise issues of concern, and help inform SZC Co. on key issues affecting the local community and to find ways to minimise the impacts and maximise the benefits of the Project to those living and working nearby.

2.6.15 The minutes of the forum meetings must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.

e) Parish councils

2.6.16 The parish councils not included as part of the forums already meet on a regular basis and they will be able to provide feedback to the TRG, which will provide an indication of any transport related issues that are of concern to the wider community.

2.6.17 The parish councils must be provided with the contact details of the transport co-ordinator and would be able to raise any transport related issues with them, a summary of which must be provided by the transport co-ordinator to the TRG as part of the TRG meeting agenda pack of information for consideration by the TRG.

## 2.7 Transport liaison and communication with other stakeholders and the wider community

2.7.1 Prior to commencement of construction SZC Co. must establish an email notification process whereby interested parties and stakeholders can register for email notifications with regards to transport updates for the Sizewell C Project during the construction period. In addition, SZC Co. will set up a twitter feed for the Sizewell C construction period. The email notification and twitter feed will provide transport related updates for the Sizewell C Project during the construction period. It will include, but not be limited to, programme updates for planned highway improvements, details of any road closures, diversions or other temporary traffic management measures and timing of any Special Order and VR1 Abnormal Indivisible Load movements by road and the proposed AIL route to be utilised.

2.7.2 In addition, SZC Co. has a Sizewell C information office within Leiston as well as a freephone community number that is already established and will

continue to operate throughout the construction period. Any member of the public can either visit the information office in Leiston or call the freephone number to raise any concerns with regards to the Sizewell C Project. A summary of transport related issues raised by the local community will be included by the transport co-ordinator in the monitoring reports.

- 2.7.3 SZC Co. communication team will regularly review transport related issues raised by the local community and will notify the TRG in the event that SZC Co. considers that a matter needs to be referred to the TRG for urgent resolution. Likewise, any member of the TRG shall be able to call an emergency TRG meeting to discuss any urgent matter that needs resolving, which could include issues raised by the local community. The TRG notification process is detailed in **Section 8** of this **CWTP**.

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## 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 **CWTP** provides a series of mode share 'aim' targets for the construction phase of the Sizewell C Project.



- 3.4.2 First and foremost, SZC Co. is committed to achieve the mode share targets that have been assessed as part of the DCO application as set out in the **Consolidated Transport Assessment** [\[REP2-052\]](#).
- 3.4.3 However, it is recognised that for certain aspects of the **Consolidated Transport Assessment** [\[REP2-052\]](#), 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 **Consolidated Transport Assessment Addendum** [\[REP2-052\]](#) and on 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.’s 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 **Consolidated Transport Assessment** [\[REP2-052\]](#), 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 will 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 will only be adjusted in agreement with the TRG. The TRG shall not be entitled to approve any amendments to the mode share targets unless it is reasonably satisfied that the amendments are unlikely to give rise to any materially new or materially different environmental effects in comparison with those assessed in granting the DCO. The monitoring of the mode share targets is summarised in **Section 5**.

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.

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 forecast to be used for the last leg of the journey to the main development site (the final mode) as more than one mode may be used for the overall journey to work. The mode share targets in **Table 3.1** are based on the mode share applied to the **Consolidated Transport Assessment Addendum [REP2-052]** and associated traffic modelling. It should be noted that it will be the percentage mode share that will be monitored rather than the numbers in **Table 3.1** as these are just based on two points in time during the construction phase that informed the assessment. The percentage mode share in **Table 3.1**, coupled with the limits on car parking secured through Requirement 8 of the DCO, will manage worker trips to/from the main development site.

**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 Workforce Mode Share
Walk/cycle	0	0%	2,400	28%
Car driver	242	16%	1,049	13%
Car passenger	58	4%	437	5%
Direct bus	600	40%	1,942	23%
Park and ride bus	600	40%	2,652	31%
<b>Total</b>	<b>1,500</b>	<b>100%</b>	<b>8,480</b>	<b>100%</b>

3.4.8 The ‘early years’ mode share targets are based on the early years transport strategy prior to the northern or southern park and ride facilities being operational. The peak workforce mode share targets are based on the peak construction transport strategy with the northern and southern park and ride facilities in place as well as the accommodation campus. They are based on the assessment in the **Consolidated Transport Assessment Addendum [REP2-052]** of the peak workforce during the peak construction.

- 3.4.9 Once the northern or southern park and ride facilities become operational, the commitment will be to achieve the ‘peak workforce’ mode share targets. However, this will not be achievable from day one of the **CWTP** operating under the peak workforce mode share targets. It is standard practice in travel planning for targets to be set, which are sought to be achieved by a particular point in time and interim targets set to ensure that this happens. Therefore, the TRG will be able to set interim mode share targets to ensure that the peak workforce target is met ahead of the construction workforce peaking. The interim peak construction targets would need to take account of when the campus will be available as that will have an impact on the level of walk and cycling that would be achievable, albeit there is a comprehensive package of walk and cycle improvements that must be delivered by SZC Co., which will promote walk and cycling to/from the main development site.
- 3.4.10 SZC Co. is committed to achieving the mode share assessment targets set out in **Table 3.1**, which will be monitored and reviewed through the TRG.
- 3.4.11 The mode share targets set out in **Table 3.1** demonstrate that the Sizewell C Project will achieve a significant sustainable travel mode share during the construction phase, with 80% of the construction workers in the early years and 83% at peak construction making their daily journey to work at the main development site via sustainable modes for at least part of their journey. **Table 3.1** shows that at peak construction almost a third (29%) of the construction workers would walk to work from the accommodation campus 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
- 3.4.12 In order to provide a robust assessment in the **Consolidated Transport Assessment** [\[REP2-052\]](#), it was assumed that no workers would walk or cycle to the main development site beyond those workers living at the accommodation campus during peak construction. 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 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) 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. Likewise, the aim targets seek to promote rail as a mode

of travel, although it is recognised that this may be limited given that the Sizewell C buses will be free and the timetable will align with shift patterns. However, rail travel is likely to be more attractive to Sizewell C visitors, which will also be promoted as set out in **Section 4**. Finally, the aim targets seek to further promote car sharing beyond what was assessed in the **Consolidated Transport Assessment [REP2-052]**.

3.4.13 These are aspirational aim targets that go beyond the highly sustainable mode share that was assessed in the **Consolidated Transport Assessment [REP2-052]** and has been committed to by SZC Co. through the mode share assessment targets set out in **Table 3.1** above. Whilst the commitment from SZC Co. is to achieve the mode share assessment targets, SZC Co. will endeavour to meet the ‘aim’ targets summarised in **Table 3.2** through the implementation of the walk and cycle, rail and car share measures set out in this **CWTP**. Rail as a mode to travel to the main development site would need to be in combination with another mode, such as park and ride bus. It should be noted that it will be the percentage mode share that will be monitored rather than the numbers in **Table 3.2** as these are just based on two points in time during the construction phase that informed the assessment.

**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	200	13%	933	11%
Car passenger	85	6%	594	7%
Direct bus	585	39%	1,707	20%
Park and ride bus	590	39%	2,652	31%
Rail	10	1%	50	1%
<b>Total</b>	<b>1,500</b>	<b>100%</b>	<b>8,480</b>	<b>100%</b>

b) Park and ride as part of journey to work

i. Mode share assessment targets

3.4.14 **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 **Consolidated Transport Assessment [REP2-052]** and the associated traffic modelling. It should be noted that it will be

the percentage mode share that will be monitored rather than the numbers in **Table 3.3** as these are just based on one point in time during the peak construction phase that informed the assessment. The percentage mode share in **Table 3.3**, coupled with the limits on car parking secured through the DCO, will manage worker trips to/from the park and ride facilities.

**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	
	Peak Workforce Split	Mode share	Peak Workforce Split	Mode share
Car driver	1,206	81%	980	84%
Car passenger	280	19%	186	16%
Total	1,486	100%	1,167	100%

ii. Mode share aim targets

3.4.15

In order to provide a robust assessment in the **Consolidated Transport Assessment [REP2-052]**, it was assumed that no workers would walk, cycle or motorcycle 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 sustainable travel. As such, the mode share assessment targets have been adjusted to provide mode aim share targets as summarised in **Table 3.4** below, which increase walk and cycling and car sharing compared to what was assessed. It should be noted that it will be the percentage mode share that will be monitored rather than the numbers in **Table 3.4** as these are just based on one point in time during the peak construction phase that informed the assessment.

**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	
	Peak Workforce Split	Mode share	Peak Workforce Split	Mode share
Walk/cycle	30	2%	23	2%
Motorcycle	30	2%	23	2%
Car driver	1,114	75%	911	77%
Car passenger	312	21%	210	18%
<b>Total</b>	<b>1,486</b>	<b>100%</b>	<b>1,167</b>	<b>100%</b>

3.4.16 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 will 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** provides an initial list of early actions to be implemented for the **CWTP**. These include early actions such as appoint the transport co-ordinator, develop travel input for the induction process, appoint bus operator and procure swipe card system for workers swiping onto buses. Within 3 months of commencement, the early action plan will be agreed with the TRG, including timescales and responsibilities.

3.5.2 As part of the quarterly TRG monitoring report, an action plan will be provided, which will set out the proposed actions put forward by the transport co-ordinator for the subsequent quarter with regards to the **CWTP**.

3.5.3 Some of the actions will be associated with the continued implementation of the **CWTP** but others may be proposed as refinements / remedial actions to be agreed by the TRG at the quarterly meeting to ensure that the mode share targets set within the **CWTP** are met.

3.5.4 This is a standard approach for implementing Travel Plans as not all of the measures will be delivered upon commencement of construction and there will be ongoing implementation and refinements. For example, direct bus services are to be agreed by the TRG and will be implemented in accordance with the workforce profile and distribution. Likewise, there may be additional measures or refinement to measures that are needed to those set out in the **CWTP** in order to meet the mode share targets.

3.5.5 The approved **CWTP** actions at each TRG meeting to ensure that the mode share targets are met are to be funded by SZC Co. and managed by the transport co-ordinator.

## 4 TRAVEL PLAN MEASURES

### 4.1 Introduction

4.1.1 This section sets out a range of measures and procedures which must be put in place by SZC Co. to deliver the mode share targets for the journey to work at the main development site, including non-construction workers, as well as the journey to the park and ride facilities for construction workers and employees at the park and ride facilities.

4.1.2 The measures in this section include the transport infrastructure and services that are to be implemented as part of the DCO as well as management protocols to ensure that the mode share ‘assessment’ targets are met (e.g. swipe card system for workers using buses, parking permit system, allocation of workers to mode of travel).

4.1.3 In order to provide a robust assessment in the **Consolidated Assessment Addendum [REP2-052]**, it was assumed that no workers would walk or cycle to the main development site or park and ride facilities, with the exception of the workers living in the accommodation campus. However, a package of walk and cycle infrastructure improvements are proposed and summarised within this section of the **CWTP**. The walk and cycle infrastructure improvements are secured within the DCO, in addition to walk and cycle funding secured via the **DoO** (Doc Ref 8.17(H)). This section of the **CWTP** also includes other measures to encourage walking and cycling such as information and marketing, shower and changing facilities and a bicycle user group. It is these walk and cycle measures that will form the basis of the ‘aim’ mode share targets.

### 4.2 Walk and cycle measures

4.2.1 SZC Co. must implement the following measures in relation to encouraging walking and cycling. SZC Co. must 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 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 free 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 DCO proposals where practical to encourage walking and cycling as a mode of transport for the construction workforce as well as additional walk and cycle improvements secured via the **DoO** (Doc Ref 8.17(H)).

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 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 principal 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 safely access the 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. must also provide funding for walk and cycle improvements, which is secured through obligations in the **DoO** (Doc Ref 8.17(H)). The following funding is also secured:
  - a Leiston Scheme to fund pedestrian, cycle and public realm improvements in Leiston;
  - a Wickham Market Scheme to fund pedestrian, cycle and public realm improvements in Wickham Market; and
  - a Little Glemham and Marlesford Scheme to fund improvements for vulnerable road users in Little Glemham and Marlesford;
  - a B1122 Early Years Scheme to fund improvements for pedestrians as well as road safety improvements;
  - a B1122 Corridor Repurposing Scheme to fund improvements for walk and cycling once the Sizewell link road is operational;
  - a B1125 Scheme to fund pedestrian improvements and road safety;
  - a Leiston Walk and Cycle Contribution to fund enhancements to the local walk and 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. must 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 regularly monitored by the transport co-ordinator and further cycle parking must be provided by SZC Co. where demand is approaching capacity. The increase in 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 will mean that any worker who walks or cycles directly to the main development site will 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. will 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 will also be invited to join the bicycle user group.

f) **Cycle repair equipment**

4.2.12 Cycle repair equipment must 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. must 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) Securing the bus strategy

4.3.2 SZC Co. is committed to achieving the mode share assessment targets and must provide sufficient buses in order to achieve the targets. The bus service must be fully funded by SZC Co. and must be free to workers on the Sizewell C project during the construction phase. The bus system will be prescriptive, and workers will be required to use the designated services. Therefore, the **CWTP** measures focus on the successful enforcement of the high usage of buses determined by the mode share assessment targets.

### b) Direct bus services

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

4.3.4 All direct bus services must be provided exclusively for the movement of the construction workforce, SZC Co. personnel, and business visitors to the main development site and must 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.

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

4.3.6 All buses associated with Sizewell C must be fitted with an electronic reader to scan workers' security badges when boarding buses. This will serve the dual purposes of both identifying workers as being authorised to use the bus service and collecting data to enable the transport co-ordinator to monitor the use of and optimise the planning of bus services. It is expected that Sizewell C visitors will be issued with an email prior to their visit to Sizewell C, which will contain details of their authorisation to board the bus on a given day. They will show this email to the driver in electronic or paper format upon boarding.

4.3.7 A number of direct bus services have been assessed in the **Consolidated Transport Assessment [REP2-052]**, based on the gravity model and the forecast distribution of construction workers. The direct bus timetables and routes will be subject to ongoing refinement during the construction phase to adapt to the number and distribution of the workforce. Prior to a new direct bus service being implemented by SZC Co., the transport co-

ordinator will submit information to the TRG in terms of the proposed route, bus stops and timetable for their approval by the TRG. Likewise, any refinements to direct bus services once they are operational would also need to be approved by the TRG.

- 4.3.8 The quarterly TRG monitoring report will include information on direct buses and patronage. Details of the monitoring is included in Section 5 of this **CWTP**.

c) Park and ride facilities

- 4.3.9 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.
- 4.3.10 The LEEIE park and ride facility will be utilised ahead of the northern or southern park and ride facilities at Darsham and Wickham Market being delivered. Once the northern or southern park and ride facilities and the main site car park are available, the LEEIE park and ride facility must no longer be used.
- 4.3.11 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 will be 1,250 proposed car parking spaces at both the northern and southern park and ride facilities.
- 4.3.12 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.
- 4.3.13 The park and ride buses must route via the A12 and B1122, if the park and ride facilities are operational prior to the Sizewell link road. Once the Sizewell link road is operational, buses from the southern park and ride facility must route via the A12 and Sizewell link road and buses from the northern park and ride facility must route via the A12, B1122, Middleton Moor link road and Sizewell link road.
- 4.3.14 The following principles will be adopted for the park and ride facilities:
- Any worker living within 1,500 metres (m) of a park and ride facility will be expected to walk or cycle to that park and ride facility and, unless sufficient justification provided, will not be issued with a parking permit.

- Cycling will be encouraged for workers living within cycle distance of the park and ride facilities 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.

4.3.15 As with the direct buses, all park and ride buses must be fitted with an electronic reader to scan workers' security badges when boarding park and ride buses. This will ensure that workers use buses that they are allocated to as well as enable the ongoing monitoring of the park and ride bus services.

#### 4.4 Rail measures

##### a) Rail shuttle service

4.4.2 The northern park and ride facility at Darsham is adjacent to Darsham railway station. A separate pedestrian access is to be provided into the northern park and ride facility, which will enable any workers wishing to travel by rail to complete their journey to and from the main development site by a park and ride bus service.

4.4.3 In addition, should there be a direct bus service that routes from Ipswich, an interchange between rail and direct bus at Ipswich railway station will be explored.

##### b) Rail information

4.4.4 SZC Co. must provide information regarding available rail services, including onward bus connections to the main development site, to all workers within the Sizewell C Travel Plan Pack. Information on rail and park and ride transfer must also be provided to business visitors. This is set out in the Communication Strategy later in this section.

#### 4.5 Motorcycle Measures

##### a) Motorcycle parking

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

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- 4.5.3 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.
- 4.5.4 Motorcycle parking utilisation must be monitored by the transport co-ordinator and increased parking must be provided where necessary, in agreement with the TRG.
- b) Storage and shower facilities
- 4.5.5 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
- 4.5.6 Workers using a motorcycle will benefit from the proposed road safety improvements as part of the Sizewell C Project.
- d) Motorcycle Information
- 4.5.7 SZC Co. must 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
- 4.6.2 The fundamental component of any car sharing scheme is how to match potential sharers. A car share scheme must be implemented by SZC Co. allowing workers to search for matches amongst their colleagues.
- 4.6.3 The selected car share scheme will need to enable SZC Co. to have its own restricted group for its staff, allowing workers to search for matches amongst their colleagues.
- b) Car share priority parking spaces
- 4.6.4 Priority car parking spaces must 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

4.7.2 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.

4.7.3 It is proposed to provide a 1,000-space car park at the main development site. During the early years, car parking at the main development site and LEEIE (combined) will be restricted to 650 spaces, which is secured via Requirement 8 of the **DoO** (Doc Ref 8.17(G)).

4.7.4 SZC Co. must 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

4.7.5 During the construction phase of the Sizewell C Project, SZC Co. must 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.

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

#### i. Main development site parking permits

4.7.7 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 Leiston or within 1,500m of the main development site) will be issued a parking permit for the main development site on-site parking. This area is referred to as the 'drive to site' catchment. Workers without a parking permit for the main development site will need to use one of the park and ride sites, a direct bus service, or walk or cycle to the main development site. Some

workers may use light goods vehicles (LGVs) as a personal vehicle. The parking permit system will still apply and they would need to qualify for a parking permit in order to drive to site.

ii. Park and ride parking permits

4.7.8 For those workers allocated to a park and ride site, the principles set out at paragraph 4.3.13 of this **CWTP** will apply. The issue of parking permits for each park and ride site must 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.

4.7.9 Workers allocated to a park and ride site will not be permitted to drive closer to the main development site and change onto another mode of transport (walk, cycle or share a lift). This would lead to a number of issues including increased traffic within the local area and fly parking.

4.7.10 As set out in **Section 4.3** of this **CWTP**, buses must be fitted with an electronic reader to scan workers' security badges when boarding the park and ride and direct buses. The data will be compared against the data for workers entering the main development site in order to enforce the policy that workers assigned to a park and ride or direct bus service should not drive closer to the main development site and change onto another mode of transport. Workers who enter the site but did not board their allocated direct or park and ride bus will be deemed to have contravened that policy, and appropriate action would be taken and the TRG notified.

4.7.11 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 must accommodate these variations in a managed way while seeking to encourage the use of non-car modes as far as possible.

iii. Campus parking permits

4.7.12 Only those workers residing at the accommodation campus will be allocated a parking permit for the campus. If their residence changes then they would be required to surrender their campus parking permit. Those workers living at the accommodation campus will be required to walk or cycle to work at the main development site.



c) Fly parking

- 4.7.13 Fly parking refers to construction workers who live outside of the ‘drive to site’ catchment area, not using their allocated mode of travel to the main development site and instead driving to a location within the ‘drive to site’ catchment and either walking, cycling or using a direct bus service to access the main development site.
- 4.7.14 Fly parking must be monitored by SZC Co. and reviewed by the TRG through the process set out in **Section 5** of this **CWTP**. SZC Co. must employ a fly parking patrol team to carry out daily patrols to identify possible cases of fly parking. They will be both proactive and reactive, following up reports from local residents to the Sizewell C community help line who believe Sizewell C construction workers may be fly parking.
- 4.7.15 Workers must be provided with Driver Rules that must be adhered to. The Worker Code of Conduct must set out a disciplinary process relating to fly-parking. Where a worker’s vehicle is proven to be fly-parking, SZC Co. must adopt a “Just and Fair” culture with regards to disciplinary proceedings 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.
- 4.7.16 Construction worker vehicles parked illegally (in contravention of highway regulations) will be dealt with in the same manner as would be the case for any vehicle parked by a member of the public in this way. East Suffolk Council, who are responsible for parking enforcement in the district, would be able to issue penalty charge notices (PCNs) for any illegally parked vehicles.

d) Electric vehicle parking

- 4.7.17 Active electric vehicle charging spaces are fully wired and connected, ready to use, charging points at parking spaces. Passive provision is when the necessary underlying infrastructure (e.g. capacity in the connection to the local electricity distribution network and electricity distribution board, as well as cabling to parking spaces) is in place to ensure simple installation and activation of a charging point at a future date.
- 4.7.18 During the construction phase, temporary car parking on the main development site, the northern park and ride and the southern park and ride sites will have capacity for up to 40% of electric vehicle charging spaces to be provided, with an initial 5% active spaces provided on first occupation and the remaining 35% being passive.

4.7.19 The demand for the electric vehicle parking spaces must be monitored by SZC Co. and passive spaces converted to active spaces when there is 80% utilisation of the active spaces.

## 4.8 Allocation of Workers to Mode of Travel to Work

4.8.1 The induction of construction workers will involve the allocation of the construction workers to a mode of travel to work based on the following principles:

- Any worker living within 1,500 metres (m) of a park and ride facility or the main development site will be expected to walk or cycle to that site and will, except in exceptional circumstances (e.g. ill health or disability), not be issued with a parking permit for either the park and ride facilities or the main development site.
- All workers living in Leiston will be expected to walk, cycle or use the direct bus to travel to the main development site and will not be issued with a parking permit for the main development site.
- Only workers living inside the area bounded by the A12, River Blyth, and River Deben (except those living in the Leiston area or within 1,500m of the main development site) will qualify for a parking permit for the main development site.
- All workers living within approximately 800m of a direct bus stop will be allocated to the appropriate direct bus service. This will ensure that users of direct bus services are within easy reach of that service and can reach their pick-up point via a relatively short walk (up to approximately 10 minutes).
- All other workers will be allocated to the northern or southern park and ride facilities, depending on which is closest to their place of residence.

4.8.2 As a result, workers will be allocated to a transportation mode which is convenient for them and will understand the principles upon which the allocation is based.

4.8.3 It is recognised that, for a range of reasons but most commonly linked to change of residence, construction workers may need to change their allocated mode of travel while working on the Sizewell C Project. In particular, at the time of induction, some workers will not have established any fixed intentions as to their medium to longer-term accommodation

location or place of residence. There will therefore need to be flexibility to allow workers to switch to a different mode of travel but this will require a clear justification (e.g. in the form of proof of change of residence) and the surrendering of their original parking permit.

- 4.8.4 A facility must be provided at the main development site where workers can make queries relating to transport issues and apply to change their allocated mode of travel.

## 4.9 Visitors

- 4.9.1 Sizewell C visitors will be encouraged to travel to the main development site by sustainable modes. When booking a visit, they will be provided with information on how to access the site, including travel by train to Darsham railway station and transfer to a park and ride bus at the northern park and ride facility.

- 4.9.2 It is envisaged that visitors to the Visitor Centre will be in a combination of coaches and vehicles. When booking a visit, they will be provided with information on the travel options available to the Visitor Centre.

## 4.10 Associated Development Construction Workers

- 4.10.1 The associated development sites will be constructed during the early years. Workers will be encouraged to car share and the use of minibuses to transport workers will be investigated, depending on where the workers are travelling from.

## 4.11 Communication Strategy

### a) Induction process

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

- 4.11.3 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 must cover transport issues and in particular must:

- 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 as well as the approach to the allocation of workers to direct buses and park and ride facilities.

- 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** (Doc Ref 8.8(A)) and the potential consequences of non-compliance.

b) **Travel plan pack**

4.11.4 At induction each worker must be issued with a Sizewell C Travel Plan Pack in electronic and paper format 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.

4.11.5 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. Updated information must be circulated electronically to the workforce.

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

c) **Electronic communication**

4.11.7 It is proposed that during the course of the construction phase, regular information will be made available to construction workers electronically both via email and on the SZC Co. intranet.

4.11.8 This information must 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.

4.11.9 Any other relevant information, news, or alerts with regards to the **CWTP** shall be provided to the construction workforce electronically.

d) **Transport information points**

4.11.10 A facility must 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.

## 4.12 **Contractual conditions**

4.12.1 The requirement for compliance with the **CWTP** must 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 are physically able to travel by this mode;
- walking for those workers resident at the accommodation campus; and
- park and ride or direct buses for all other workers not in one of the above categories.

## 4.13 Summary

4.13.1 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**.

## 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** must be undertaken in consultation with the TRG.

### 5.2 Monitoring strategy

5.2.1 Monitoring must include:

- the extent to which all of the mode share targets set out in this **CWTP** have been achieved and/or are reasonably likely to be achieved; and
- provision of a Transport Monitoring Report to the TRG on a monthly basis for the first 3 months of construction and thereafter every quarter, unless otherwise agreed by the TRG in accordance with this **CWTP**.

#### a) Data collection

5.2.2 The following methods of automatic data collection are proposed to monitor worker trips by bus and car on a daily basis:

- **Buses:** All Sizewell C buses will be on a fixed timetable and routes but in addition to this the buses will be GPS tracked to enable the profile of buses in and out of the park and ride facilities and main development site to be monitored as well as a swipe card system on the buses to monitor bus patronage.
- **Cars:** All Sizewell C car parks must have a permanent Automatic Traffic Count (ATC) to monitor Sizewell C cars entering and departing the LEEIE park and ride and main development site car parks in the early years; and the main development site car park, campus car park and the northern and southern park and ride sites during peak construction. SZC Co. has agreed with SCC that an ATC is not required at the freight management facility, given the low car traffic flows expected at that access (i.e. primarily site operations staff). The ATCs will be recorded using permanent cameras installed at car park accesses.

5.2.3 In addition to the above, there will be other forms of manual / observational monitoring data collected to monitor such aspects as cycle, motorcycle and electric vehicle parking utilisation, fly parking, walk and cycle trips etc.

5.2.4 **Table 5.1** below summarises the data proposed to be collected in order to monitor the **CWTP**, a summary of which will be included in the monitoring reports.

**Table 5.1: CWTP monitoring**

Monitoring criteria	Method of monitoring	Frequency of monitoring
Mode share targets for construction workers travel to main development site (assessed and aim targets)	Permanent ATC at car park access points, SZC construction worker security pass/bus pass data and observational surveys/annual travel survey for active modes and rail	Quarterly
Mode share targets for construction workers travel to park and ride sites (assessed and aim targets)	Permanent ATC at car park access points, SZC construction worker security pass/bus pass data and observational surveys/annual travel survey for active modes and rail	Quarterly
Car trips in/out of car parks for LEEIE park and ride and MDS (early years) and MDS, northern and southern park and ride and campus during peak construction	Permanent ATC at car park access points	Daily with weekly summary provided to TRG
Cycle and motorcycle parking utilisation	Observed utilisation	1 weekday, once per month
Patronage of each bus service	Construction worker security pass/bus pass data	Average over a week, once per month for the first 3 months and once per quarter thereafter
Profile of bus arrivals and departures to/from the main development site, which will also provide the TRG with an understanding of the shift pattern.	GPS tracking data on buses	Average over a week, once per month for the first 3 months and once per quarter thereafter



Monitoring criteria	Method of monitoring	Frequency of monitoring
Mode share of construction of associated development sites	Manual count	Quarterly
Sizewell C visitor mode share	Visitor booking system	Continuous (data reported monthly for the first 3 months and thereafter on a quarterly basis)
Visitor centre mode share	Booking system	Quarterly
Fly parking monitoring - breakdown of SZC Co. worker parking legitimately, SZC Co. worker fly parking, non-SZC Co. worker parking and action taken	SZC Co. helpline and investigation by fly parking team	Continuous (data reported monthly for the first 3 months and thereafter on a quarterly basis)
Mode share and construction worker attitude to travel plan measures	Annual staff travel survey	Annual
Number and location of workers	Bi-annual workforce survey	Bi-annual

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

b) **Monitoring report**

5.2.6 SZC Co. must prepare a monitoring report, summarising the data in **Table 5.1**, and submit it to the TRG for review along with the TRG meeting agenda. The TRG agenda must be provided to the TRG at least 10 working days in advance of the TRG meeting and the monitoring report must be available to TRG members at least five working days in advance of the TRG meeting, unless otherwise agreed with the TRG.

5.2.7 The TRG members will be able to notify the transport co-ordinator if there are any additional members of their organisation that should be issued the TRG monitoring report.

5.2.8 For the first 3 months of the construction period, monitoring reports must be submitted on a monthly basis and thereafter every 3 months unless otherwise agreed with the TRG.

5.2.9 The format of the monitoring report must be agreed with SCC and ESC, in consultation with National Highways and Suffolk Constabulary prior to commencement of the Sizewell C Project. The TRG will review the format of the monitoring reports from time to time, if necessary, agree any amendments.

5.2.10 The monitoring reports as well as TRG meeting minutes will be made publicly available on the East Suffolk Council website.

c) TRG notification

5.2.11 The focus of the TRG should be on risk of non-compliance of the CWTP and other transport management plans as well as any non-compliance. This section sets out the proposed process for monitoring risk of non-compliance and non-compliance and the responsiveness of the TRG, including urgent referrals if required.

i. Weekly summary of car park data

5.2.12 A summary of the car park survey data (along with the DMS data) will be emailed to the TRG members on a weekly basis throughout the construction period. This will enable the TRG to understand the patterns of worker car trips on a regular basis.

ii. Urgent TRG meeting

5.2.13 Any TRG member will be able to call an urgent TRG meeting to discuss the matters of concern and agree any action that must be taken by SZC Co.

## 5.3 Review

a) TRG review

i. TRG review process

5.3.2 SZC Co. must monitor progress against the mode share targets set out in this CWTP. Mode shares must 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 actions are needed;

- 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.

5.3.3 The TRG, Community Safety Working Group, parish councils and forums will also play an important role in providing feedback on the implementation of the CWTP and any issues associated with it.

5.3.4 The governance, scope and authority of the TRG is secured through the DoO (Doc Ref. 8.17(H)).

ii. Action plan

5.3.5 As part of the monitoring report, an action plan must be provided, which must set out the proposed actions put forward by the transport co-ordinator for the subsequent quarter with regards to the **CWTP**.

5.3.6 The approved actions at each TRG meeting to ensure that the mode share targets are met are to be funded by SZC Co. and managed by the transport co-ordinator.

iii. Change log

5.3.7 Where it is considered by SZC Co. that, in the light of monitoring information or feedback, there is a need to amend or update the **CWTP**, SZC Co. must submit an amended **CWTP** to the TRG for approval.

5.3.8 The TRG shall not be entitled to approve any amendments to the **CWTP** unless it is reasonably satisfied that the amendments are unlikely to give rise to any materially new or materially different environmental effects in comparison with those assessed in granting the DCO.

5.3.9 If any changes to the **CWTP** are made, a change log must be provided within the monitoring report to keep a record of any approved changes to the **CWTP**. The change log must be carried forward and updated as part of each quarterly monitoring report with any changes approved by the TRG at the previous TRG meetings recorded.

b) SZC Co. review

5.3.10 In addition to the TRG review process, internal SZC Co. meetings must take place to discuss the **CWTP**. Continual monitoring and review will be particularly important for a range of reasons. For example, it will 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.

## 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:

- Legal compliance and enforceability: the targets and commitments set out in this **CWTP** are binding and enforceable.
- 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. must instigate management practices with its contractors to ensure compliance.
- Contractual Conditions: SZC Co. must use contractual conditions to ensure compliance with the **CWTP** (e.g. Worker Code of Conduct).
- Remedial actions: SZC Co. must fund the approved TRG actions to ensure the continued compliance with the **CWTP**.
- Contingent Effects Fund: A Contingent Effects Fund is secured through the **DoO** (Doc Ref 8.17(H)). The contingency fund will be available to mitigate any significant adverse transport effects, should they arise during the construction phase, which were not mitigated through the DCO.

### 6.2 Legal compliance and enforceability

6.2.1 Paragraph 2, Schedule 16 of the **DoO** (Doc Ref. 8.17(H)) requires SZC Co. to implement and act in accordance with the **CWTP** throughout the duration of the construction period.

6.2.2 The targets and commitments set out in this **CWTP** are therefore binding and enforceable.

### 6.3 Best practice

6.3.1 SZC Co. must 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.

## 6.4 Contractual conditions

- 6.4.1 Upon appointment, each contractor must 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., which could lead to workers being removed from the Project.

## 6.5 Remedial actions

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

- 6.5.2 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 assessment and aim targets are ambitious. As such there may be a need to implement further measures in order to meet the targets.

- 6.5.3 As set out in **Section 5** of this **CWTP**, as part of the TRG review process, actions will be agreed for the transport co-ordinator to implement. Some of the actions will be associated with the continued implementation of the **CWTP** but others may be proposed as refinements / remedial actions to be agreed by the TRG at the quarterly meeting (or urgent TRG meeting if called) to ensure that the targets set within the **CWTP** are met. The approved actions at each TRG meeting are to be funded by SZC Co. and managed by the transport co-ordinator.

## 6.6 Contingent Effects Fund

- 6.6.1 A Contingent Effects Fund is to be established to fund mitigation of any significant adverse transport effects, should they arise during the construction period, which were not mitigated through the DCO. The Contingent Effects Fund will be managed by the TRG. It is not confined to the **CTWP** and is more widely related to Sizewell C construction traffic (i.e. worker and freight traffic) and therefore applies to the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)) also.

- 6.6.2 SZC Co. does not consider that there are likely to be significant adverse transport effects which are not mitigated through the DCO. However, in

order to provide further mitigation if it is required, the Contingent Effects Fund is to be secured via the **DoO** (Doc Ref. 8.17(H)). It could be called upon even if the mode share targets in the CWTP (and controls and limits in the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H))) are met/complied with, for example if there is a significant adverse effect on the capacity of a junction, or significant adverse effect on road safety.

6.6.3 The scope of the Contingent Effects Fund, process for identifying a potential unmitigated significant adverse effect, developing mitigation and drawing down from the Contingent Effects Fund is set out in the following section.

a) **Scope of the Contingent Effects Fund**

6.6.4 The Contingent Effects Fund will be available to be drawn down by the TRG in the event that significant adverse transport effects arise that were not mitigated through the DCO affecting the junctions, highway corridors or areas identified in the **DoO** (Doc Ref. 8.17(H)) as well as to fund proportionate improvements to bus stop infrastructure as part of the delivery of the direct bus strategy.

b) **Collecting additional data**

6.6.5 Potential Contingent Effects will be able to be raised at TRG meetings, based on ongoing monitoring data, feedback from the community, parish councils, the Community Safety Working Group, forums and TRG members themselves acting in their professional capacity.

6.6.6 Once a potential Contingent Effect has been raised, the TRG will agree if further investigation is required or not based on the monitoring undertaken to date.

6.6.7 If the TRG agree that the potential Contingent Effect is to be further investigated, the TRG will agree the level of evidence that is to be collated by the transport co-ordinator. The level of evidence required to be collated will depend on the significance of the potential effect and potential level of mitigation. Examples of the type of data that could be collected is as follows:

- On-site observations and meetings with stakeholders;
- Personal injury collisions (PICs) involving Sizewell C vehicles and review of PIC trends and causation factors;
- Observed traffic flows and/or speeds;
- Automatic Number Plate Recognition (ANPR) survey at a junction, link or cordon of roads to determine the level of Sizewell C construction

traffic routing through the surveyed area as well as the level of background traffic. The ANPR survey would provide turning movements at the junction as well as queue data;

- Journey time data from the DMS;
- A junction delay survey of the average time (seconds) of vehicles joining the back of the queue on a minor arm to entering the major arm of a junction.

c) Identifying potential unmitigated significant adverse effects

6.6.8 At the subsequent quarterly TRG meeting, the transport co-ordinator must provide a technical note summarising the evidence that has been collated and, based on the evidence, confirming whether the transport co-ordinator considers there to be a significant unmitigated transport effect on the road link or not. That analysis shall assess the extent to which any Contingent Effect relates to Sizewell C traffic. The TRG will review the technical note and suggest amendments or approve it.

6.6.9 The technical note may include the following types of assessment, depending on the type of potential Contingent Effect being investigated (e.g. severance, road safety, delay etc):

- **Environmental transport effects:** If the potential Contingent Effect is with regards to an environmental transport effect (e.g. severance, amenity etc), an ES assessment of the road link would be undertaken in accordance with the Guidelines for the Environmental Assessment of Road Traffic published by the Institute of Environmental Assessment in 1993 (now Institute of Environmental Management and Assessment (IEMA)), which was used for the DCO submission, or more up to date guidance to be agreed with the TRG. The ES assessment would be based on the same methodology as used for the DCO submission and would assess the environmental transport effects of Sizewell C traffic on the road link based on the ANPR data and compare it to the ES assessment undertaken as part of the DCO. Both the percentage change and absolute volumes of traffic would be considered as part of the assessment and comparison with the DCO to determine if the Sizewell C traffic is having a significant adverse effect or not (moderate and major adverse effects would be considered to be significant).
- **Road safety effects:** If the potential Contingent Effect is with regards to road safety, ANPR data may be used, coupled with the PIC data, to undertake a road safety assessment of the effect on Sizewell C



traffic on road safety. The level of Sizewell C traffic and background traffic routing along the link or through the junction would be compared with that assessed in the DCO. The trend in PIC data will also be reviewed to determine if there has been an increase in PICs at the link or junction and what the causation factors have been, including if any of the PICs involved Sizewell C traffic. The road safety assessment could utilise the COBALT methodology utilised for the ES assessment, subject to agreement with the TRG.

- **Diverted traffic:** If the potential Contingent Effect is with regards to the diversion of traffic onto minor roads, an ANPR survey would need to be undertaken of the road or roads in question to determine the level and type of Sizewell C traffic as well as level of background traffic routing through the surveyed area. The data would be able to be compared against the assessment in the **Consolidated Transport Assessment** [REP2-052] to determine if there is a Contingent Effect.
- **Junction capacity/ driver delay:** If the potential Contingent Effect is with regards to junction capacity/ driver delay, the following assessment will be undertaken, subject to agreement with the TRG:
  - If the TRG agree that an investigation of a junction in the **DoO** (Doc Ref. 8.17(H)) is required to assess the effect of Sizewell C traffic on junction capacity / delay, an ANPR survey will be undertaken at the junction for the peak periods (07:00-10:00 and 16:00-19:00 or otherwise agreed with the TRG) to determine the level of background traffic on each arm of the junction as well as the level of Sizewell C traffic routing through the junction.
  - The observed level of Sizewell C traffic and background traffic in the ANPR survey will be compared against the assessed Sizewell C traffic and background traffic in the DCO.
  - A 'driver delay' survey could be undertaken at the junction or the junction model used for the **Consolidated Transport Assessment** [REP2-052] could be utilised to inform the assessment.
  - If the evidence suggests that there is a significant increase in delay at the junction and that this is due to Sizewell C traffic, the transport co-ordinator must put forward proposals for mitigating the impact.

6.6.10 The TRG must approve any direct bus routes as part of the **CWTP** and therefore, depending on the bus stops to be used by the direct bus services,

there may be a need for some improvements to the bus stops, which the TRG would be able to draw down funding for from the Contingent Effects Fund.

6.6.11 SZC Co. shall undertake a review of a number of junctions local to Sizewell C in the final year of the construction phase to consider the impact of the Sizewell C Project on the performance of these junctions during the operational phase of the Sizewell C Project. The scope and extent of this review is to be determined by the TRG. Based on the outcome of this review as reported to the TRG by SZC Co, the TRG shall determine whether any additional mitigation from the Contingent Effects Fund is needed to address Contingent Effects. The junctions which shall be reviewed include:

- Saxmundham signal junction;
- A1094 / B1069 Snape Road junction; and
- B1069 Snape Road / B1078 junction.

d) **Developing mitigation**

6.6.12 The recommendations for mitigation put forward by the transport co-ordinator should be cognisant of the transport policy set out in National Policy Statement of Energy (EN-1), which states at paragraph 5.13.8 that “*where mitigation is needed, possible demand management measures must be considered and if feasible and operationally reasonable, required, before considering requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts.*” Paragraph 5.13.9 of EN-1 goes on to recognise that the decision maker should “*have regard to the cost-effectiveness of demand management measures compared to new transport infrastructure as well as the aim to secure more sustainable patterns of transport development when considering mitigation measures.*”

6.6.13 Therefore, demand management measures should be considered ahead of physical highway improvements in order to mitigate the significant adverse effects.

6.6.14 Examples of potential measures that the Contingent Effects Fund could fund are included in the **DoO** (Doc Ref. 8.17(H)) and include but are not limited to:

- Dropped kerbs and tactile paving;
- Pedestrian refuge islands for uncontrolled crossing points;
- Pedestrian crossings;

- Footway widening or provision of new footway;
- Signage;
- Amendments to parking restrictions;
- Speed indicator devices;
- Traffic calming / gateway features;
- Speed limit changes and other traffic regulation orders; and
- Modifications to existing junctions.

e) **Drawing down from the Contingent Effects Fund**

- 6.6.15 The level of Contingent Effects Fund to be drawn down for the implementation of an approved scheme will be agreed by the TRG.
- 6.6.16 SZC Co shall implement any mitigation approved by the TRG unless it is agreed by the TRG that the mitigation will be carried out by SCC, as local highway authority.
- 6.6.17 The total payments payable by SZC Co. (or SCC) to address Contingent Effects shall not exceed the Contingent Effects Fund.

## 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	Appoint bus operator.
	Procure swipe card system for workers swiping onto buses.
	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.

**ANNEX M**  
**TRAFFIC INCIDENT MANAGEMENT PLAN**

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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 Level 1 control documents will either be certified under the DCO at grant or annexed to the Deed of Obligation. All are secured and legally enforceable. Some Level 1 documents are compliance documents and must be complied with when certain activities are carried out. Other Level 1 documents are strategies or draft plans which set the boundaries for a subsequent Level 2 document which is required to be approved by a body or governance group. The obligations in the DCO and Deed of Obligation (DoO) set out the status of each Level 1 document.
- 1.1.5 The **Traffic Incident Management Plan (TIMP)** (Annex M of the DoO Doc Ref. 8.17(H)) is a Level 1 document and a draft version accompanied SZC Co.'s application for a Development Consent Order (DCO) to the Planning Inspectorate for the proposed development of Sizewell C [APP-607]. This final **TIMP** will be annexed to the **DoO** (Doc Ref. 8.17(H)) and the implementation of the **TIMP** is secured through an obligation in the **DoO** (Doc Ref. 8.17(H)) (paragraph 2 of Schedule 16).
- 1.1.6 Where approvals are required, this plan states which body or governance group is responsible for the approval and/or must be consulted. Any approvals by East Suffolk Council, Suffolk County Council or the MMO will be carried out in accordance with the procedure in Schedule 23 of the dDCO. The DoO establishes the governance groups and sets out how these governance groups will run and, where appropriate, how decisions (including approvals) should be made. Any updates to these further documents or details must be approved by the same body or governance group and



through the same consultation and procedure as the original document or details.

1.1.7 Where separate Level 1 or Level 2 control documents include measures that are relevant to the measures within this document, those measures have not been duplicated in this document, but cross-references have been included for context. Where separate legislation, consents, permits and licences are described in this document they are set out in the Schedule of Other Consents, Licences and Agreements (Doc Ref. 5.11) [[REP3-011](#)].

1.1.8 For the purposes of this document the term ‘SZC Co.’ refers to NNB Nuclear Generation (SZC) Limited (or any other undertaker as defined by the dDCO), its appointed representatives and the appointed construction contractors.

## 1.2 Scope

1.2.1 This **TIMP** sets out the management of the Sizewell C construction traffic during an event or incident occurring on the heavy goods vehicle (HGV) routes to the main development site. The measures outlined in this **TIMP** will 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 Unlike the highway authorities and emergency services, 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 **TIMP** demonstrates SZC Co.’s commitment to work constructively with the highway authorities (National Highways 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 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)** (Annex K of the DoO Doc Ref. 8.17(H)); and
- **Construction Worker Travel Plan (CWTP)** (Annex L of the DoO Doc Ref. 8.17(H)).

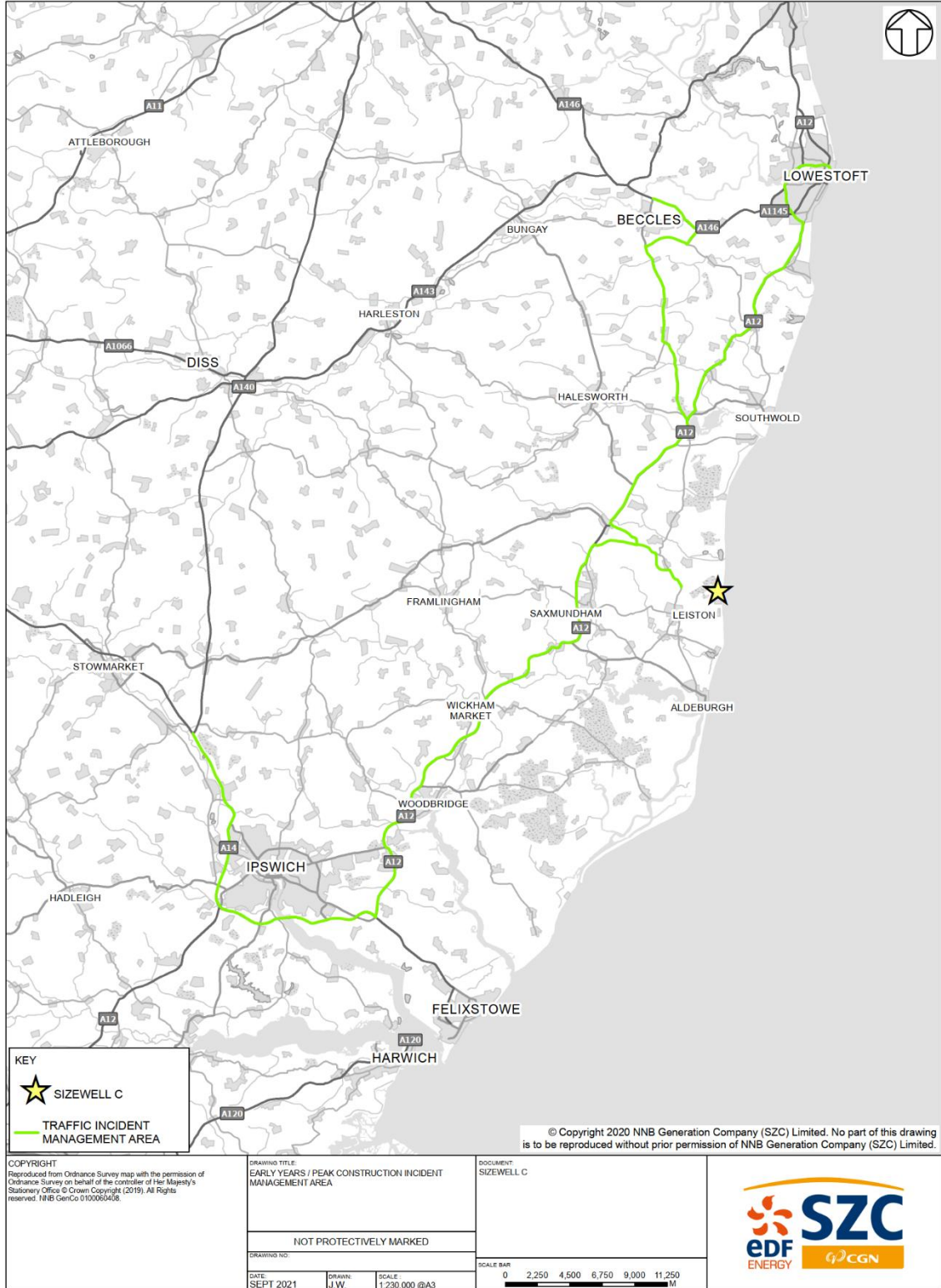
1.2.4 The implementation of the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)) and the **CWTP** (Annex L of the DoO Doc Ref. 8.17(H)) are also secured through the **DoO** (Doc Ref 8.17(H)).

### 1.3 Incident Management Area

1.3.1 The Incident Management Area (IMA) is the geographical area to which this **TIMP** relates and it aligns with the HGV routes defined in **Plate 3.2** and **Plate 3.3** of the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)). These routes must be used by Sizewell C HGVs and, in part, by Sizewell C buses. The IMA is illustrated in **Plate 1.1**, and includes:

- A14 between junction 51 for A140 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 access roundabout.

Plate 1.1: Incident management area



## 1.4 Structure

1.4.1 The structure of this **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;
- **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 proposed 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**.

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## 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 (National Highways 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 National Highways 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, including the A12 between the A14 junction 58 at Ipswich and Lowestoft.

2.2.4 In the event of an incident on the strategic road network or local road network the role of National Highways or SCC (depending on road hierarchy) and with the assistance and coordination with Suffolk Constabulary where applicable, 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;
- Establish and operate alternative diversionary routes; and
- 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; and
- 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;
- 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; and
- 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; and
- Remove medical waste from incident scene.

c) SZC Co.

2.2.9 Unlike the highway authorities and emergency services, SZC Co. has no statutory responsibilities in the event of a traffic incident within the IMA. Notwithstanding this, SZC Co. is committed to managing SZC Co. construction traffic in the event of an incident within the IMA in order to reduce queuing and delay on the highway network. This includes the management of SZC Co. HGVs on their approach to the IMA on the SRN.

2.2.10 SZC Co.'s key roles and responsibilities in relation to traffic incidents will be to:

- Assist with incident detection and verification (e.g. if SZC Co. is made aware of an incident involving a SZC Co. vehicle, SZC Co. will notify the emergency services).
- Direct Sizewell C HGVs and buses to a safe location off the highway network;
- Hold Sizewell C HGVs and buses off the public highway network until notified by Suffolk Constabulary to resume normal operations.

2.2.11 Further details of how SZC Co. will assist with incident management planning are set out in **sections 3 and 4** of this **TIMP**.



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## 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.

### 3.2 Management structure

3.2.1 The overall management and implementation of the **TIMP** will be the responsibility of SZC Co.

3.2.2 A number of groups are proposed to be formed during the construction period of Sizewell C. The following groups and individuals will be involved with the **TIMP**:

- Delivery steering group;
- Transport review group (TRG);
- Transport co-ordinator;
- Delivery co-ordinator; and
- Community Safety Working Group; and
- Parish councils and forums.

### 3.3 Delivery steering group

3.3.1 On or before commencement, SZC Co. shall establish the Delivery Steering Group which shall exist until the first anniversary of the end of the construction period. The Delivery Steering Group shall meet on a quarterly basis, or different frequency as agreed by the members.

3.3.2 The Delivery Steering Group shall comprise:

- a service director (or equivalent) from ESC;
- a service director (or equivalent) from SCC; and
- up to two representatives to be nominated by SZC Co, including SZC Co's Site Director.

- 3.3.3 The scope of the Delivery Steering Group in relation to the **TIMP** shall be to:
- consider all implementation, progress and reports submitted to it by the Review Groups or Working Groups;
  - monitor and assess the actions taken and decisions made by the Review Groups and/or Working Groups;
  - provide assistance, guidance and advice on the action(s) that should be taken by the Review Groups and/or Working Groups;
  - decide any areas of disagreement within the Review Groups or where a Review Group has failed to reach a decision; and
  - facilitate communication on matters of strategic importance within the Review Groups and/or Working Groups.

3.3.4 Should the TRG refer an urgent matter to the Delivery Steering Group for resolution, the Delivery Steering Group shall meet as soon as reasonably practicable to resolve the relevant matter.

3.3.5 In the event that the Delivery Steering Group is unable to agree on any matters for its determination, it may be treated as a Dispute to be resolved in accordance with Clause 8 of the **DoO** (Doc Ref. 8.17(H)).

## 3.4 Transport review group

3.4.1 On or prior to commencement, SZC Co. shall establish a Transport Review Group (TRG) with members taken from the key transport stakeholders and SZC Co. The establishment of the TRG is secured through an obligation in the **DoO** (Doc Ref. 8.17(H)) (paragraph 3 of Schedule 16).

3.4.2 The scope of the TRG in relation to the **TIMP** is as follows:

- receive monitoring reports from SZC Co. relating to the implementation of the **TIMP** during incidents in the IMA;
- monitor the implementation and effectiveness of the **TIMP**;
- consider the case for, and approve amendments to the **TIMP** put forward by the transport co-ordinator;
- advise SZC Co. on potential enhancements to the **TIMP**;

- consider the Community Safety Working Group meeting minutes with respect to transport and any actions arising from the meetings for the TRG; and
- consider the views and opinions of the parish councils and forums in relation to incident planning.
- where necessary, report to and refer matters to the Delivery Steering Group, particularly where there are interface issues across topics that require a more strategic approach or where the TRG fails to reach a decision; and
- notify the members of the Delivery Steering Group in the event that the TRG considers that a matter needs to be referred to the Delivery Steering Group for urgent resolution.

3.4.3 The TRG will have further duties with regards to the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)) and **CWTP** (Annex L of the DoO Doc Ref. 8.17(H)), which are set out in those documents.

3.4.4 The TRG members shall comprise:

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

3.4.5 Membership of the TRG does not fetter the members' planning and other statutory duties. The SCC, ESC, National Highways and Suffolk Constabulary nominated TRG representatives will be an officer from each authority with knowledge of the transport aspects of the Sizewell C Project.

3.4.6 The TRG shall operate by consensus and all members of the TRG must participate in the TRG and perform the obligations of the governance group. Schedule 17 paragraph 2 of the **DoO** (Doc Ref. 8.17(H)) requires this of ESC, SCC and SZC Co. and the Deed of Covenants with National Highways and Suffolk Constabulary will also require this. If required from time to time, TRG representatives from SCC, ESC, National Highways and Suffolk

Constabulary will be able to nominate an alternative representative from their authority if they are unable to attend a TRG meeting.

3.4.7 In addition to the TRG members, specialist ad-hoc attendance can be called upon by the TRG to discuss particular agenda items. This could be either specialist representatives from SCC, ESC, National Highways or Suffolk Constabulary or other specialist representatives from bodies such as transport providers, other emergency services and lead contractors.

3.4.8 The TRG must be formed on or prior to commencement of construction and must meet every month for the first 3 months of the construction period and every 3 months thereafter during the construction period 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.

### 3.5 Transport co-ordinator

3.5.1 A transport co-ordinator must be appointed by SZC Co. and be in place on or before commencement of construction and throughout the construction period of the Sizewell C Project. The transport co-ordinator will be responsible for the management of the **TIMP** and the other transport management plans (i.e. **CWTP** (Doc Ref. 8.8(B)) and **CTMP** (Annex K of the DoO Doc Ref. 8.17(G))). The appointment of the transport co-ordinator is secured through the **Deed of Obligation** (Doc Ref. 8.17(G)) (paragraph 3 of Schedule 16).

3.5.2 The transport co-ordinator will have the following transport-related responsibilities related to the **TIMP**:

- monitor Sizewell C project actions against the approved **TIMP**;
- report the monitoring of the **TIMP** to the TRG to allow consideration of appropriate mitigation measures and remedial action as required;
- report to the TRG on relevant feedback from the Community Safety Working Group, parish councils and forums with regards to incident planning;
- 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.

3.5.3 The transport co-ordinator role must be appointed at an appropriate senior level. They could either be an employee of SZC Co. or an independent consultant but they will sit outside of the SZC Co. delivery team.

## 3.6 Delivery co-ordinator

3.6.1 In addition to the recruitment of the transport co-ordinator role, SZC Co. must appoint a delivery co-ordinator for the duration of the construction of the Sizewell C Project. This appointment is secured through an obligation in Schedule 16 of the **Deed of Obligation** (Doc Ref. 8.17(G)). SZC Co. must also employ a delivery team to assist the delivery co-ordinator with the delivery of the **CTMP** (Annex K of the DoO Doc Ref. 8.17(G)) on a day-to-day basis as well as assist with the implementation of the **TIMP** in the event of an incident in the Incident Management Area.

3.6.2 In relation to the **TIMP**, the delivery co-ordinator and the delivery team will be responsible for:

- Enabling communications with Sizewell C drivers via sub-contractors and hauliers during an incident on the highway network;
- Directing the movement of Sizewell C HGVs and buses, which may involve instructing drivers to wait at a suitable location off the highway network;
- Ensuring effective communications with the emergency services and highway authorities (SCC and National Highways) during an incident; and
- Recording and collating monitoring data to be included in the transport monitoring reports, which will inform the TRG.

## 3.7 Other groups

### a) Community Safety Working Group

3.7.1 There will be a need for synergy between the activities of the TRG and the Community Safety Working Group, which the emergency services will sit on.

3.7.2 In order to minimise overlap and resource demand on the emergency services, it is proposed the Community Safety Working Group will be attended by the transport co-ordinator in order to facilitate an on-going transport agenda item that will provide a quarterly update on the monitoring of the transport management plans. With respect to the **TIMP**, the Community Safety Working Group will be able to provide the transport co-ordinator with any feedback of the effectiveness of the **TIMP**.

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- 3.7.3 The minutes of the Community Safety Working Group must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.
- b) Forums
- 3.7.4 A main development site forum, northern transport forum and southern transport forum will be established on commencement of construction as secured in the **DoO** (Doc Ref. 8.17(H)) (Schedule 17, paragraph 5). The forums will form the key link between the TRG and the wider community and provide an indication of any transport related issues that are impacting the general public. The forums will meet within the first three months from the commencement date and thereafter on a bi-annual basis.
- 3.7.5 The purpose of the forums will be to provide project information of relevant construction issues and progress, enable the forums to ask questions and raise issues of concern, and help inform SZC Co. on key issues affecting the local community and to find ways to minimise the impacts and maximise the benefits of the Project to those living and working nearby.
- 3.7.6 The minutes of the forum meetings must be provided by the transport co-ordinator to the TRG as part of the meeting agenda pack of information for consideration at the TRG meetings.
- c) Parish councils
- 3.7.7 The parish councils not included as part of the forums already meet on a regular basis and they will be able to provide feedback to the TRG, which will provide an indication of the transport related issues that are of concern to the wider community.
- 3.7.8 The parish councils must be provided with the contact details of the transport co-ordinator and would be able to raise any transport related issues with them, a summary of which will be provided by the transport co-ordinator to the TRG as part of the TRG meeting agenda pack of information for consideration by the TRG.

## 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 during incidents within the IMA.

4.1.2 All Sizewell C buses are proposed to travel on the local highway network and no Sizewell C buses will travel beyond the IMA. Therefore, in the event of an incident in the IMA, all Sizewell C 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 Sizewell C HGV movements from 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 within the IMA.

4.1.3 These measures are secured through the obligation to implement the **TIMP** contained in the **DoO** (Doc Ref. 8.17(H)) (paragraph 2, Schedule 16).

### 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 and in certain hours. Details of the DMS are included in the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)).

4.2.2 As part of the DMS, HGVs will be tracked on their route to/from the main development site via GPS technology, including on the Strategic Road Network (SRN) in the final part of their journey as HGVs from the south approach the freight management facility.

4.2.3 The DMS will enable communication with HGV drivers via sub-contractors/ hauliers in the event of an incident on the highway network requiring the activation of the **TIMP** Sizewell C HGV drivers will be requested to stop at a suitable HGV holding point on the SRN until further notice, and may be requested to turn-back at an appropriate location (e.g. roundabout) to return

to the nearest HGV holding point. HGV holding locations outside the IMA are shown in **Table 4.1**, along with capacity, travel distance and journey time to the freight management facility. These holding locations are shown on a map in **Appendix A**.

**Table 4.1: HGV holding locations outside the IMA, capacity, travel distance and journey time to the FMA**

HGV holding location	HGV capacity	Distance to FMF	Journey time to FMF
Lorry parking behind Tesco Extra, Copdock Exchange	20 spaces	9 miles	14 mins
Junction 51 Services	15 spaces	17 miles	20 mins
Junction 44 Rougham Hill Lorry Park	25 spaces	35 miles	37 mins
Risby Truckstop	20 spaces	40 miles	41 mins
Coopers Cabin Truck Stop	30 spaces	40 miles	41 mins
Boreham Services	35 spaces	42 miles	45 mins
Birchanger Green Services	86 spaces	55 miles	1 hr 4 mins
Swoffham Lorry Park	8 spaces	61 miles	1 hr 20 mins
M25 Junction 30 Thurrock Services	120 spaces	70 miles	1 hr 16 mins
Cambridge Services	78 spaces	71 miles	1 hr 15 mins
M25 Junction 26 Truck Park	50 spaces	72 miles	1 hr 14 mins
Peterborough Extra Services	60 spaces	97 miles	1 hr 39 mins
Stibbington Lorry Park	25 spaces	101 miles	1 hr 39 mins

4.2.4 Suitable HGV holding points on the SRN on the approach to the freight management facility must be agreed with National Highways prior to commencement of construction.

4.2.5 Based on SZC Co. analysis, there would be sufficient capacity within the existing network of lorry parks and services to accommodate Sizewell C HGVs off the highway network during an incident. Depending on the severity of the incident and time of day (e.g. if it is unlikely that the incident would be cleared in time to allow normal operations to proceed within the HGV delivery time restrictions at the main development site), it may be necessary for the delivery team to cancel and reschedule deliveries via the DMS. If a scheduled delivery is cancelled, it would not be counted against the HDV/HGV caps defined in the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)) as no delivery/movement would have occurred. Any rescheduled HGV movements for subsequent days would be included within the HDV/HGV caps defined in the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)).



b) Live travel information

4.2.6 Designated HGV routes are proposed by SZC Co., which Sizewell C HGVs must adhere to throughout the construction period. The proposed Sizewell C HGV routes are defined later in this section.

4.2.7 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. must notify deliveries via the DMS in the event that there was an incident within the IMA which requires further action.

### 4.3 Measures to manage vehicles within the IMA

a) HGV routes

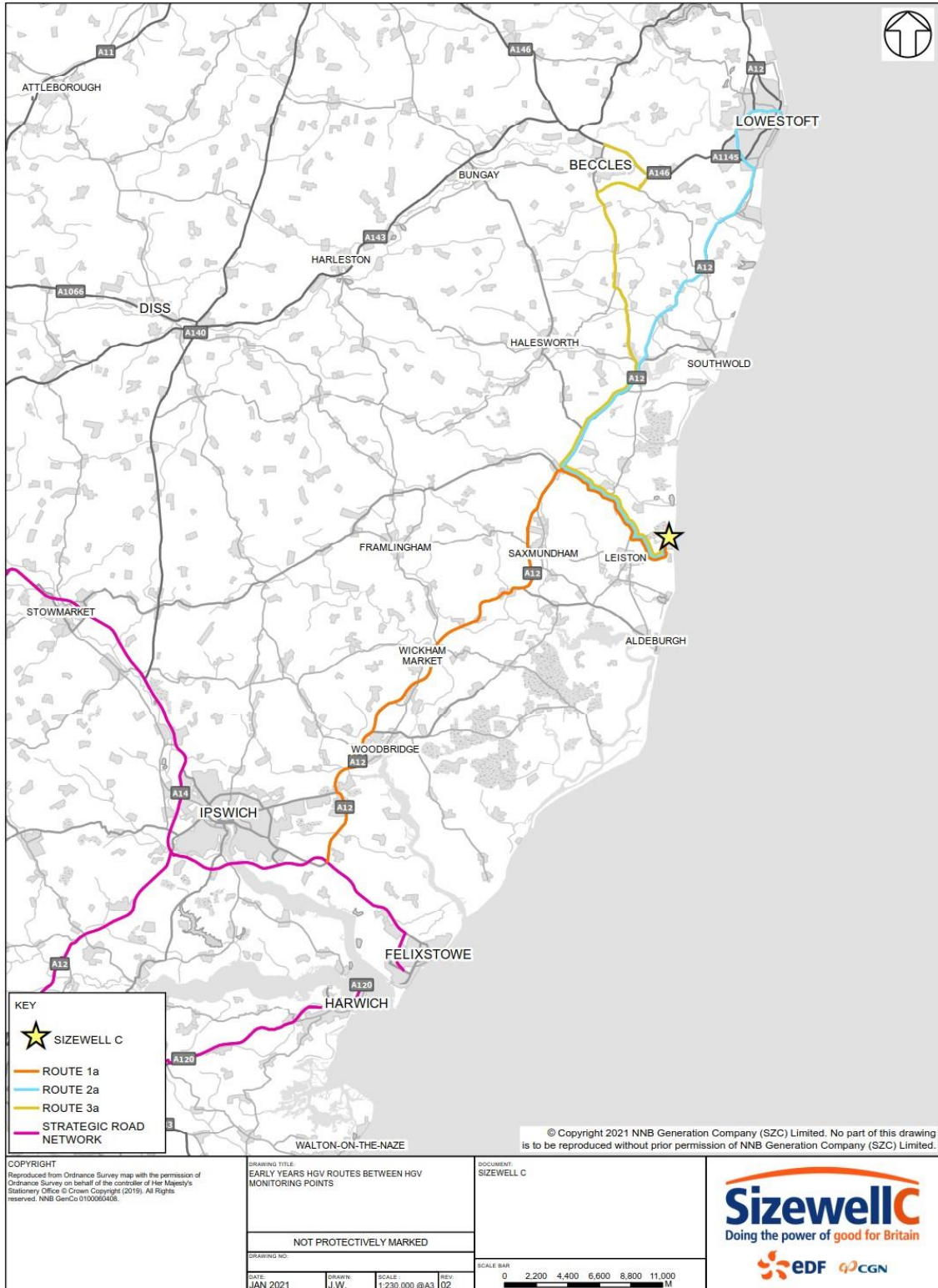
4.3.1 Sizewell C HGVs must use the designated HGV routes and must be monitored by SZC Co. for compliance.

4.3.2 During both the early years and peak construction period, HGVs arriving from the south to the freight management facility must route via the SRN (with the exception of using the local highway network between their origin and their nearest access to the SRN). The SRN in the vicinity of the freight management facility is identified on **Plates 4.1** and **4.2**.

4.3.3 In terms of the HGV routes on the local highway network, HGVs to and from the main development site must use the following HGV routes during the early years, which are illustrated in **Plate 4.1**:

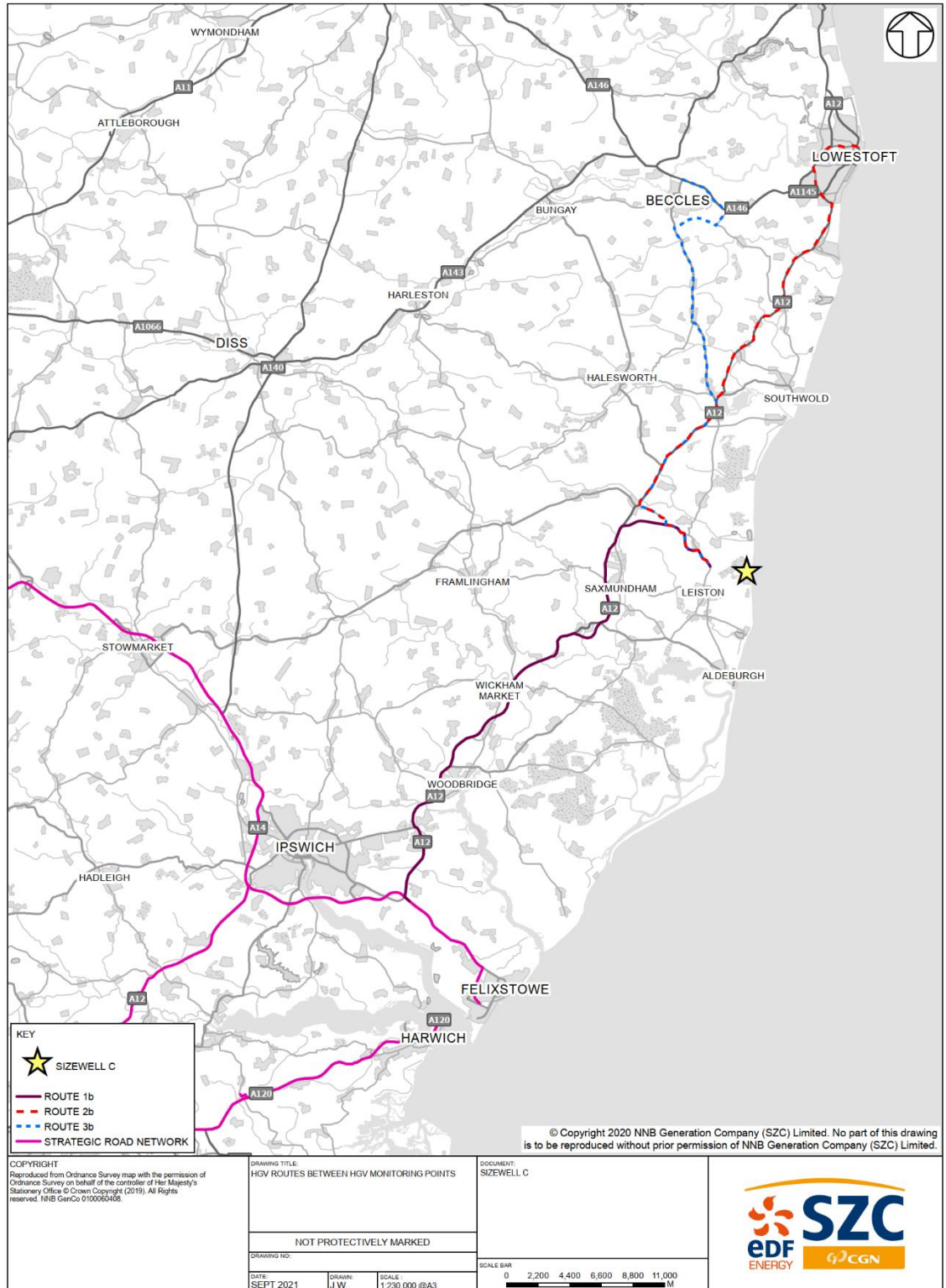
- **Route 1a:** HGV route from the A12/A14 junction at Seven Hills via the A12 to the A12/B1122 junction and then along the B1122 and Lover's Lane to the secondary site entrance or continue along Sizewell Gap to the Sizewell B access.
- **Route 2a:** HGV route from Lowestoft Port via the A12 to the A12/B1122 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: Early Years HGV routes prior to two village bypass and Sizewell link road**



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- 4.3.4 Once the two village bypass, Sizewell link road, and main development site access are in place, the HGV routes on the local highway network will 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.
  - **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.
  - **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.

**Plate 4.2: Peak construction phase HGV routes once two village bypass and Sizewell link road are operational**



b) Holding of HGVs and buses off the highway network

4.3.5 In the event that the **TIMP** is activated, SZC Co. will have the ability to hold Sizewell C HGVs and buses off the highway network until notified by Suffolk Constabulary to proceed with normal operations. The following holding facilities are proposed.

i. Freight management facility

4.3.6 A freight management facility will be provided at Seven Hills to manage HGVs during the construction period 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.

4.3.7 If the incident is north of the freight management facility, HGVs will be held at the freight management facility on their route to the main development site. If the incident is west / south of the freight management facility, HGVs will be held at the freight management facility on their route from the main development site. The freight management facility would only be used to hold Sizewell C HGVs as the Sizewell C buses are not proposed to route in the vicinity of the freight management facility.

4.3.8 HGVs will be held at the freight management facility until Suffolk Constabulary has communicated that the incident has been cleared or an alternative route has been confirmed. HGV accumulation analysis indicates that the freight management facility will have sufficient capacity during an incident to continue to receive HGVs for approximately four hours, holding them off the highway network. That capacity gives sufficient time during a prolonged incident to activate an alternative response (e.g. cancel deliveries, direct drivers to other holding locations off the highway network).

ii. Traffic incident management area

4.3.9 A traffic incident management area (TIMA) will be located at the southern park and ride facility. The TIMA will be able to hold Sizewell C HGVs and buses in the event of an incident on the highway network. It is estimated that there would be sufficient hardstanding area to accommodate circa 90 HGVs and buses, discounting areas required for access, egress, and circulation.

4.3.10 The TIMA must only be utilised for holding Sizewell C HGVs and buses and only in the event that the **TIMP** is activated.

4.3.11 If the incident is north of the TIMA, HGVs and buses will be held at the TIMA on their route to the main development site. If the incident is south of the

TIMA, HGVs and buses will be held at the TIMA on their route from the main development site.

- 4.3.12 HGVs and buses will be held at the TIMA until Suffolk Constabulary has communicated that the incident has been cleared or an alternative route has been confirmed.

iii. Park and ride facilities

- 4.3.13 Two park and ride facilities are proposed: a southern park and ride facility at Wickham Market 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 transfer workers to dedicated Sizewell C buses to the main development site. However, in the event of an incident within the IMA, when required, the park and ride facilities could also be used to temporarily hold buses off the highway network. There will be 10 bus holding spaces at each of the park and ride facilities. This will be in addition to the holding facility within the TIMA at the southern park and ride facility.

- 4.3.14 Buses will be held until Suffolk Constabulary has communicated that the incident has been cleared or an alternative route has been confirmed.

iv. Main development site

- 4.3.15 There will also be capacity around the main development site to hold HGVs and buses off the highway network. HGVs could be held within the main site, or on the LEEIE during the early years. HGVs and buses departing the site could be held at the main development site in the event of an incident occurring on the B1122 or Sizewell link road.

- 4.3.16 There will be 80 HGV and 20 bus parking spaces provided in the freight management facility at the LEEIE, and this area will be available as a HGV and bus holding area during the early phases of construction (i.e. site establishment).

c) Delivery management system

- 4.3.17 As set out earlier, all HGVs must be tracked on their route to/from the main development site via GPS technology through the DMS. This will facilitate the implementation and monitoring (real-time and retrospectively) of the **TIMP**.

d) Diversion routes

- 4.3.18 SZC Co. proposes to hold Sizewell C HGVs and buses off the highway network in the event of the **TIMP** being activated and until notified otherwise

by Suffolk Constabulary. However, there may be residual HGVs and buses on the highway network that are unable to access one of the holding locations (e.g. due to congestion caused by the incident).

4.3.19 Any Sizewell C HGVs and buses not held at one of the holding locations must be required to route along the designated HGV and bus routes unless temporarily instructed not to by Suffolk Constabulary or the highway authority (SCC or National Highways) and instructed to use diversionary routes.

4.3.20 In respect of any given incident, Sizewell C HGVs and buses must use any diversionary routes directed by or agreed with Suffolk Constabulary or the highway authority (SCC or National Highways).

e) **Communication**

4.3.21 SZC Co. must 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.

4.3.22 Prior to commencement, SZC Co. must establish appropriate communications protocols with the highway authorities and Suffolk Constabulary so that incidents within the IMA can be effectively communicated and managed.

4.3.23 SZC Co. must establish an appropriate communications protocol for workers, bus drivers transporting construction workers and HGV drivers.

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## 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, will 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).

## 5.2 Planned incidents and events

5.2.1 SZC Co. has worked with SCC, National Highways and Suffolk Constabulary to develop a set of potential incidents which may cause the closure of a part of the highway within the IMA. SZC Co. has considered seven potential incident scenarios, along with proposed actions to be taken by the Sizewell C Delivery Co-ordinator and delivery team. The potential scenarios are:

- **Scenario 1** – Closure of the Orwell Bridge between Junction 56 and 57 of the A14;
- **Scenario 2** – Activation of “Operation Stack” at the port of Felixstowe;
- **Scenario 3** – Incident on the B1122 in the Early Years;
- **Scenario 4** – Incident on the B1122 or Sizewell link road during peak construction;
- **Scenario 5** – Incident on the A12 north of Yoxford;
- **Scenario 6** – Incident on the A12 between Yoxford and the southern park and ride facility; and
- **Scenario 7** – Incident on the A12 between the southern park and ride facility and the A14 Seven Hills interchange.

5.2.2 These incidents, and the proposed responses, are necessarily considered in broad terms at this stage and there is no consideration of the specific nature of the incident nor the road direction, or number of lanes, that would be closed. Further work will be required, working cooperatively with SCC and emergency services, to refine the specific actions on a case-by-case basis in the event of a real incident on the highway network. Lessons learned from real-world incidents and responses will be discussed by the TRG, and any changes required to the TIMP will be incorporated through the TRG review process described in **section 6**.

- a) **Scenario 1 – Closure of Orwell Bridge and A14 between Junction 56 and Junction 57**

5.2.3 The Orwell Bridge forms part of the A12 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.

- 5.2.4 For planned closures of Orwell Bridge, National Highways will 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 National Highways and SCC in relation to appropriate diversionary routes. A map demonstrating the proposed response in Scenario 1 is shown in **Appendix B**. An approved diversion route around the north of Ipswich is shown in green on that map, although it is recognised that this route experiences congestion and more strategic diversion routes during a planned closure are likely to be required by the highway authorities.
- 5.2.5 During a closure of the Orwell Bridge, HGVs from the south heading towards the freight management facility will be directed via the DMS to hold at one of the HGV holding points outside the IMA, or indeed, depending on the incident, hold at the source location to avoid starting the journey. There are a limited number of locations to hold HGVs on the SRN and in some cases HGVs will have already travelled past the last potential holding point on their journey by the time an incident is detected and the driver is notified. It is expected that a number of HGVs therefore may need to find a safe place to u-turn (e.g. roundabout) and travel back to the nearest available holding point.
- 5.2.6 HGVs departing the main development site would be instructed to either hold at the main development site, or at the TIMA, until the Orwell Bridge was reopened. The freight management facility may also be accessible for HGVs that have departed the main development site, where HGVs have already travelled past the TIMA. The response strategy may however direct those HGVs to u-turn back to the TIMA to avoid contributing to any queuing around the Seven Hills A14/A12 interchange and Orwell Bridge approaches.
- 5.2.7 Buses would continue to operate on their usual services in this scenario.
- 5.2.8 It should be noted that planned closures of the Orwell Bridge due to high winds is less frequent since the implementation of a mitigation scheme by National Highways. Electronic signs showing changeable speed limits have been installed so that traffic can travel over the bridge at lower speeds safely even during high winds. This means that the bridge is kept open more often during storms.
- b) **Scenario 2 – Activation of “Operation Stack” at the port of Felixstowe**
- 5.2.9 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.

- 5.2.10 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.
- 5.2.11 When Operation Stack is activated, the response is implemented in three levels depending on the severity of the disruption: (a) disruption, (b) disruption leading to parking up of HGVs within the port; (c) disruption leading to stacking HGVs on Old Felixstowe Road. Operation Stack is implemented by the port of Felixstowe and communicated to relevant stakeholders and the public when it is deployed. It is understood from stakeholders liaison that level c) is rarely required whereby HGVs are stacked on Old Felixstowe Road.
- 5.2.12 In the event of Operation Stack being actioned at the first two levels, either (a) or (b) (i.e. Scenario 2a), SZC Co. will not take any immediate action, but will be on standby to respond should the third level of response be implemented (i.e. stacking HGVs on Old Felixstowe Road) – Scenario 2b. In consultation with Suffolk Constabulary, SZC Co. could close the freight management facility to reduce the number of HGVs travelling on Old Felixstowe Road, and thereby reduce the demand in the area during HGV stacking operation. Sizewell C HGVs could instead be directed towards the main development site, or TIMA at the southern park and ride facility. Consideration will need to be given to local traffic management arrangements and signage at the A14 / A12 Seven Hills interchange to ensure it is appropriate when Sizewell C drivers are instructed not to use the freight management facility.
- 5.2.13 The graduated response provides early warning of the potential for stacking HGVs on Felixstowe Road. It is also understood that it typically takes a number of hours for HGVs stacked on Old Felixstowe Road to extend back towards the freight management facility. Consequently, there would be sufficient early warning for Sizewell C's delivery management team to respond.
- 5.2.14 HGVs departing the main development site are not required to visit the freight management facility, so there would be no disruption to HGVs departing the main development site.

- 5.2.15 There would be no change to the operation of Sizewell C buses in this scenario.
- 5.2.16 A map demonstrating the proposed response in Scenario 2b is shown in **Appendix B**.
- c) Scenario 3 – Incident on the B1122 in Early Years
- 5.2.17 During the Early Years of Sizewell C construction the Sizewell link road, freight management facility, TIMA and park and ride sites will not be available. There is no appropriate alternative to the B1122 and so the response strategy will be to instruct inbound HGVs destined for the main development site to hold at an available location on the SRN, or at their origin, until the incident is cleared.
- 5.2.18 HGVs departing the main development site will be instructed to hold at their location until the incident is cleared.
- 5.2.19 As set out in the **CTMP** (Annex K of the DoO Doc Ref. 8.17(H)), SZC Co. is funding Suffolk Constabulary to escort AILs and in the early years all AILs over 2.9m wide will be police escorted. This means that should there be an incident on the B1122, it is likely that roads police will be in the vicinity of the area and will be able to respond quickly and manage the incident.
- 5.2.20 A map demonstrating the proposed response in Scenario 3 is shown in **Appendix B**.
- d) Scenario 4 – Incident on the B1122 or Sizewell link road during peak construction
- 5.2.21 During peak construction the Sizewell link road, freight management facility, TIMA and park and ride sites will be available. In the event of an incident on the B1122 west of the Middleton Moor Link (Scenario 4a), HGVs and buses will be diverted onto the Sizewell link road. HGVs and buses from the north will be diverted through Yoxford. In the event of an incident on the Sizewell link road west of the Middleton Moor Link (Scenario 4b), HGVs and buses will be diverted onto the B1122 through the Yoxford roundabout, travelling then via the Middleton Moor Link, back onto the Sizewell link road. HGVs and buses from the south will therefore travel through Yoxford during the incident.
- 5.2.22 In the event of an incident on the Sizewell link road east of Middleton Moor Link HGVs inbound to the main development site will be directed to hold at the freight management facility or TIMA. Any HGVs which have travelled past the TIMA will be instructed to u-turn at a safe location (e.g. one of the roundabouts on the A12) and return to the TIMA. HGVs from the north will be directed south on the A12 to the TIMA.

- 
- 5.2.23 Inbound buses to the main development site will be instructed to hold at one of the park and ride sites. Outbound bus movements from the main development site will be held until the incident is cleared.
- 5.2.24 A set of maps demonstrating the proposed response in Scenario 4a, 4b and 4c are provided in **Appendix B**.
- e) [Scenario 5 – Incident on the A12 North of Yoxford](#)
- 5.2.25 In the event of an incident on the A12 between Yoxford and the northern park and ride facility (Scenario 5a) inbound HGVs and buses from the south will continue to operate as normal. HGVs from the north will be directed to hold at their origin or hold off the highway network at one of the services or lorry parks identified outside the IMA. Outbound HGVs with a destination on the A12 north will be held at the main development site. Buses from the northern park and ride facility will be held at the site until the incident was cleared.
- 5.2.26 In the event of an incident closing the A12 north of the northern park and ride access (Scenario 5b), the HGV response strategy will be the same as for Scenario 5a, but buses will continue to operate between the northern park and ride and the main development site.
- 5.2.27 A set of maps demonstrating the proposed response in Scenario 5a and 5b are provided in **Appendix B**.
- f) [Scenario 6 – Incident on the A12 between Yoxford and southern park and ride](#)
- 5.2.28 During an incident on the A12 between Yoxford or the Sizewell link road, and the southern park and ride facility, HGVs and buses from the north to and from the main development site will continue to operate as normal.
- 5.2.29 Inbound HGVs from the south will be directed to be held at the freight management facility, or at the TIMA if they had already departed the freight management facility. Depending on the location of the incident in this section of the A12, drivers will be instructed to u-turn at one of the roundabouts on the A12 and return to the TIMA until the incident is cleared.
- 5.2.30 Buses associated with the southern park and ride facility will be held off the highway network either at the southern park and ride facility or at the main development site.
- 5.2.31 A map demonstrating the proposed response in Scenario 6 is provided in **Appendix B**.

g) Scenario 7 – Incident on the A12 between the southern park and ride and the A14 Seven Hills interchange

- 5.2.32 In the event of an incident on the A12 between the southern park and ride facility and the A14 Seven Hills Interchange, inbound HGVs will be instructed to hold at the freight management facility or, depending on the location of the incident at a holding location outside the IMA. HGVs will not be released from the freight management facility. Any HGVs that had left the freight management facility destined for the main development site will be instructed to u-turn at one of the roundabouts on the A12 and return to the freight management facility if possible to do so safely.
- 5.2.33 Outbound HGVs from the main development site to the north will continue to travel as normal, however HGVs with a destination on the A12 south will be held at the main development site. Depending on the nature of the incident on the A12, HGVs from the main development site will be instructed to hold at the TIMA.
- 5.2.34 Bus movements to and from the northern and southern park and ride facilities will continue to operate with normal services.
- 5.2.35 A map demonstrating the proposed response in Scenario 7 is provided in **Appendix B**.

h) Latitude festival

- 5.2.36 The Latitude festival is an annual music event that takes place in Henham Park over four days in July; usually Thursday - Sunday. It has a capacity for 40,000 people. Henham Park is off the A12 and north of the A1095.
- 5.2.37 SZC Co. must 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 must 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. must provide contractors with the information necessary to contact all deliveries with planned arrivals via the DMS 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 co-ordinators 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 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 via the DMS and haulage companies;
  - 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;
  - by the Sizewell C Delivery Co-ordinator 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 Co-ordinator during construction will be secured through the **DoO** (Doc Ref. 8.17(H)).

## 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 month for the first 3 months and every 3 months thereafter throughout the construction phase. Any member of the TRG will also have the ability to call an urgent meeting to respond to a time-critical issue in accordance with Schedule 16 of the **DoO** (Doc Ref. 8.17(H)). The TRG meetings will discuss the monitoring reports and agree any refinements to the **TIMP** that are required. In relation to the **TIMP**, 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 parish councils and other interested parties.

6.1.3 The TRG, Community Safety Working Group, parish councils and forums will also play an important role in providing feedback on the implementation of the **TIMP** and any issues associated with it.

6.1.4 The governance, scope and authority of the TRG is secured through the **DoO** (Doc Ref. 8.17(H)).

a) Action plan

6.1.5 As part of the monitoring report, an action plan must be provided, which will set out the proposed actions put forward by the Transport Co-ordinator and Delivery Co-ordinator for the subsequent quarter with regards to the **TIMP**.

b) Change log

6.1.6 Where it is considered by SZC Co. that, in the light of monitoring information or feedback, there is a need to amend or update the **TIMP**, SZC Co. must submit an amended **TIMP** to the TRG for approval.

6.1.7 If any changes to the **TIMP** are made, a change log must be provided within the transport monitoring report to keep a record of any approved changes to the **TIMP**. The change log must be carried forward and updated as part of each transport monitoring report with any changes approved by the TRG at the previous TRG meetings recorded.

## 6.2 SZC Co. review

6.2.1 In addition to the TRG review process, regular internal SZC Co. meetings will take place to discuss the **TIMP**. The meetings will take the following format:

- 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.



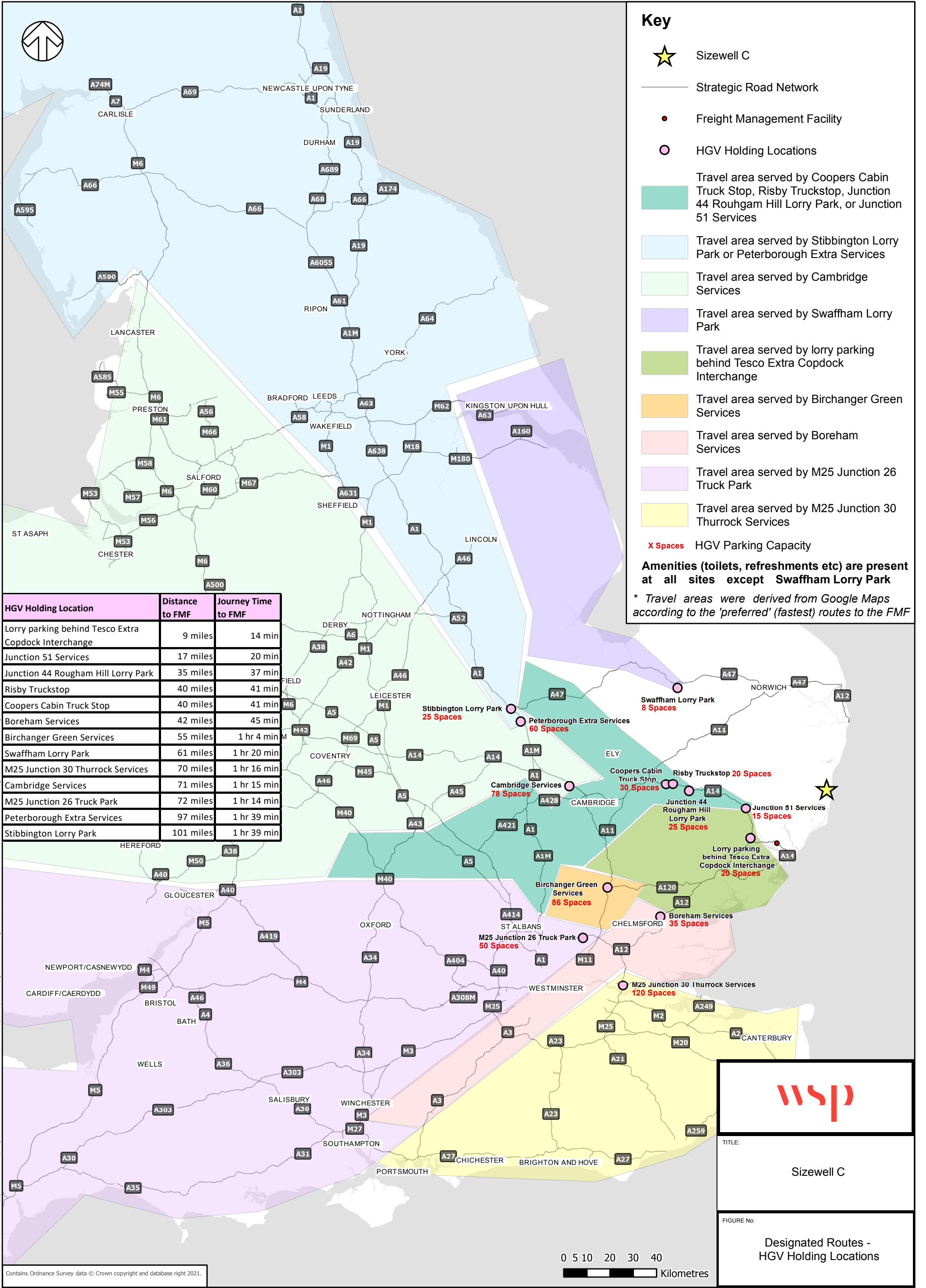
- Planned incident meetings: a review of the planned incidents incorporating any measures required.

## REFERENCES

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

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## APPENDIX A: MAP OF HGV HOLDING LOCATIONS ON THE STRATEGIC ROAD NETWORK OUTSIDE THE INCIDENT MANAGEMENT AREA



**Key**

- ★ Sizewell C
- Strategic Road Network
- Freight Management Facility
- HGV Holding Locations
- Travel area served by Coopers Cabin Truck Stop, Risby Truckstop, Junction 44 Rougham Hill Lorry Park, or Junction 51 Services
- Travel area served by Stibbington Lorry Park or Peterborough Extra Services
- Travel area served by Cambridge Services
- Travel area served by Swaffham Lorry Park
- Travel area served by lorry parking behind Tesco Extra Copdock Interchange
- Travel area served by Birchanger Green Services
- Travel area served by Boreham Services
- Travel area served by M25 Junction 26 Truck Park
- Travel area served by M25 Junction 30 Thurrock Services
- X Spaces HGV Parking Capacity
- Amenities (toilets, refreshments etc) are present at all sites except Swaffham Lorry Park**
- \* Travel areas were derived from Google Maps according to the 'preferred' (fastest) routes to the FMF*

HGV Holding Location	Distance to FMF	Journey Time to FMF
Lorry parking behind Tesco Extra Copdock Interchange	9 miles	14 min
Junction 51 Services	17 miles	20 min
Junction 44 Rougham Hill Lorry Park	35 miles	37 min
Risby Truckstop	40 miles	41 min
Coopers Cabin Truck Stop	40 miles	41 min
Boreham Services	42 miles	45 min
Birchanger Green Services	55 miles	1 hr 4 min
Swaffham Lorry Park	61 miles	1 hr 20 min
M25 Junction 30 Thurrock Services	70 miles	1 hr 16 min
Cambridge Services	71 miles	1 hr 15 min
M25 Junction 26 Truck Park	72 miles	1 hr 14 min
Peterborough Extra Services	97 miles	1 hr 39 min
Stibbington Lorry Park	101 miles	1 hr 39 min

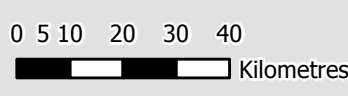


TITLE:

**Sizewell C**

FIGURE No:

**Designated Routes - HGV Holding Locations**



## APPENDIX B: MAPS SHOWING PROPOSED TIMP RESPONSE SCENARIOS



**Key**

- ★ Sizewell C
- Potential Holding Location
- ✗ Incident Location
- Usual Route
- Highways England Diversion Routes



TITLE:  
Sizewell C  
Timp Diversions

FIGURE No:  
Scenario 1 - Orwell Bridge Closed

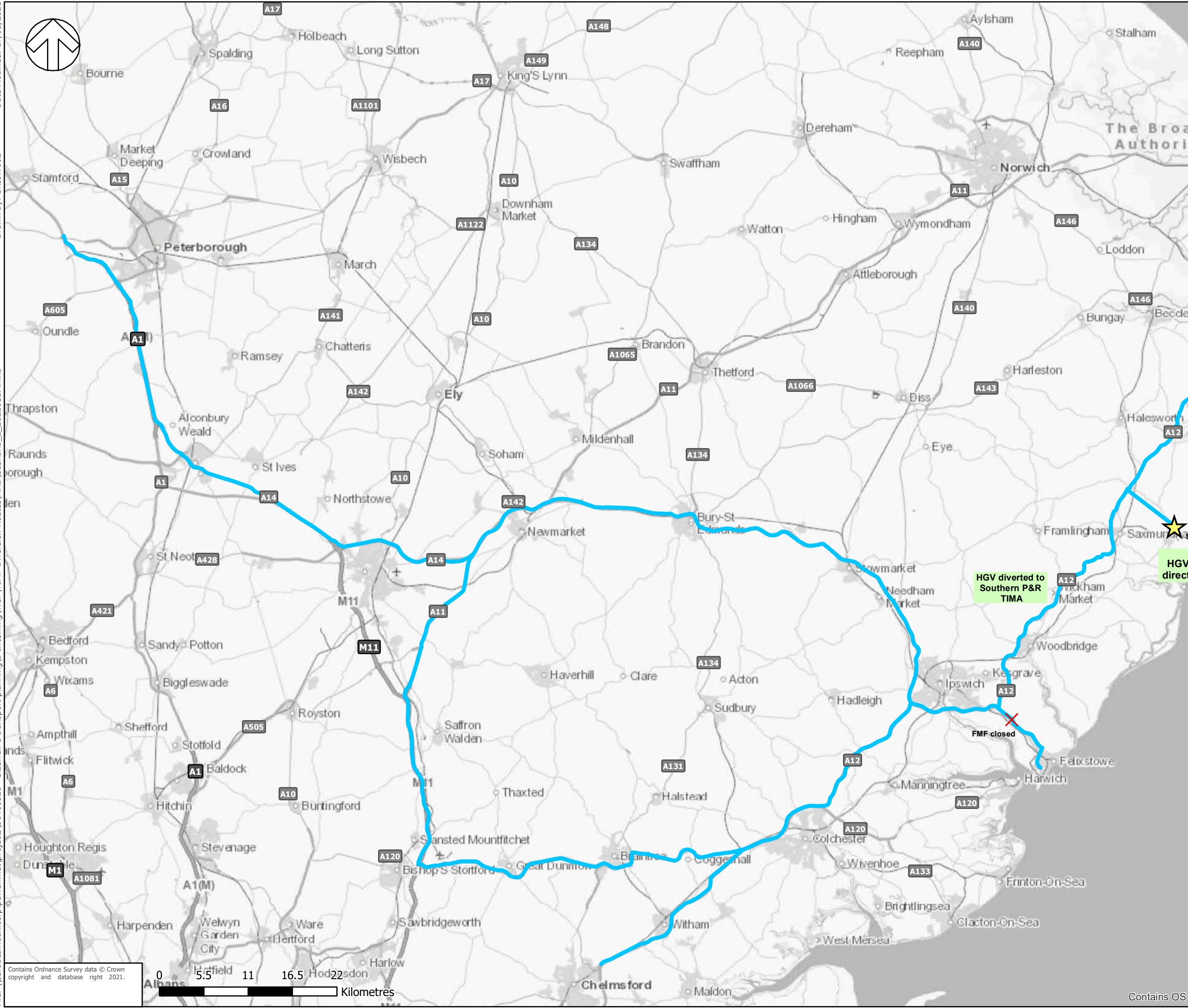
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**Key**

- ★ Sizewell C
- ✗ Incident Location
- Usual Route
- HGV diverted directly to MDS or Southern P&R TIMA



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TITLE:  
Sizewell C  
Timp Diversions

FIGURE No:  
Scenario 2b - FMF closed

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**Key**

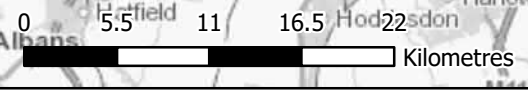
- Sizewell C
- Potential Holding Location
- Incident Location
- Usual Route
- Closed Route



TITLE:  
Sizewell C  
Timp Diversions

FIGURE No:  
Scenario 3

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**Key**

- ★ Sizewell C
- ✗ Incident Location
- Usual Route
- Potential Diversion Route
- Closed Route



TITLE:  
Sizewell C  
Timp Diversions

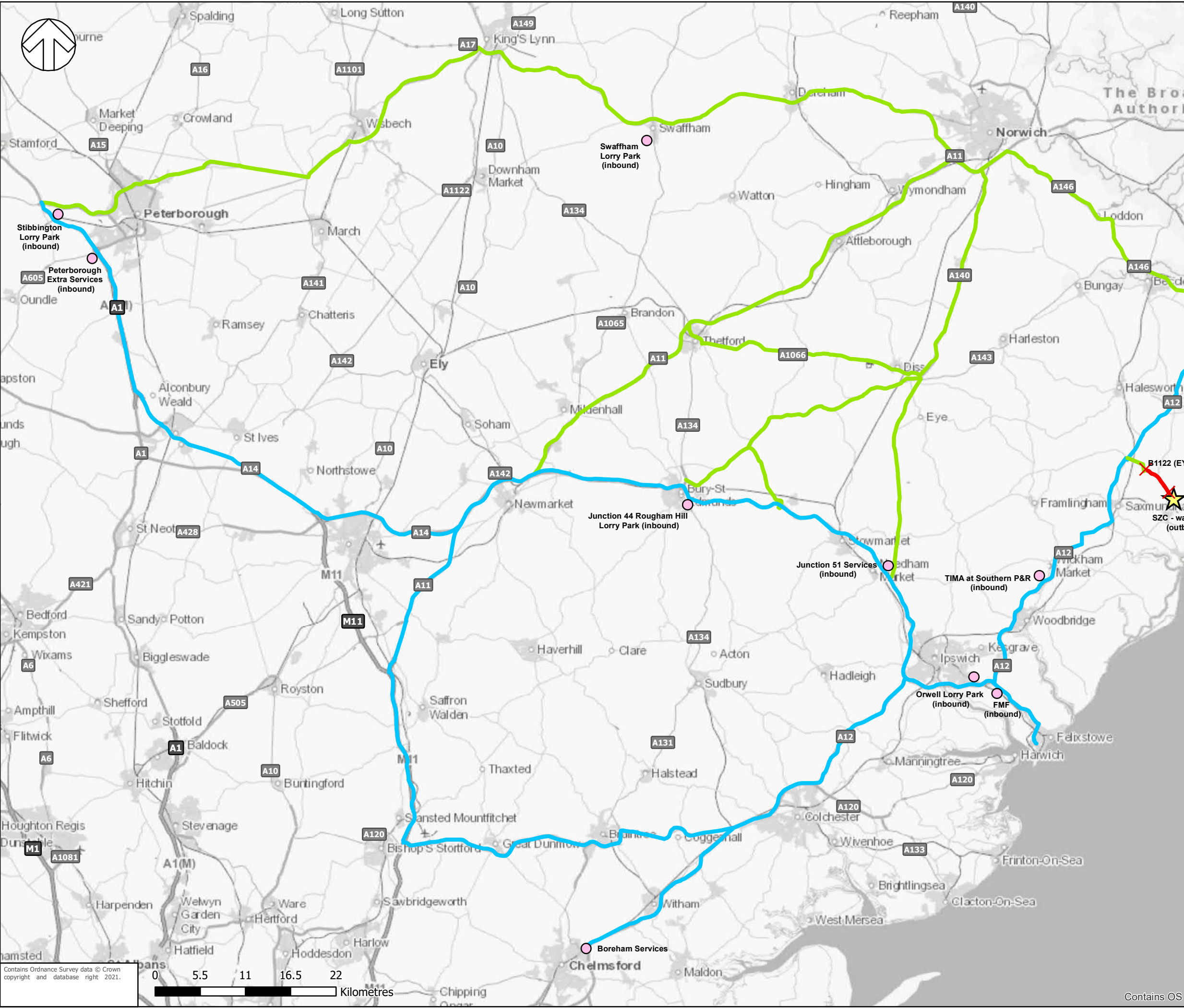
FIGURE No:  
Scenario 4a

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**Key**

- ★ Sizewell C
- Potential Holding Location
- ✗ Incident Location
- Usual Route
- Highways England Diversion Routes
- Closed Route



TITLE:  
Sizewell C  
Timp Diversions

FIGURE No:  
Scenario 4c - SLR  
closed east of MML

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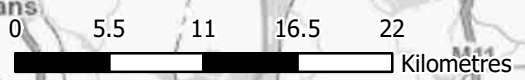
**Key**

- ★ Sizewell C
- Potential Holding Location
- ✗ Incident Location
- Usual Route
- Highways England Diversion Routes
- Closed Route

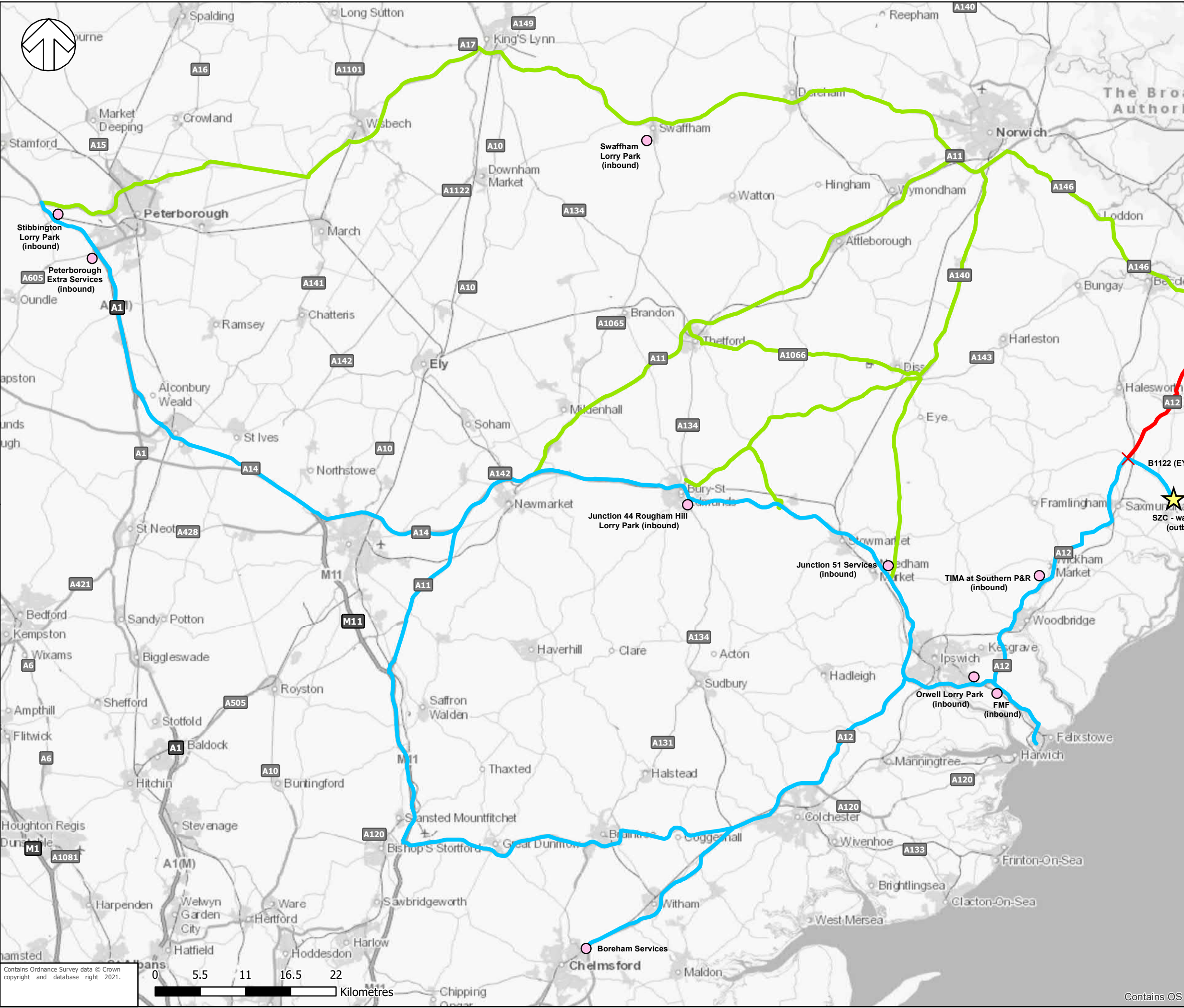


TITLE:  
Sizewell C  
Timp Diversions

FIGURE No:  
Scenario 5a - A12  
closed between Yoxford  
and Northern P&R



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**Key**

- ★ Sizewell C
- Potential Holding Location
- ✗ Incident Location
- Usual Route
- Highways England Diversion Routes
- Closed Route

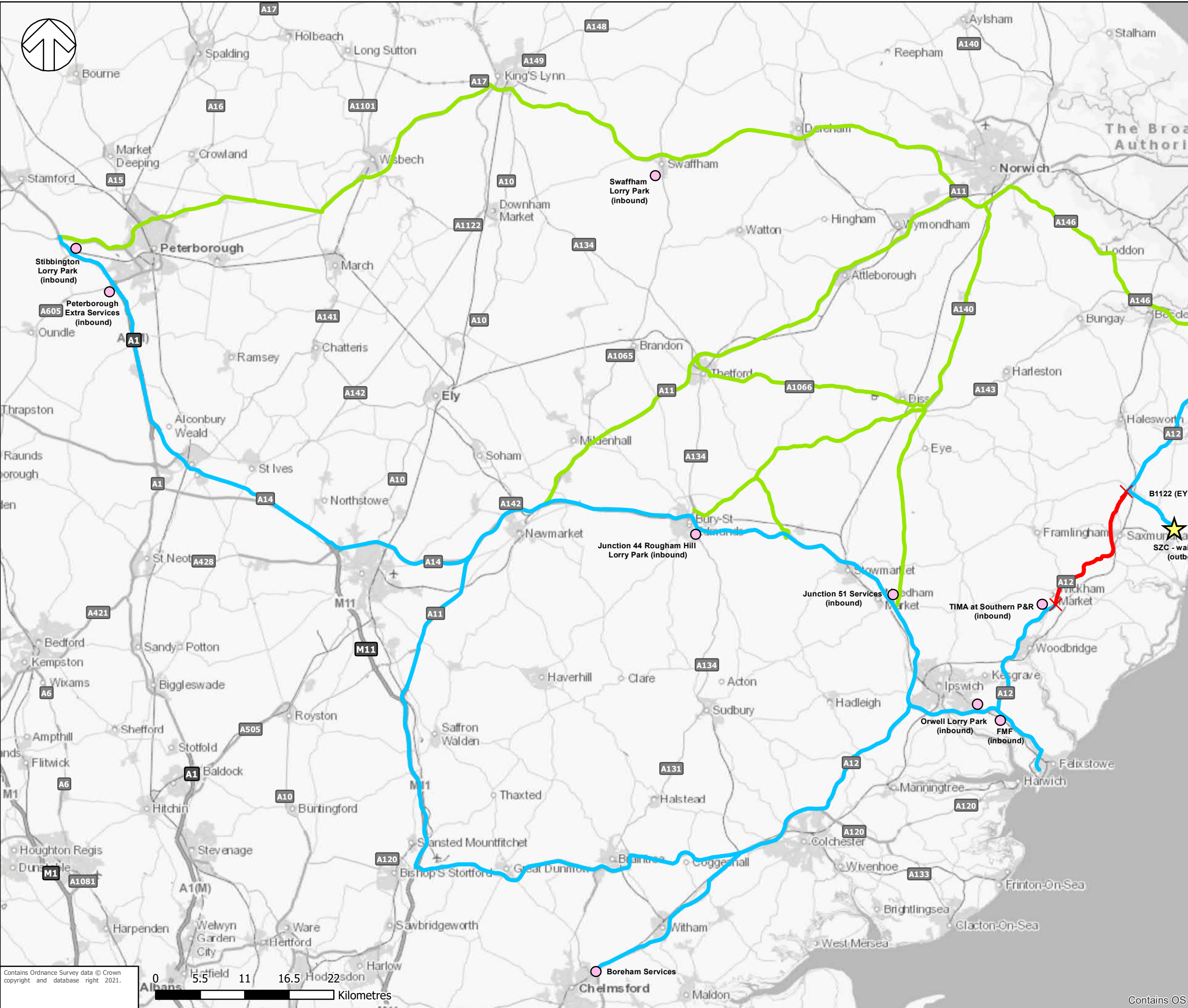


TITLE:  
Sizewell C  
Timp Diversions

FIGURE No:  
Scenario 5b -  
A12 closed north  
of Northern P&R

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**Key**

- ★ Sizewell C
- Potential Holding Location
- ✗ Incident Location
- Usual Route
- Highways England Diversion Routes
- Closed Route



TITLE:  
Sizewell C  
Timp Diversions

FIGURE No:  
Scenario 6



**ANNEX N  
B1125 SCHEME**





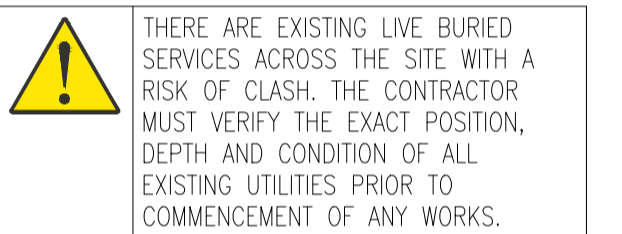
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6. POSITIONS OF SOME EXISTING FEATURES HAVE BEEN INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT LOCATIONS.
7. ALL WORKS ARE CURRENTLY ASSUMED TO BE WITHIN THE EXISTING HIGHWAY BOUNDARY, BUT THE LAYOUT IS TO BE VERIFIED ONCE THE HIGHWAY BOUNDARY PLAN IS PROVIDED.

KEY

- VISIBILITY LINE PEDESTRIAN CROSSING - 40m
- VISIBILITY SPLAY (30m) (30mph SPEED LIMIT)
- PROPOSED JUNCTION VISIBILITY 2.4m X 43m
- PROPOSED CARRIAGEWAY EDGE
- PROPOSED FOOTWAY EDGE
- PROPOSED DOUBLE YELLOW LINES
- PROPOSED WIDENED FOOTWAY/PAVING
- 17.9m PROPOSED DIMENSION
- 17.9m EXISTING DIMENSION
- FLUSH KERB
- TACTILE PAVING (UNCONTROLLED CROSSING)



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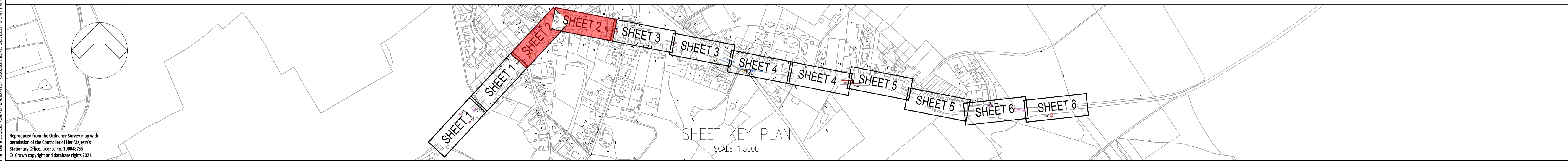
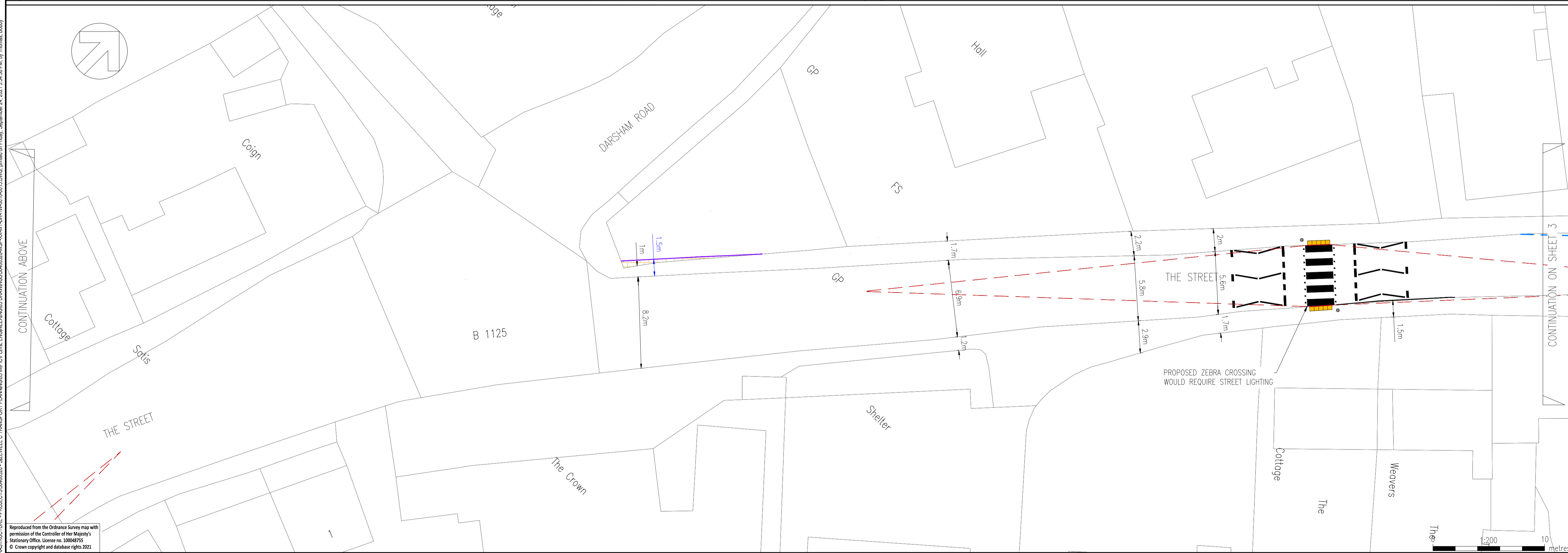
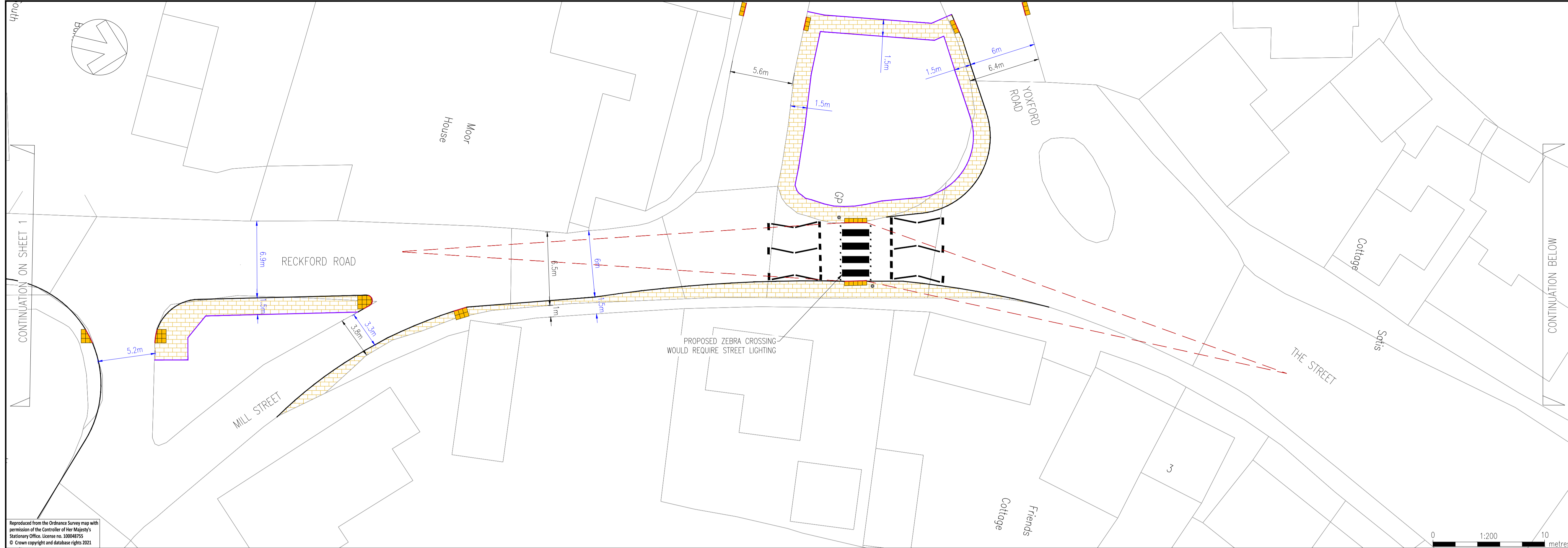
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SCALE @ A1: 1:200  
CHECKED: JLL  
APPROVED: JLL

PROJECT NO: 50400326  
DESIGNED: AS  
DRAWN: BT  
DATE: June 2021

DRAWING NO: 50400326-WSP-XX-WT-DR-HW-0011  
REV: P01

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

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-  EXISTING DIMENSION
-  FLUSH KERB
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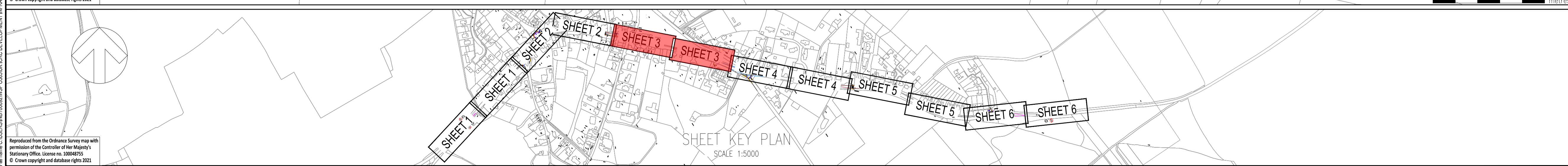
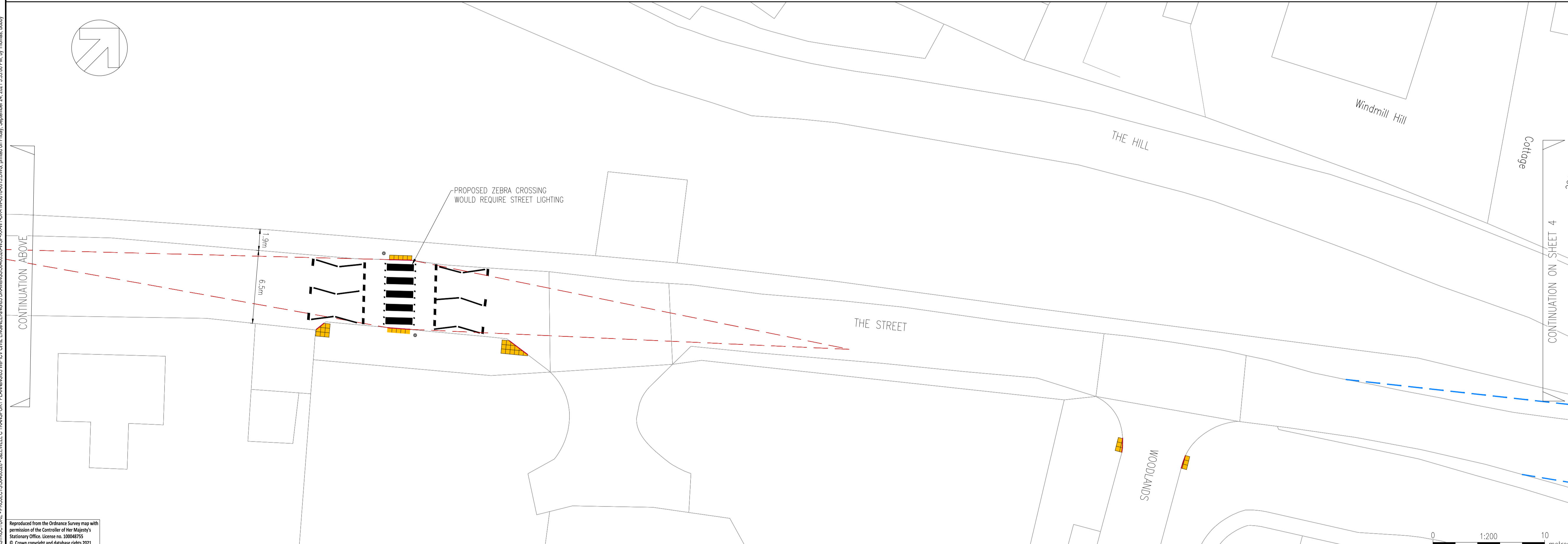
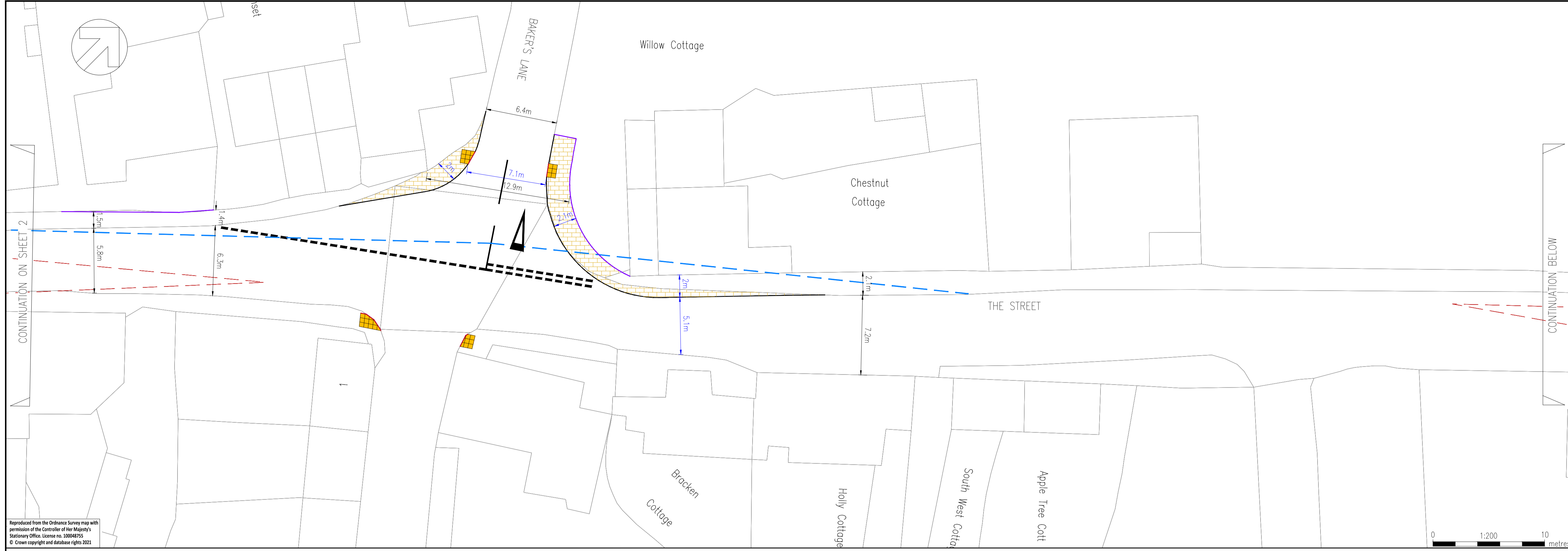
ARCHITECT:

SITE/PROJECT: **B1125 SCHEME**

TITLE: **PROPOSED LAYOUT  
B1125 RECKFORD ROAD/THE STREET/ BLYTHBURG ROAD  
SHEET 3 OF 6**

SCALE @ A1: 1:200	CHECKED: JL	APPROVED: JL
PROJECT NO: 50400326	DESIGNED: AS	DRAWN: BT
DRAWING NO: 50400326-WSP-XX-WT-DR-HW-0012	DATE: June 2021	REV: P01

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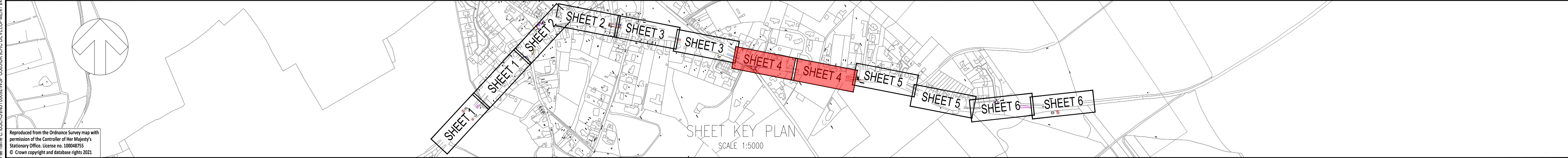
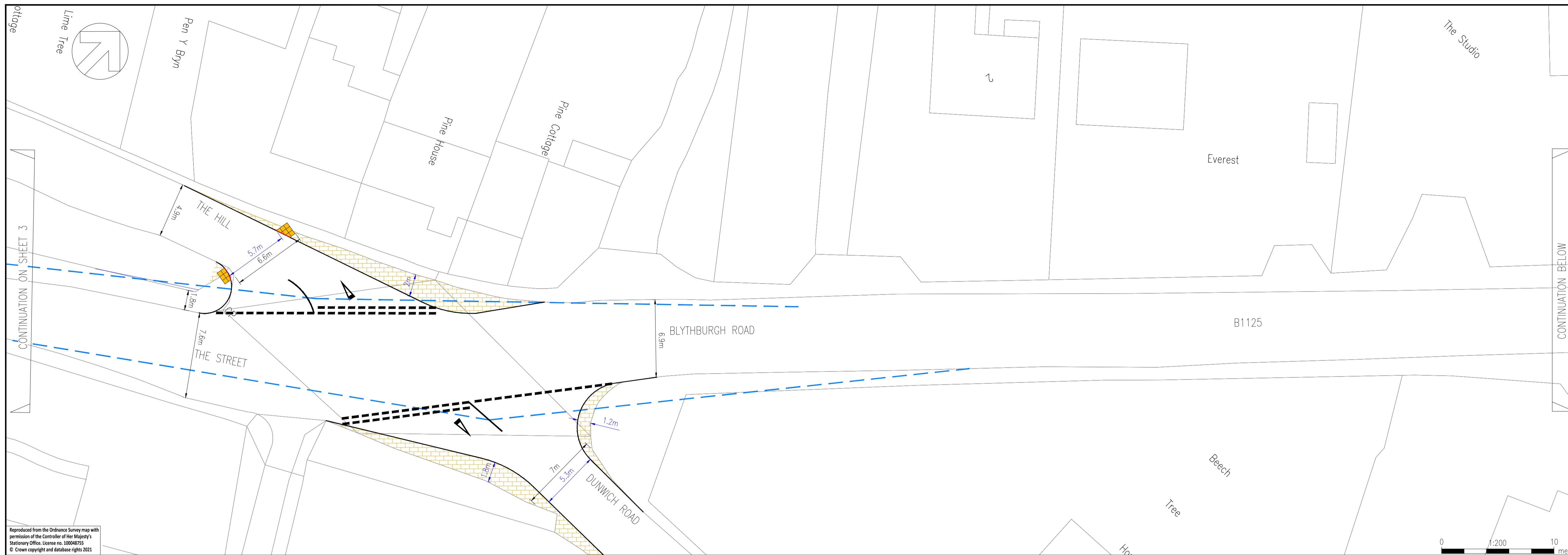


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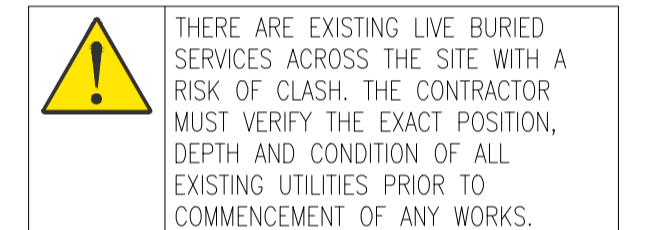
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CLIENT: **EDF ENERGY**

ARCHITECT:

SITE/PROJECT: **B1125 SCHEME**

TITLE: **PROPOSED LAYOUT  
B1125 RECKFORD ROAD/THE STREET/ BLYTHBURGH ROAD  
SHEET 4 OF 6**

SCALE @ A1: 1:200	CHECKED: JL	APPROVED: JL
PROJECT NO: 50400326	DESIGNED: AS	DRAWN: BT
DRAWING NO: 50400326-WSP-XX-WT-DR-HW-0013	DATE: June 2021	REV: P01

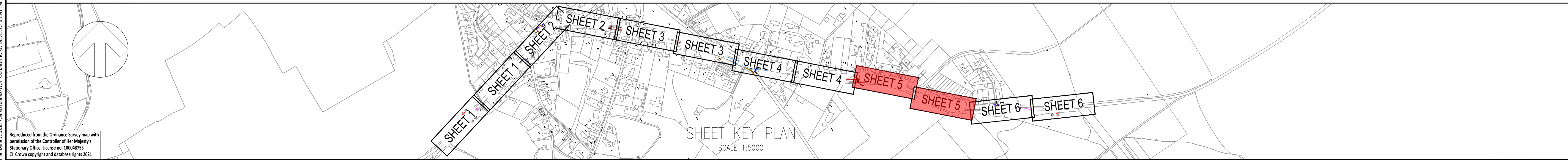
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ARCHITECT: **B1125 SCHEME**

TITLE: **PROPOSED LAYOUT  
B1125 RECKFORD ROAD/THE STREET/ BLYTHBURGH ROAD  
SHEET 5 OF 6**

SCALE @ A1: 1:200	CHECKED: JL	APPROVED: JL
PROJECT NO: 50400326	DESIGNED: AS	DRAWN: BT
DRAWING NO: 50400326-WSP-XX-WT-DR-HW-0014	DATE: June 2021	REV: P01

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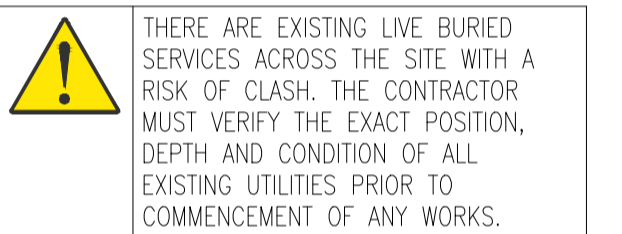
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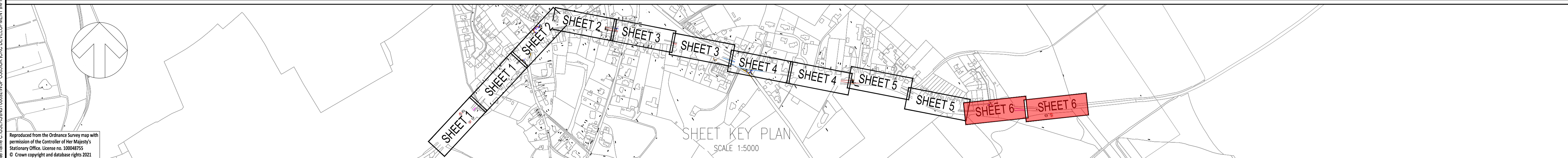
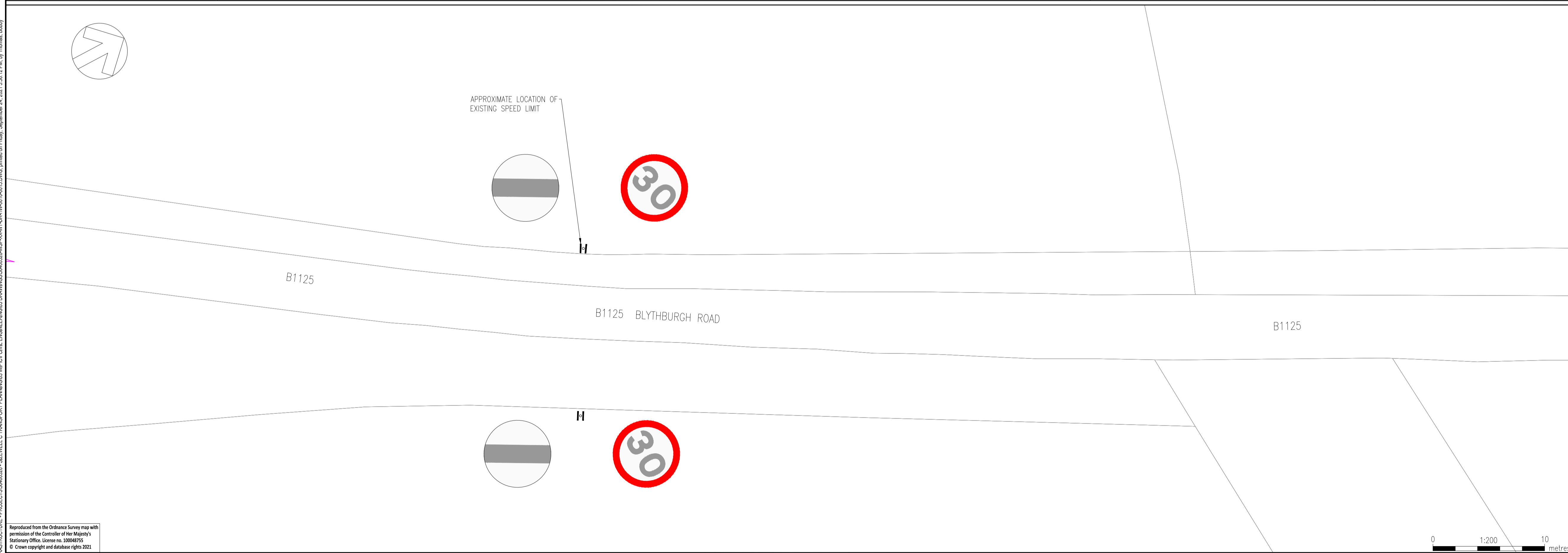
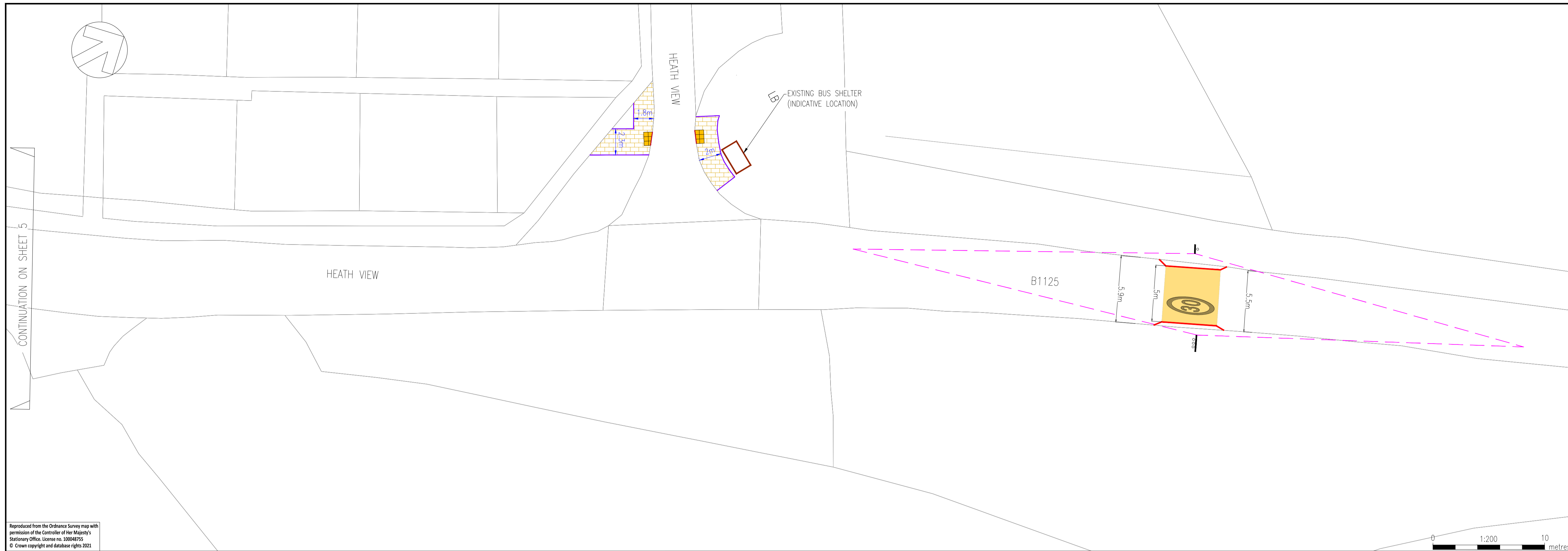
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TITLE:  
PROPOSED LAYOUT  
B1125 RECKFORD ROAD/THE STREET/ BLYTHBURGH ROAD  
SHEET 6 OF 6

SCALE @ A1:	CHECKED:	APPROVED:	
1:200	JL	JL	
PROJECT NO:	DESIGNED:	DRAWN:	DATE:
50400326	AS	BT	June 2021

DRAWING NO:	REV:
50400326-WSP-XX-WT-DR-HW-0015	P01

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**ANNEX O**  
**CONTINGENT EFFECTS**

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**CONTINGENT EFFECTS**

**1. CONTINGENT EFFECTS AND INDICATIVE PROPOSED MITIGATION**

- Column (1) of the below table sets out the potential effects of the Project defined as the "Contingent Effects".
- Columns (2) and (3) provide potential Proposed Mitigation which (subject to the determination of the Transport Review Group at the time that a Contingent Effect is considered to have occurred) could be funded through the Contingent Effects Fund to address each Contingent Effect and associated Cost Estimate.

<b>Contingent Effect</b>	<b><sup>1</sup>Potential Mitigation</b>	<b>Cost Estimate (£)</b>
B1121/B1119 including Saxmundham town centre	Revisions to signals	50,000
	Modifications to existing junction	100,000
	Introduction of one way system	100,000
	Introduction of or amendments to speed limits	20,000 each
Road safety impacts at A12 junctions with the B1125, A145, A1095, and B1126	Improvement to junctions	50,000 - 200,000 each
	Introduction of or amendments to speed limits	20,000 each
Road safety impacts at A12 Bredfield junction	Improvement to junction	50,000 - 200,000 each
	Installation of signals	100,000 per location
	Introduction of or amendments to speed limits	20,000 each
	Introduction of or amendments to speed limits	20,000 each

<sup>1</sup> The parties agree that the TRG shall consider demand management measures ahead of physical highway improvements.



Road safety and community impacts on A1120 Corridor	Installation of traffic calming measures	50,000 per location
	Installation of gateways	20,000 per location
	Installation of speed indicator device	3,000 each
Road safety and community impacts on A1094 Corridor, excluding 1094/B1069 junctions	Introduction of or amendments to speed limits	20,000 each
	Installation of traffic calming measures	50,000 per location
	Installation of gateways	20,000 per location
	Installation of speed indicator device	3,000 each
Road safety and community impacts on A1152/B1069 Corridor, excluding A1094/B1069 junctions	Introduction of or amendments to speed limits	20,000 each
	Installation of traffic calming measures	50,000 per location
	Installation of gateways	20,000 per location
	Installation of speed indicator device	3,000 each
Road safety impacts at A12/A14/A1156 Seven Hills (on local highway authority roads only)	Introduction of or amendments to speed limits	20,000 each
Traffic diversions and community impacts at the Sizewell C Main Development Site (ie the area east of the A12 - Kelsale, Knodishall, Leiston, Darsham, Walbleswick, Blythburgh (B1125), Aldeburgh, Aldringham, Friston, Sternield, Benhall, Snape, Blaxhall, Thorpness, Eastbridge and others) including minor roads, excluding the B1125 Westleton	Introduction of or amendments to parking restrictions	12,000 per location
	Introduction of or amendments to speed limits	20,000 each
	Provision of new footway	80 – 100 per m <sup>2</sup>
Community impacts at Coddendam	Introduction of or amendments to speed limits	20,000 each
	Installation of traffic calming measures	50,000 per location

Road safety and community impacts at B1078 Wickham Market to Tunstall	Introduction of or amendments to speed limits	20,000 each
	Installation of traffic calming measures	50,000 per location
	Installation of gateways	20,000 per location
	Installation of uncontrolled pedestrian crossings	2,500 – 3,500 each
	Speed Indicator Device	3,000 each
Road safety and community impacts at Northern Park and Ride (area bounded by Yoxford, Sibton and Bramfield) excluding the A144, B1122 junctions and A12 Yoxford	Introduction of or amendments to speed limits	20,000 each
	Installation of traffic calming measures	50,000 per location
	Installation of gateways	20,000 per location
	Installation of uncontrolled pedestrian crossings	2,500 – 3,500 each
	Speed Indicator Device	3,000 each
	Introduction of or amendments to parking restrictions	12,000 per location
Road safety and community impacts at Southern Park and Ride (area bounded by Wickham Market, Easton, Hatcheston and Marlesford) excluding the B1078	Signage, speed indicator device	15,000 total
Road safety impacts on the A145 from A12 to Beccles	Improvement to junctions	50,000 - 200,000 each
	Installation of signals	100,000 per location
	Introduction of or amendments to speed limits	20,000 per location
	Installation of gateways	20,000 per location

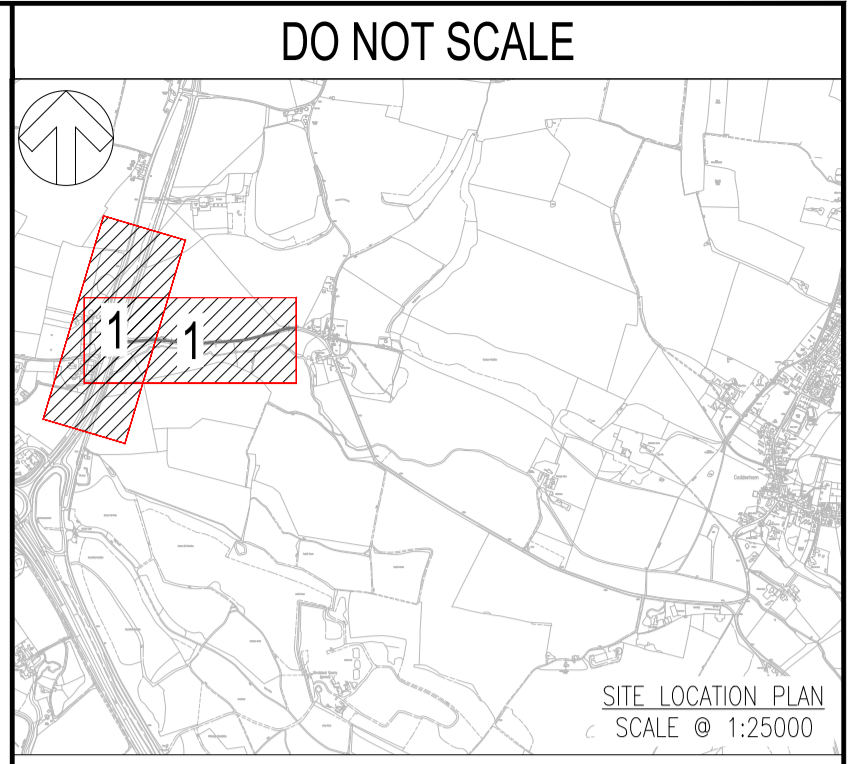
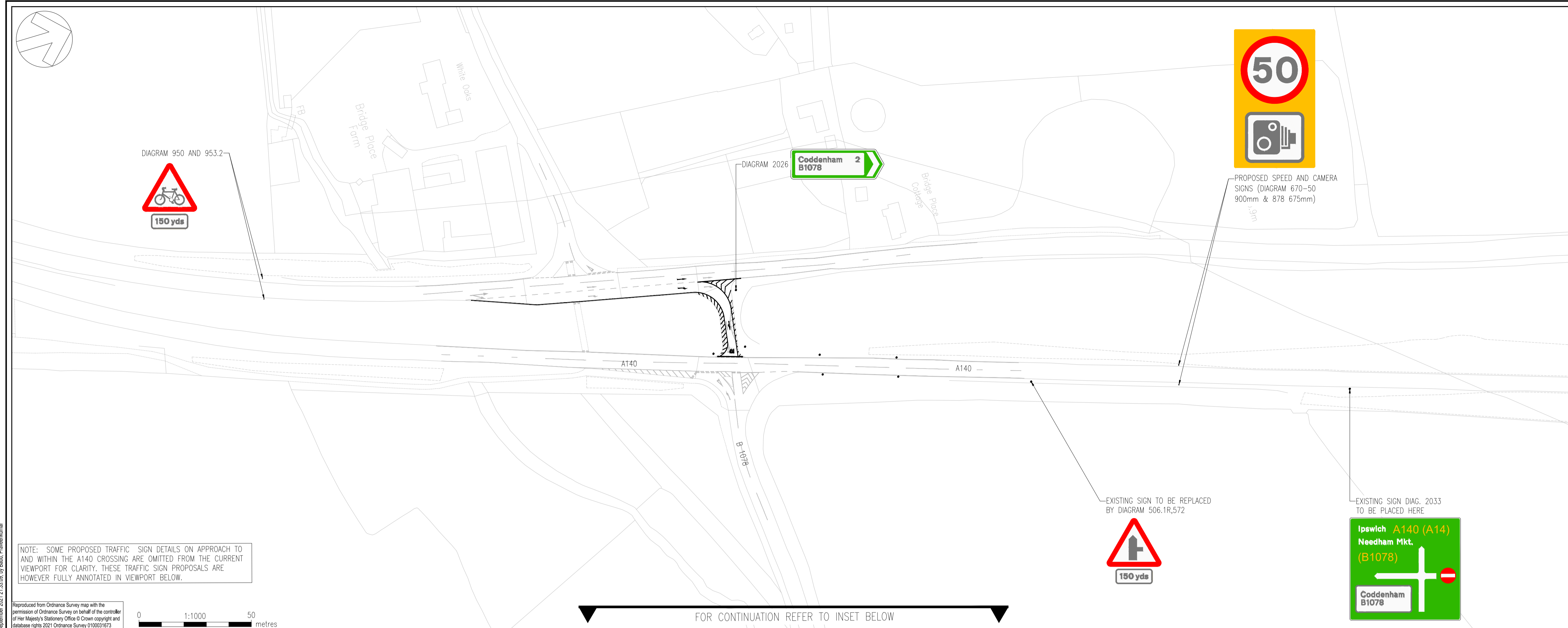
Effects of use of existing bus stop infrastructure as a result of SZC Co's use of such infrastructure to provide a direct bus service to the Sizewell C Construction Workforce	Improvements to existing bus stop infrastructure	50,000
Other transport effects which are unmitigated by the obligations in Schedule 16 and which can be demonstrated to have arisen as a result of the Project.	As above, along with such other measures as may be required at the time to mitigate the relevant effect.	As above where relevant.

**2. BASIS ON WHICH CONTINGENT EFFECTS WILL BE IDENTIFIED**

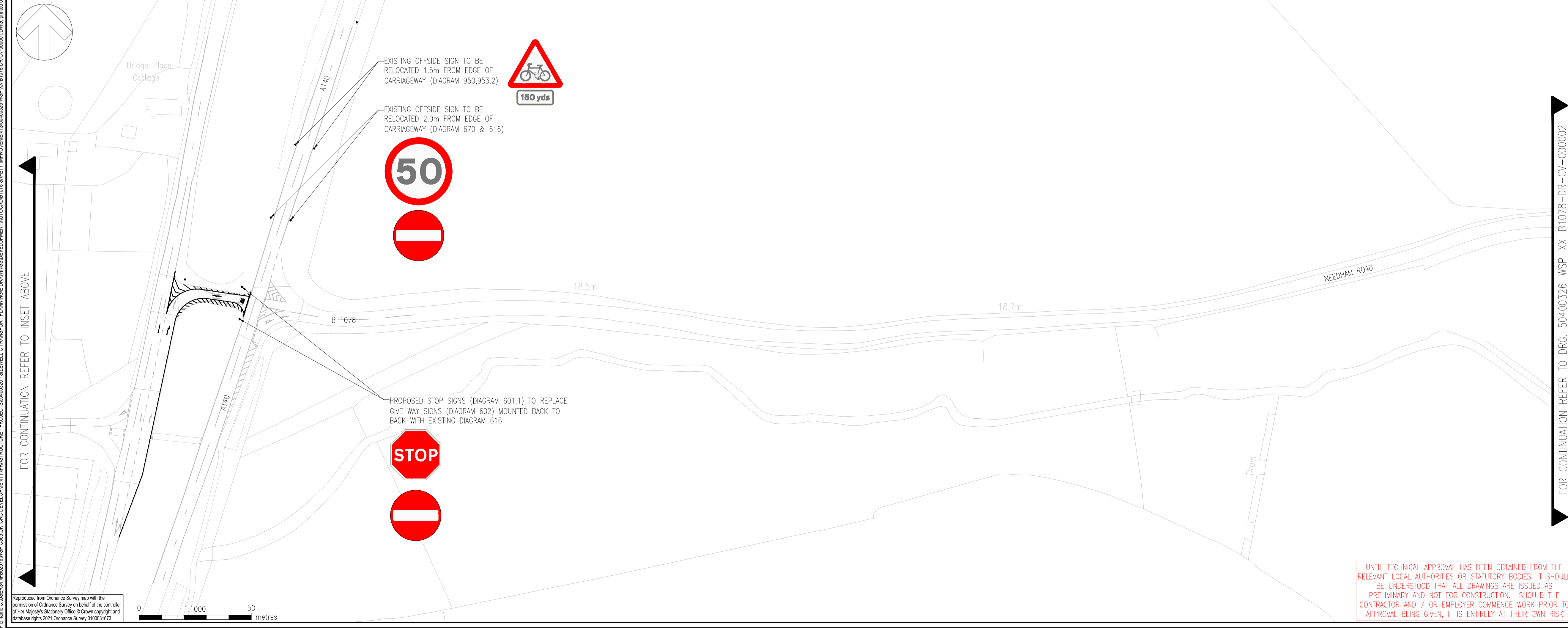
- 2.1 The Transport Review Group will determine whether a Contingent Effect has arisen based on any data requested from and reported by the Transport Co-ordinator and/or such other information as may be available to the Transport Review Group, including feedback from the Community Groups, Parish Councils, the Community Safety Working Group and the Transport Review Group Members.
- 2.2 Whenever the Transport Review Group agree that a potential Contingent Effect should be investigated by the Transport Co-ordinator, the Transport Review Group shall also agree the level of evidence to be collated, having regard to the potential effect and potential mitigation.
- 2.3 The Transport Review Group shall only approve the use of a Proposed Sum to fund Proposed Mitigation where it is demonstrated to the satisfaction of the Transport Review Group, acting reasonable, that the effect which has been monitored has arisen as a result of the Project.
- 2.4 Reporting demonstrating a road safety impact at a location would be expected to include all or some of the following:
  - 2.4.1 evidence of an increase in personal injury collisions (PICs) on routes used by Sizewell C vehicles and a review of PIC trends and causation factors; observed traffic flows and/or speeds; on-site observations and meetings with stakeholders;
  - 2.4.2 Automatic Number Plate Recognition (ANPR) survey at a junction, link or cordon of roads to determine the level of Sizewell C construction traffic routing through the surveyed area as well as the level of background traffic. The ANPR survey would provide turning movements at the junction as well as queue data;
  - 2.4.3 a road safety assessment, which may use COBALT methodology or a safety audit by suitably qualified engineers; and
  - 2.4.4 speed surveys.
- 2.5 Reporting demonstrating a community impact at a location would be expected to include all or some of the following:
  - 2.5.1 on-site observations and meetings with stakeholders;

- 2.5.2 Automatic Number Plate Recognition (ANPR) survey at a junction, link or cordon of roads to determine the level of Sizewell C construction traffic routing through the surveyed area as well as the level of background traffic. The ANPR survey would provide turning movements at the junction as well as queue data;
- 2.5.3 an ES assessment of the road link in accordance with the Guidelines for the Environmental Assessment of Road Traffic published by the Institute of Environmental Assessment in 1993 (now Institute of Environmental Management and Assessment (IEMA)) setting out the percentage change and absolute volumes of traffic; and
- 2.5.4 speed surveys.
- 2.6 Reporting demonstrating a traffic diversion at a location would be expected to include all or some of the following:
  - 2.6.1 Automatic Number Plate Recognition (ANPR) survey at a junction, link or cordon of roads to determine the level of Sizewell C construction traffic routing through the surveyed area as well as the level of background traffic. The ANPR survey would provide turning movements at the junction as well as queue data; and
  - 2.6.2 a comparison against the Consolidated Transport Assessment (Doc Ref. 8.5(B)) or more recent survey data where available.
- 2.7 Reporting demonstrating an impact on junction capacity or driver delay would be expected to include all or some of the following:
  - 2.7.1 on-site observations and meetings with stakeholders;
  - 2.7.2 Automatic Number Plate Recognition (ANPR) survey at a junction, link or cordon of roads to determine the level of Sizewell C construction traffic routing through the surveyed area as well as the level of background traffic. The ANPR survey would provide turning movements at the junction as well as queue data; and
  - 2.7.3 junction delay survey of the average time (seconds) of vehicles joining the back of the queue on a minor arm to entering the major arm of a junction.
- 2.8 Reporting demonstrating an impact of direct bus stop infrastructure would be expected to include all or some of the following:
  - 2.8.1 an audit of such bus stops as are approved for use as part of the direct bus routes by the Transport Review Group under the CWTP; and
  - 2.8.2 on-site observations and meetings with stakeholders.

**ANNEX P**  
**B1078 ROAD SAFETY IMPROVEMENTS**



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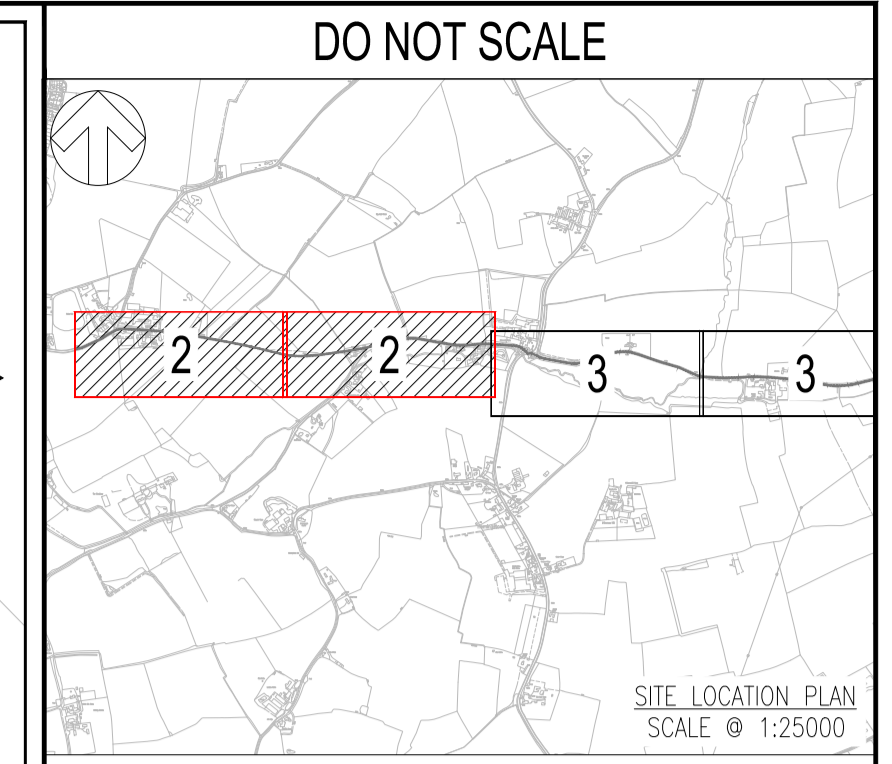
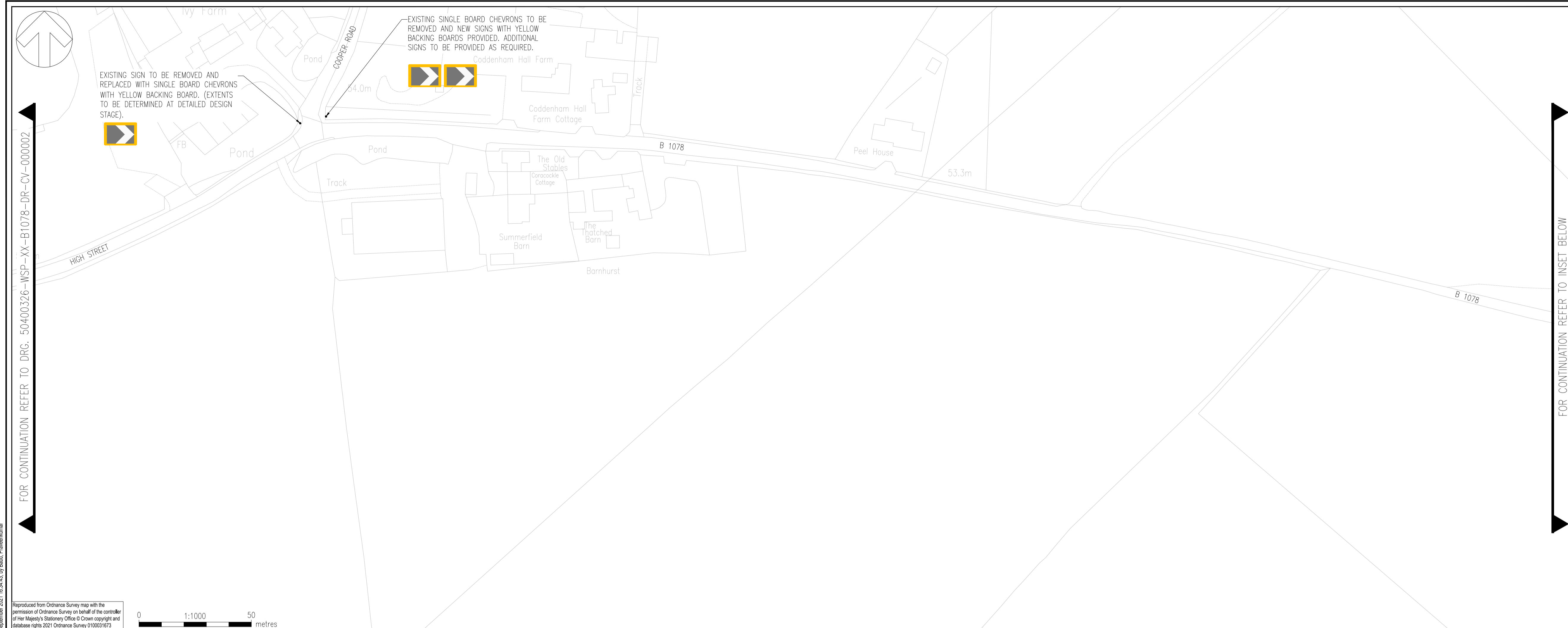
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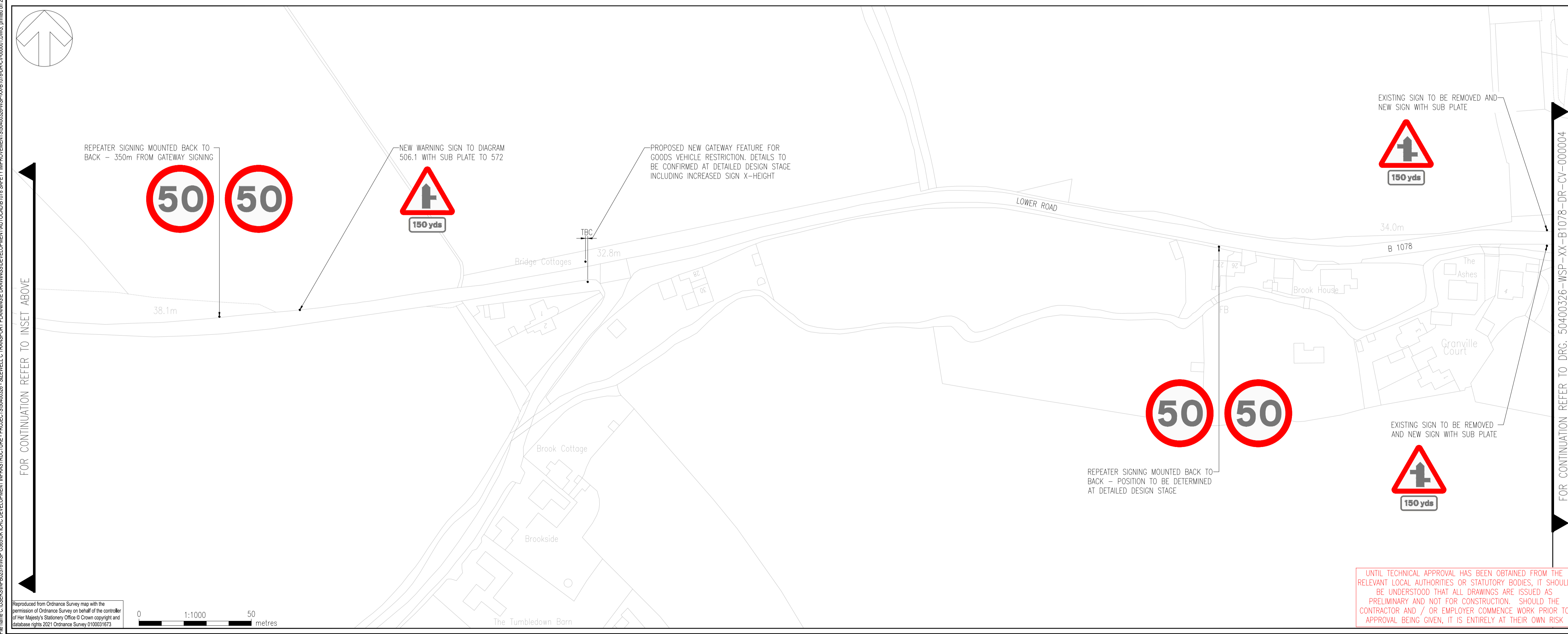
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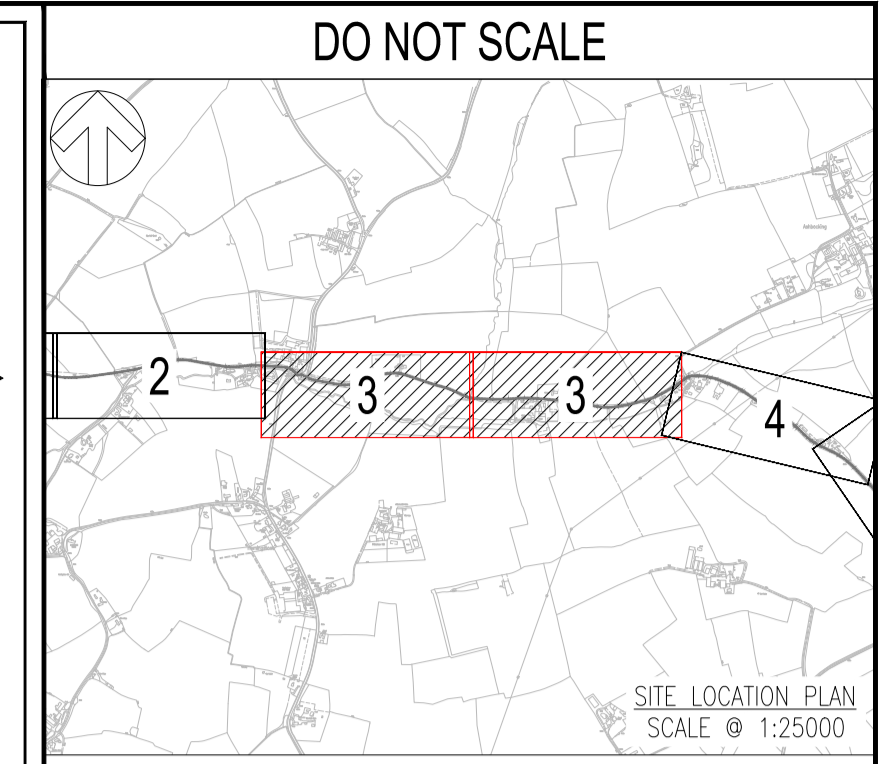
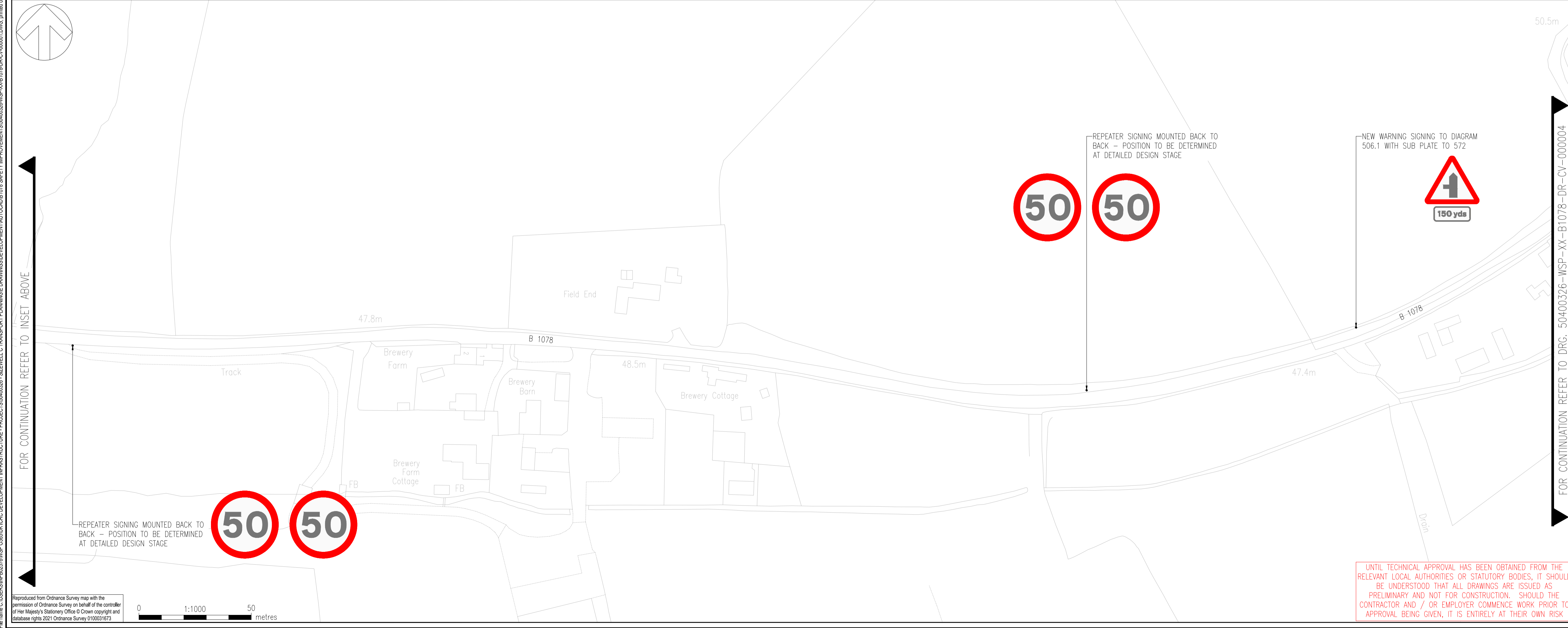
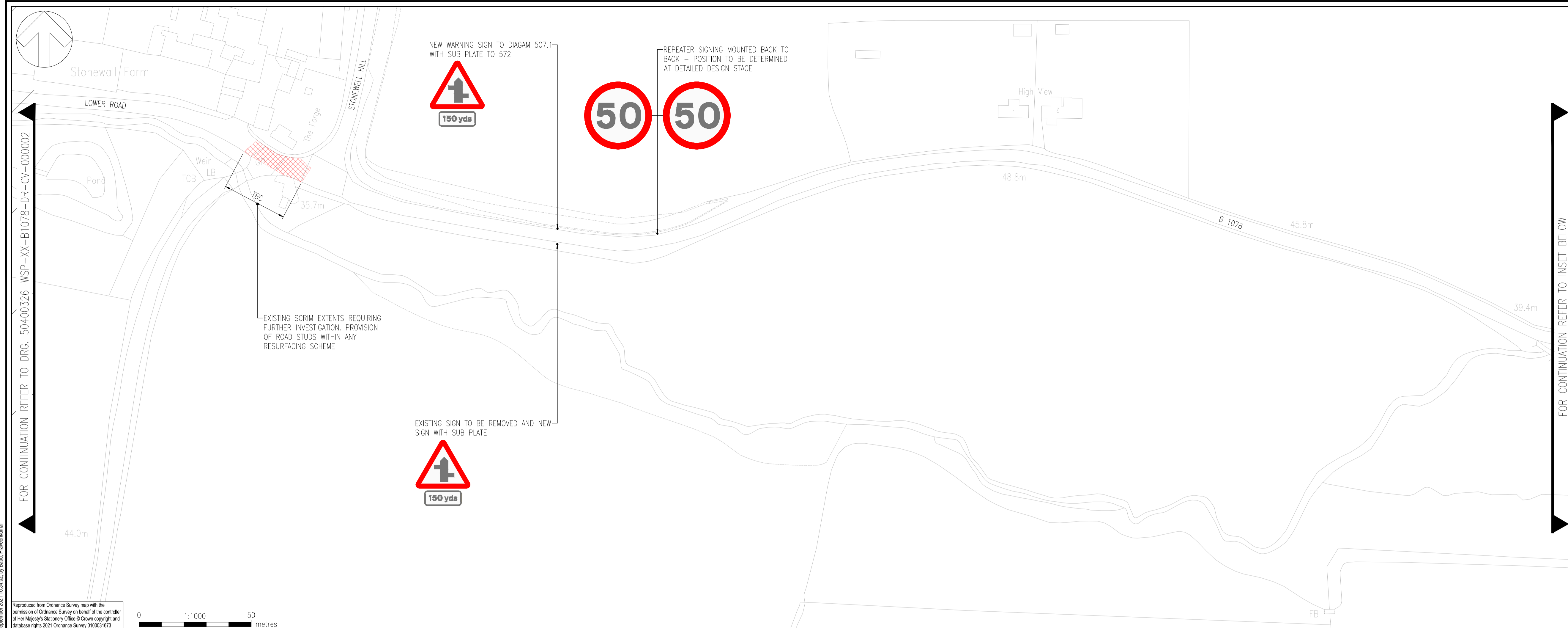
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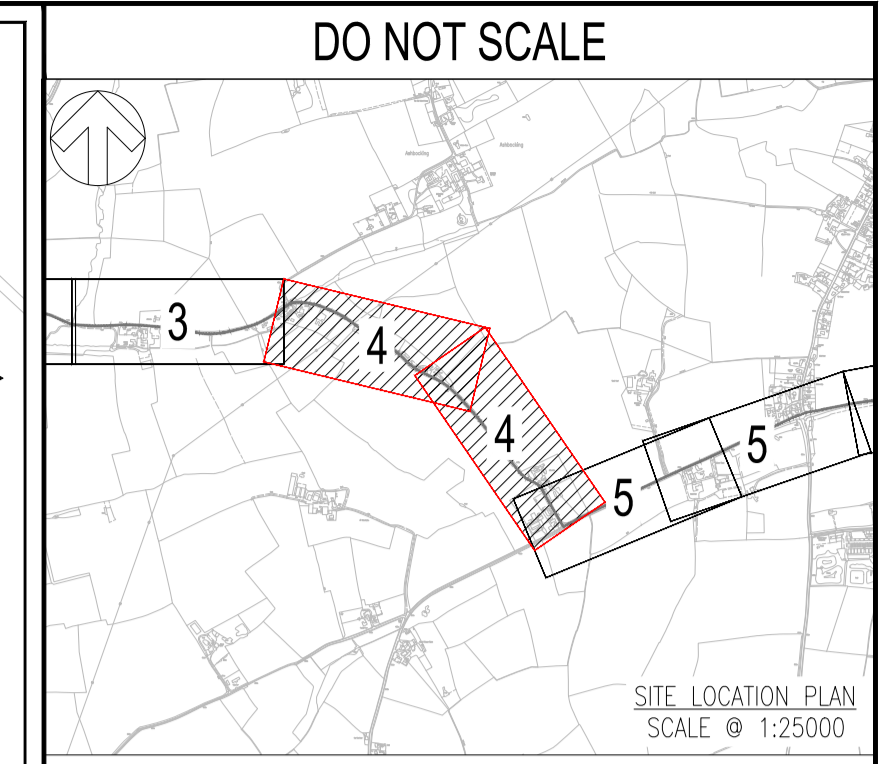
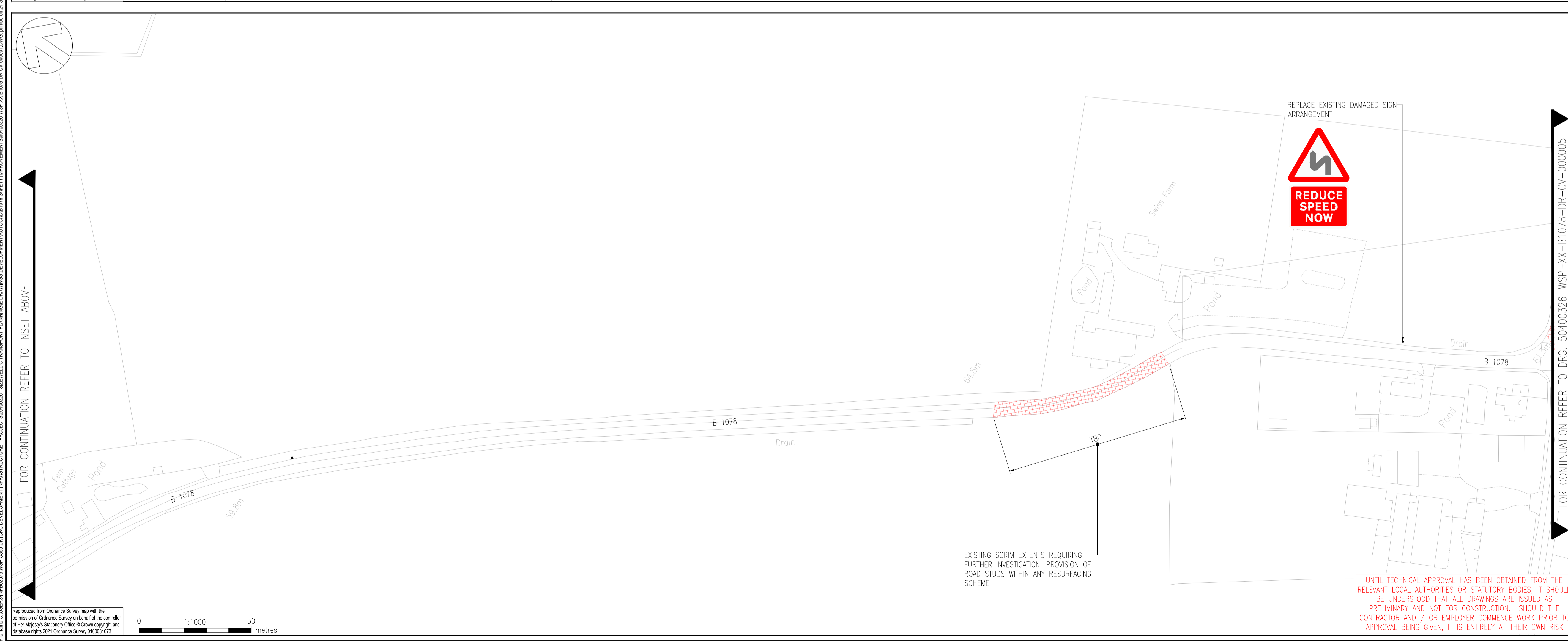
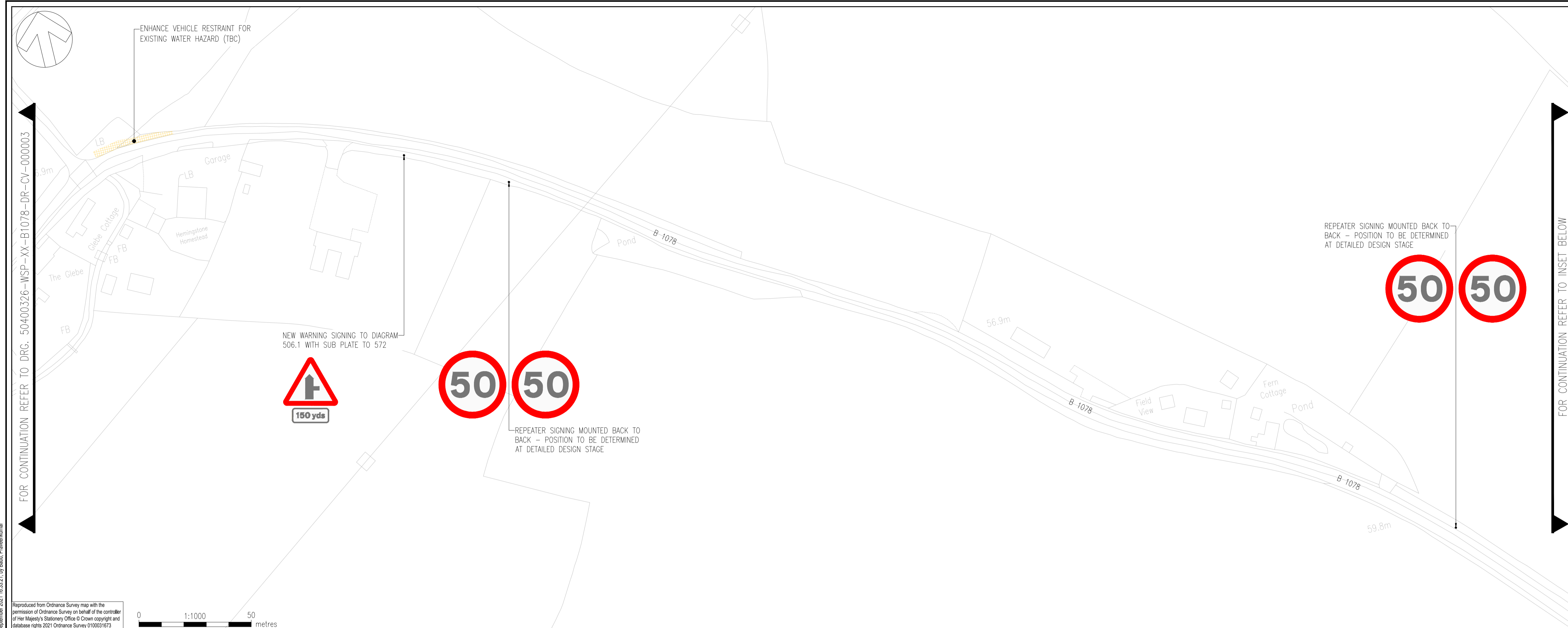
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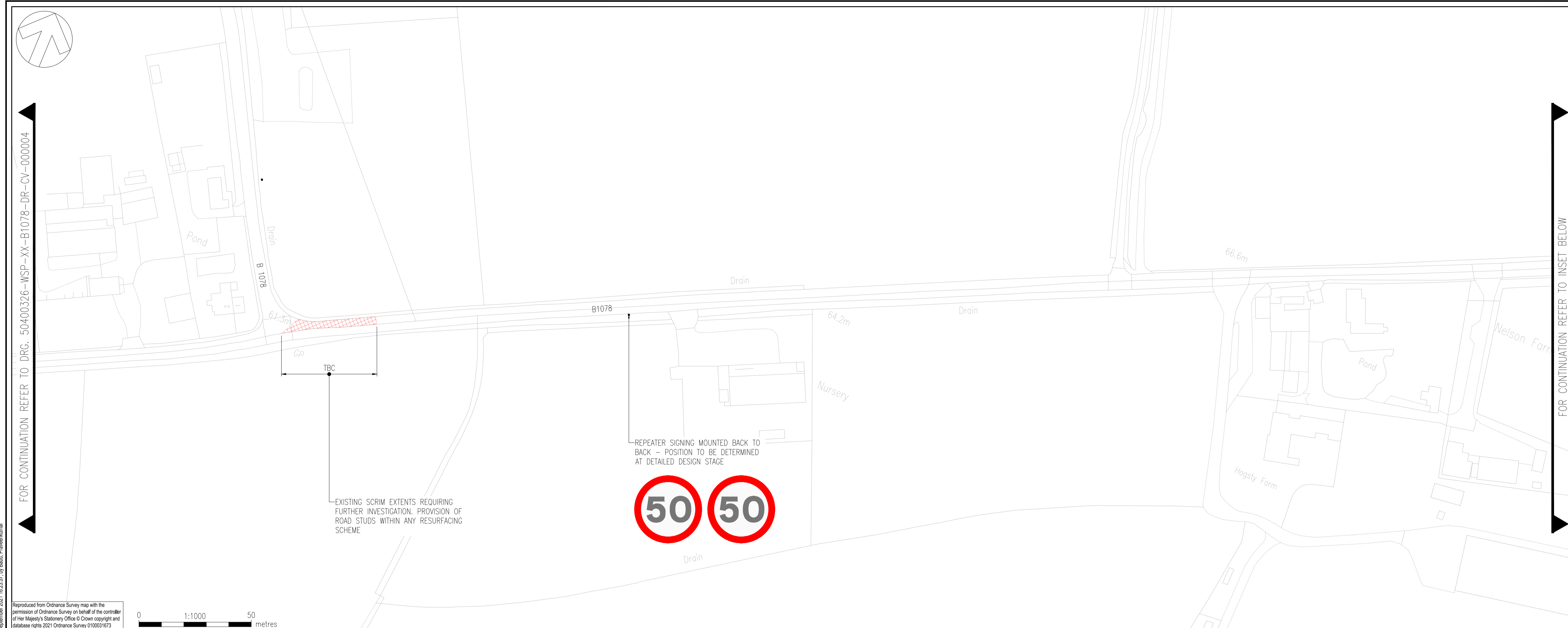
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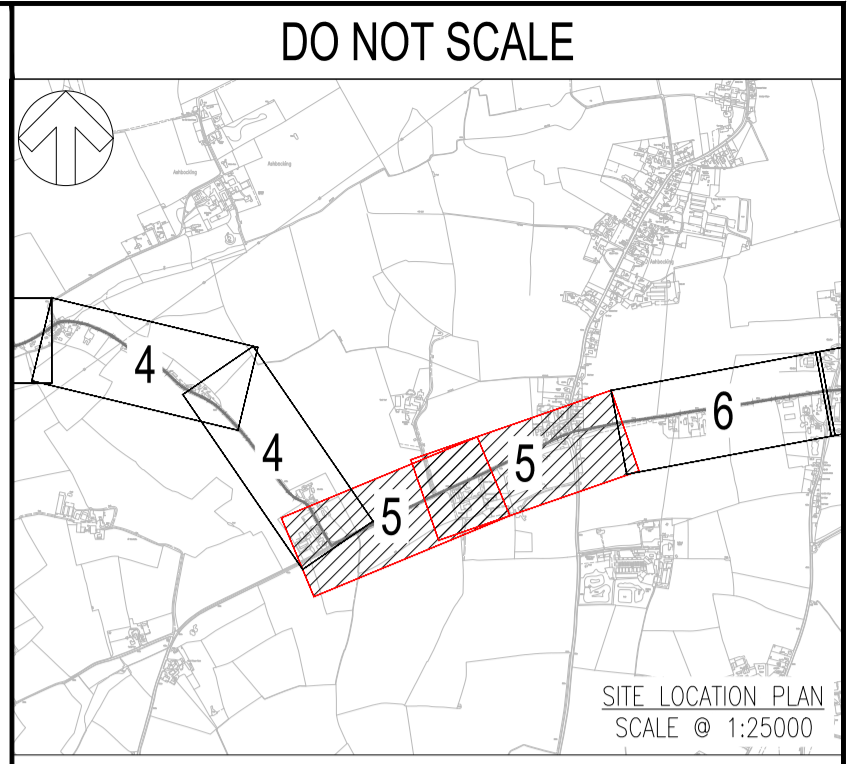


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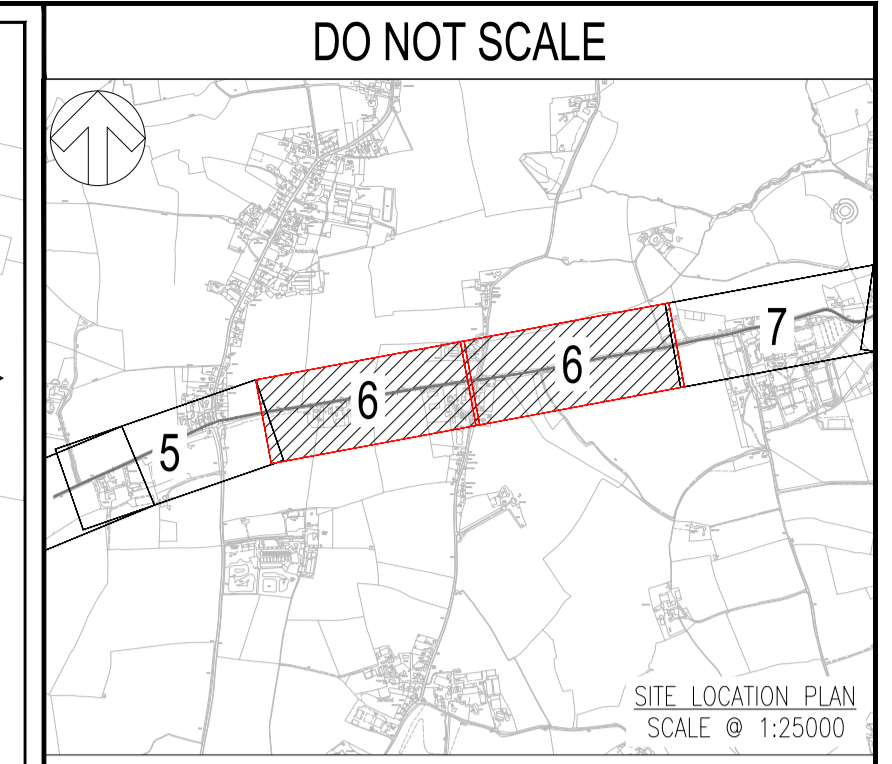
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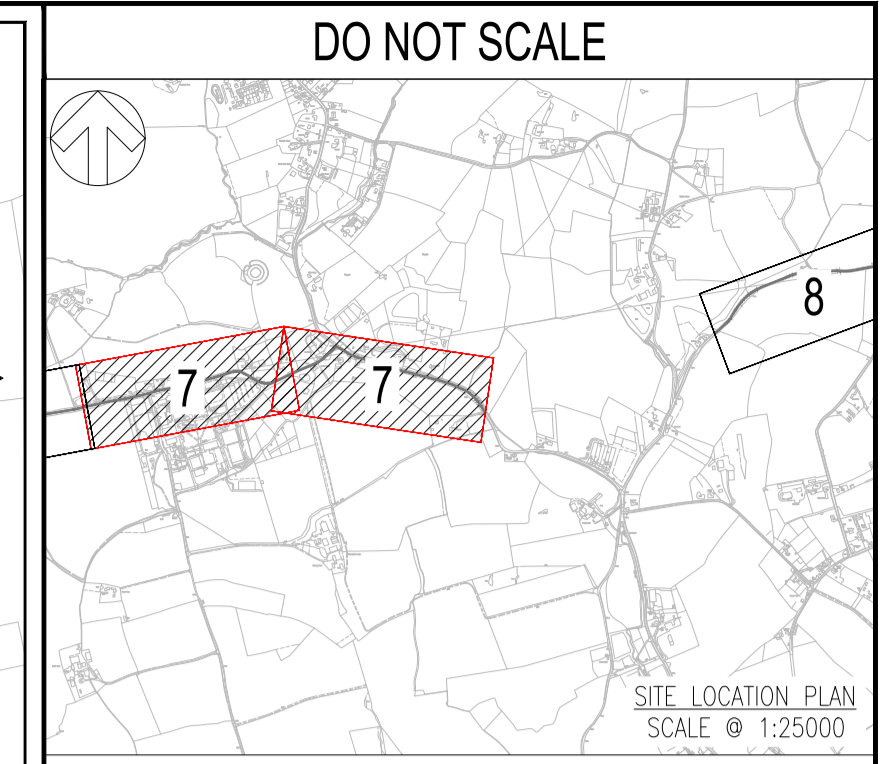
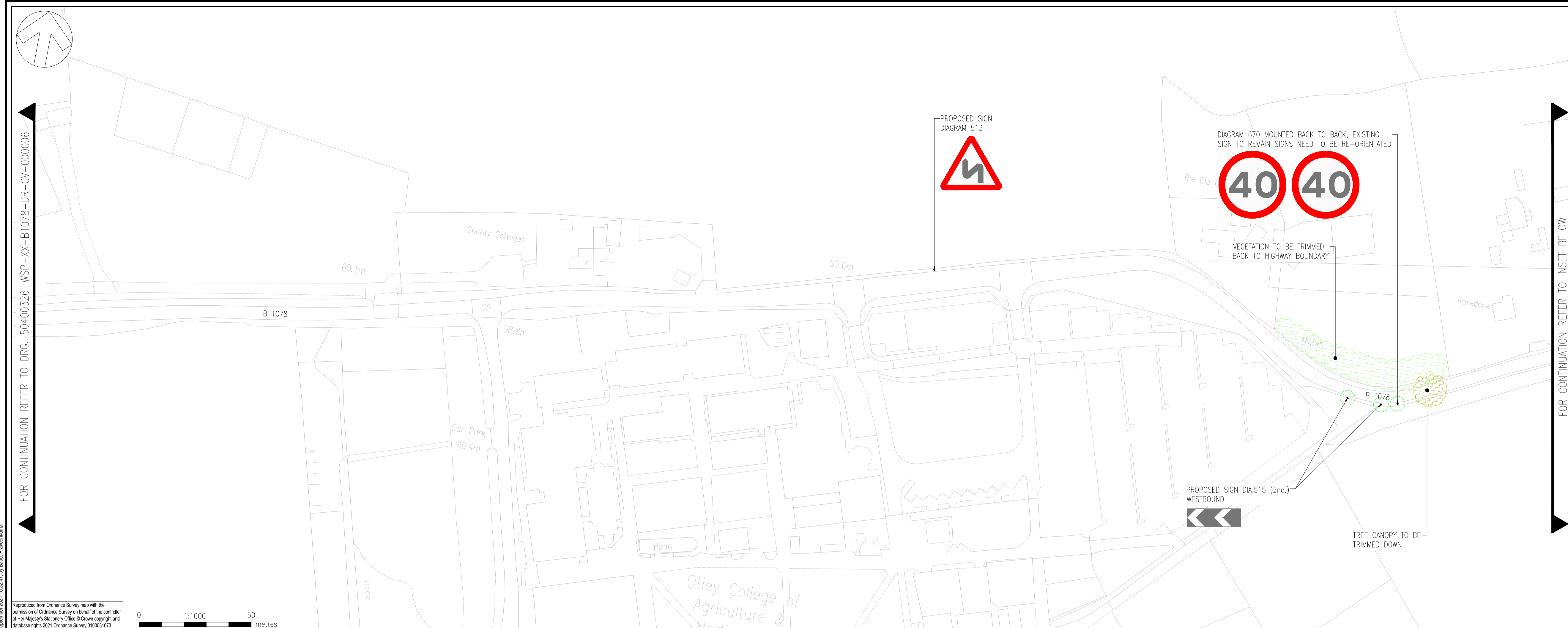
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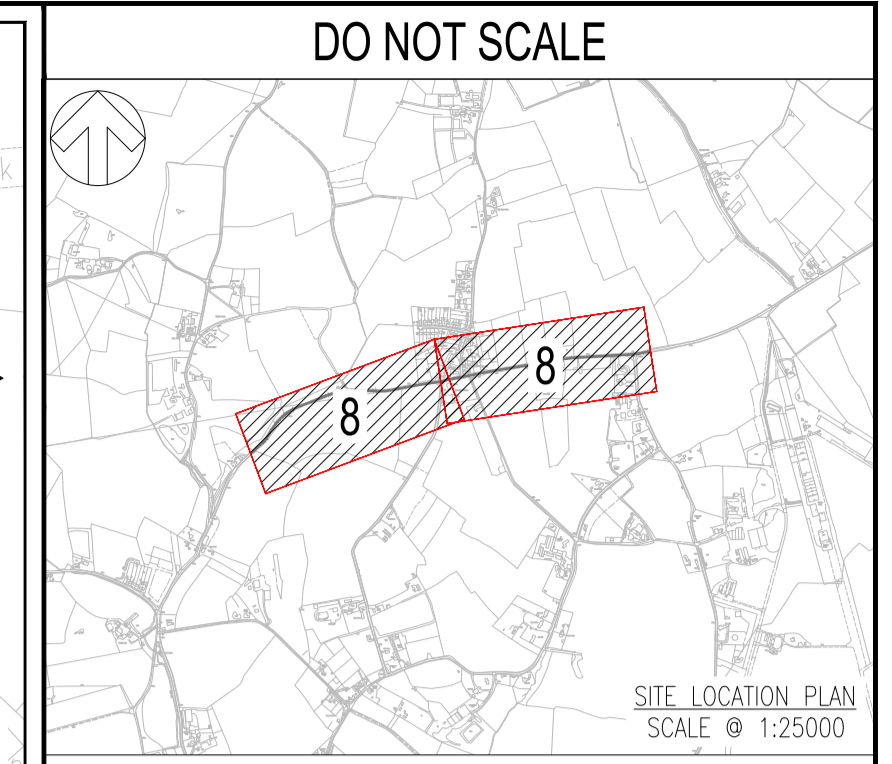
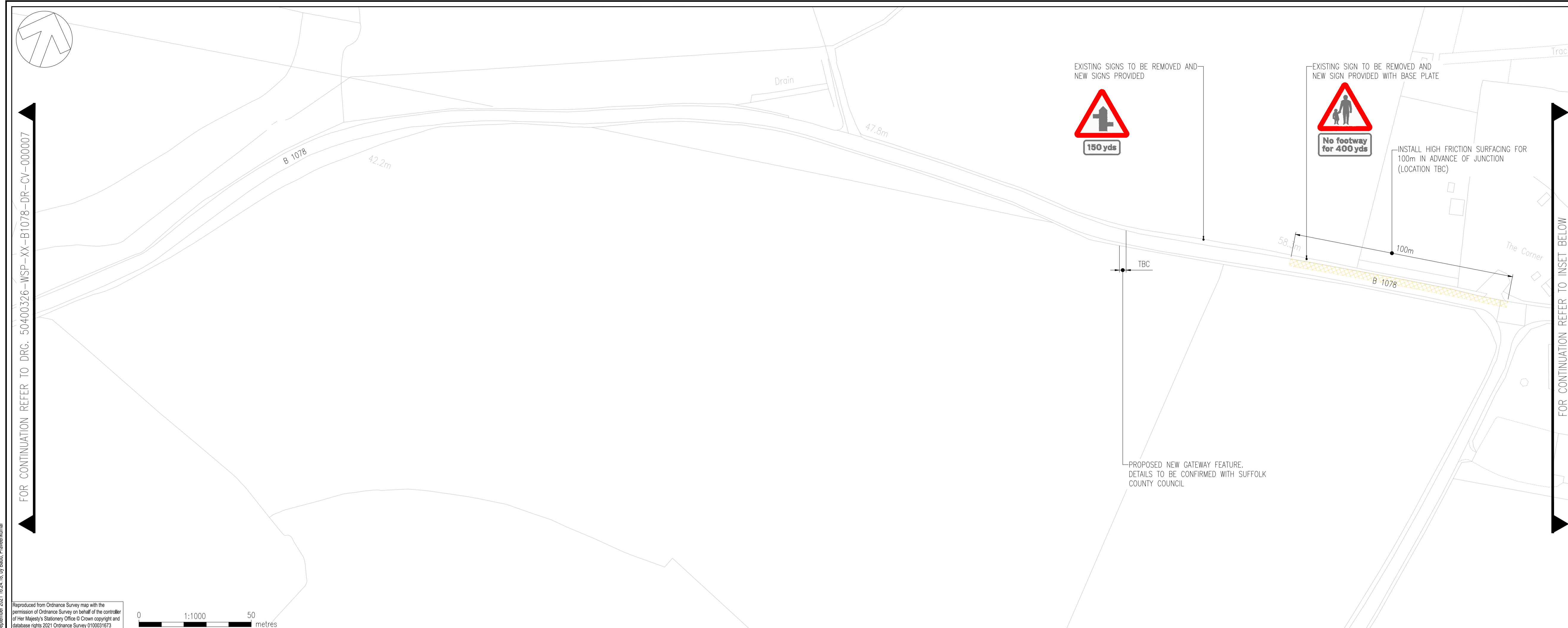
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FOR CONTINUATION REFER TO DRG. 50400326-WSP-XX-B1078-DR-CV-000007

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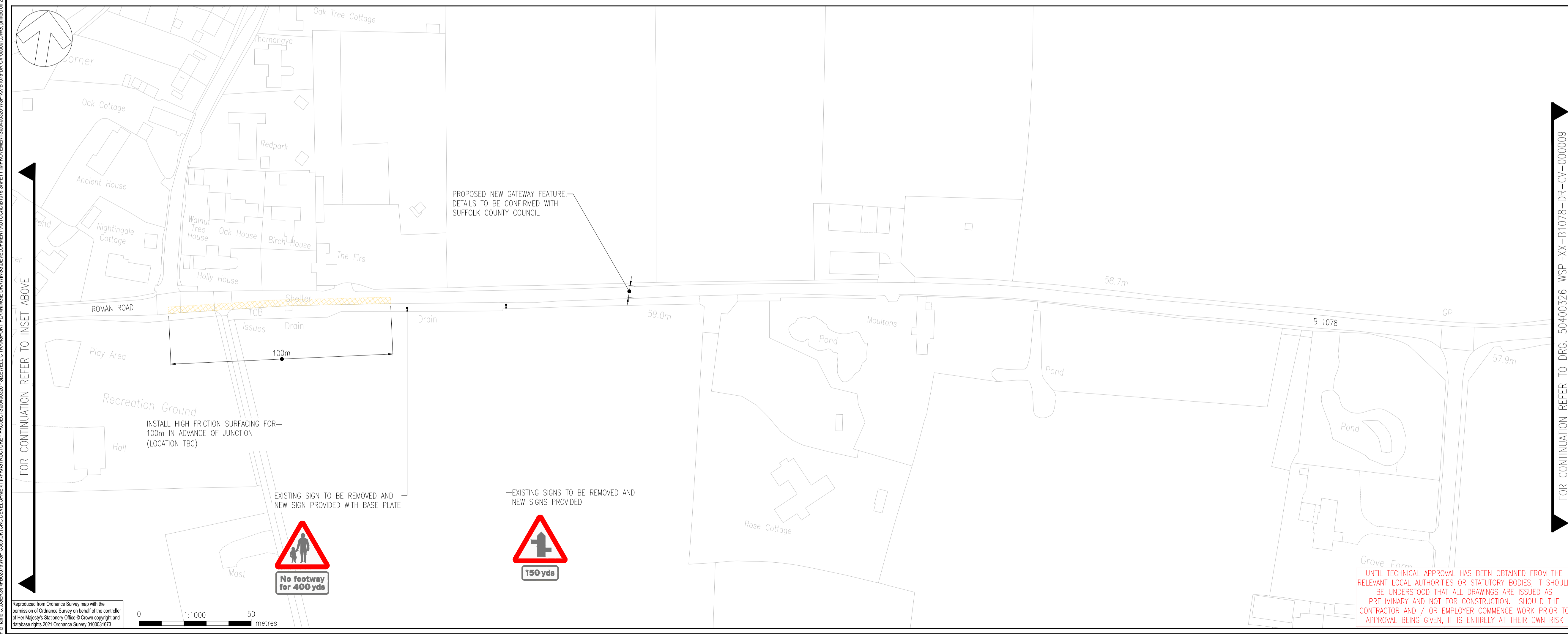
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File name: C:\USERS\BP021\WSP\_085\UK\_CRC DEVELOPMENT INFRASTRUCTURE - PROJECTS\50400326 - SIZEVELL C TRANSPORT PLANNING DEVELOPMENT\AUTOCAD\078 SAFETY IMPROVEMENTS\50400326-WSP-XX-B1078-DR-CV-000007.DWG, printed on 21 September 2021 13:24:47 by Babu, Parvathuluri



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  2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
  3. ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND DETAILS.
  4. ALL SIGNS AND ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
  5. POSITIONS OF SOME EXISTING FEATURES HAVE BEEN INTERPRETED FROM AVAILABLE ORDNANCE SURVEY MAPPING AND FURTHER DETAIL TOPOGRAPHICAL SURVEYS WILL BE REQUIRED TO CONFIRM EXACT LOCATION.
  6. ALL WORKS ARE CURRENTLY ASSUMED TO BE WITHIN THE EXISTING HIGHWAY BOUNDARY, BUT THE LAYOUT IS TO BE VERIFIED ONCE THE HIGHWAY BOUNDARY PLAN IS PROVIDED.
  7. THE NUMBER OF BACK TO BACK CHEVRON SIGNS (INCLUDING NEW) ARE INDICATIVE AND MAYBE SUBJECT TO CHANGE DURING DETAILED DESIGN.
  8. PROPOSED SIGN LOCATIONS ARE INDICATIVE AND MAYBE SUBJECT TO CHANGE AT DESIGN STAGE.
  9. TYPE OF SIGN POSTS AND FOUNDATION DETAILS FOR NEW SIGN LOCATIONS WILL BE DETERMINED DURING DETAILED DESIGN STAGE.
  10. THE DETAILED DESIGN STAGE WILL IDENTIFY ANY STATUTORY UTILITIES WHICH MAY BE AFFECTED BY PROPOSED WORKS.

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P01	24/09/2021	BP	FIRST ISSUE	NM	JL

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CLIENT: **EDF ENERGY**

ARCHITECT:

SITE/PROJECT: **B1078 ROAD SAFETY IMPROVEMENT SCHEME**

TITLE: **PROPOSED LAYOUT SHEET 08**

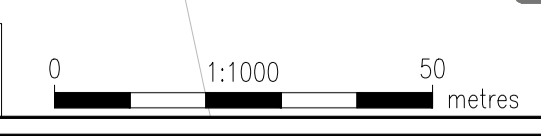
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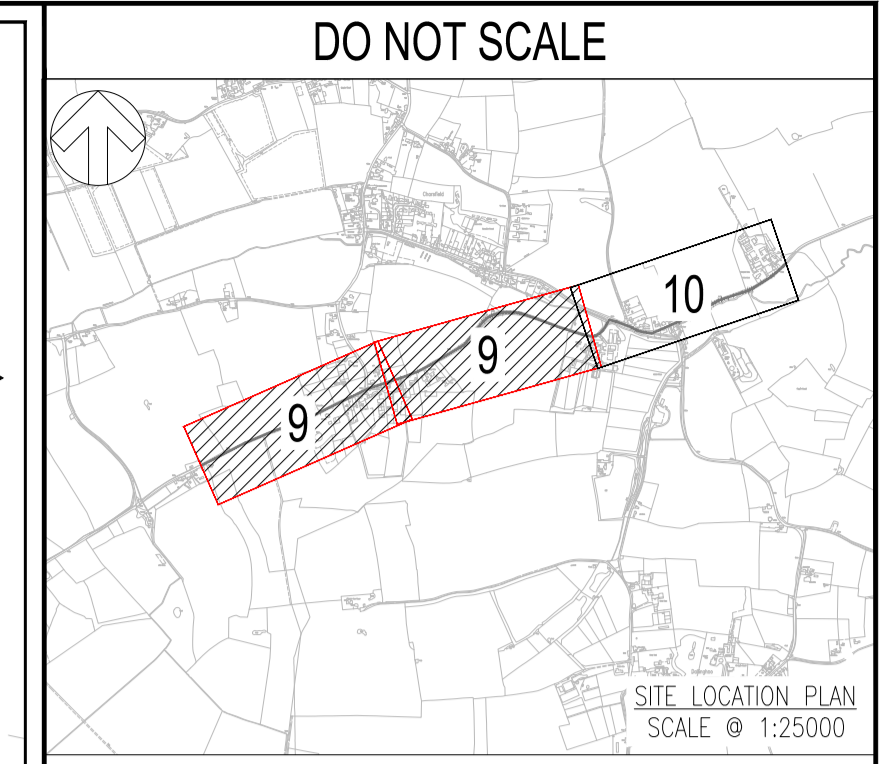
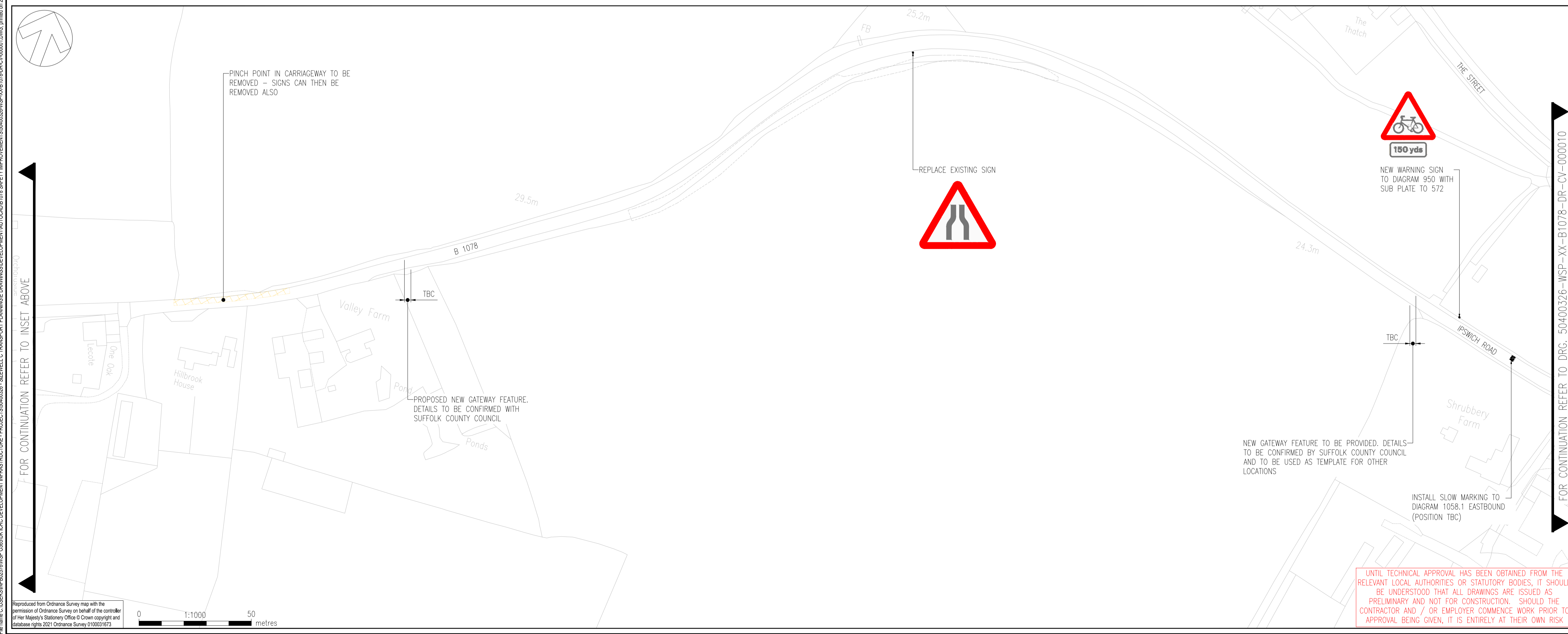
PROJECT NO	DESIGNED	DRAWN	DATE
50400326		BP	September 21

DRAWING NO	REV
50400326-WSP-XX-B1078-DR-CV-000008	P01

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NO	DATE	BY	DESCRIPTION	CHK	APP
P01	24/09/2021	BP	FIRST ISSUE	NM	JL

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ARCHITECT:

SITE PROJECT: **B1078 ROAD SAFETY IMPROVEMENT SCHEME**

TITLE: **PROPOSED LAYOUT SHEET 09**

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PROJECT NO:	DESIGNED:	DRAWN:	DATE:
50400326		BP	September 21

DRAWING NO:	REV:
50400326-WSP-XX-B1078-DR-CV-000009	P01

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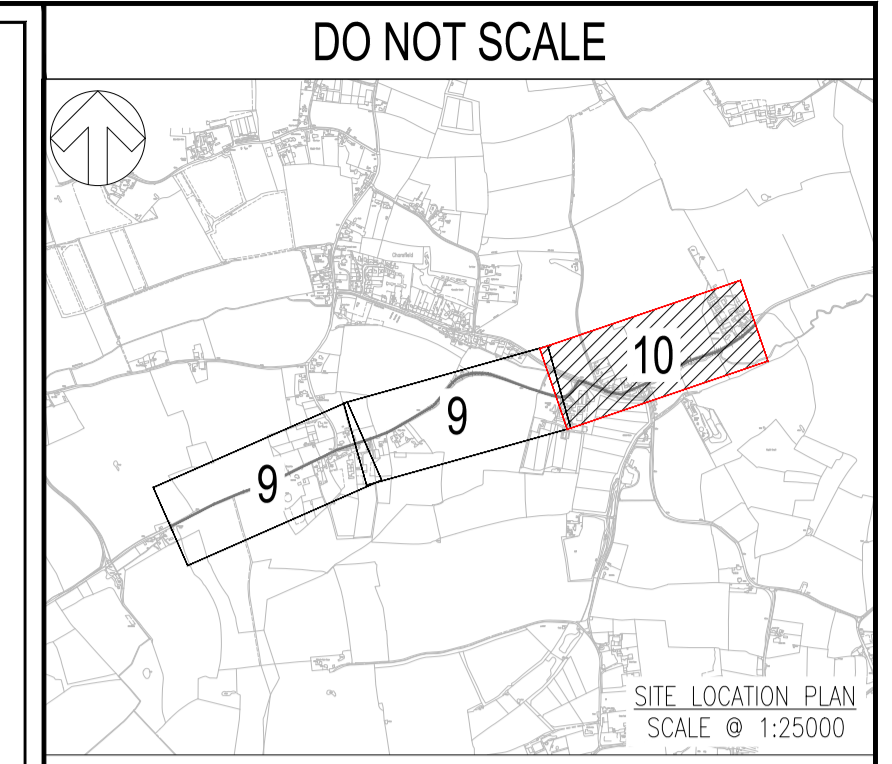
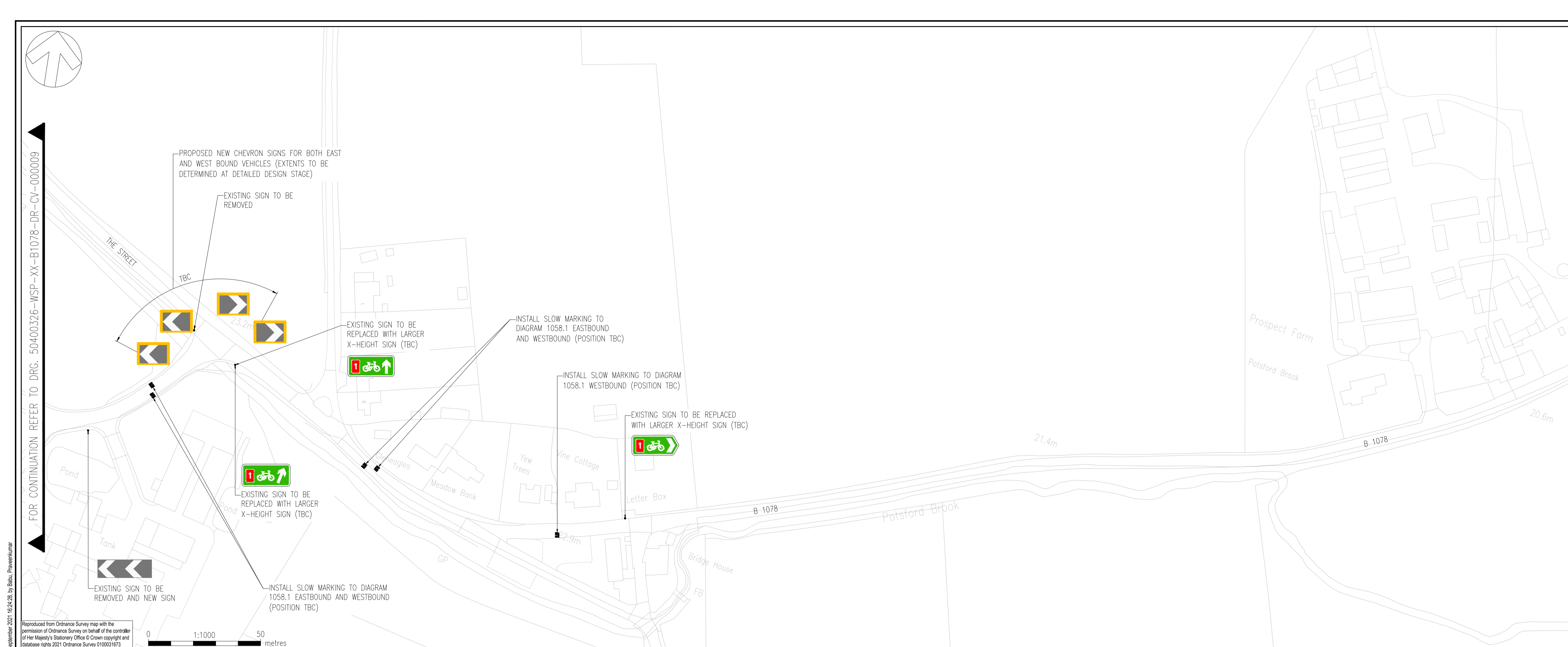
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50400326	BP	September 21

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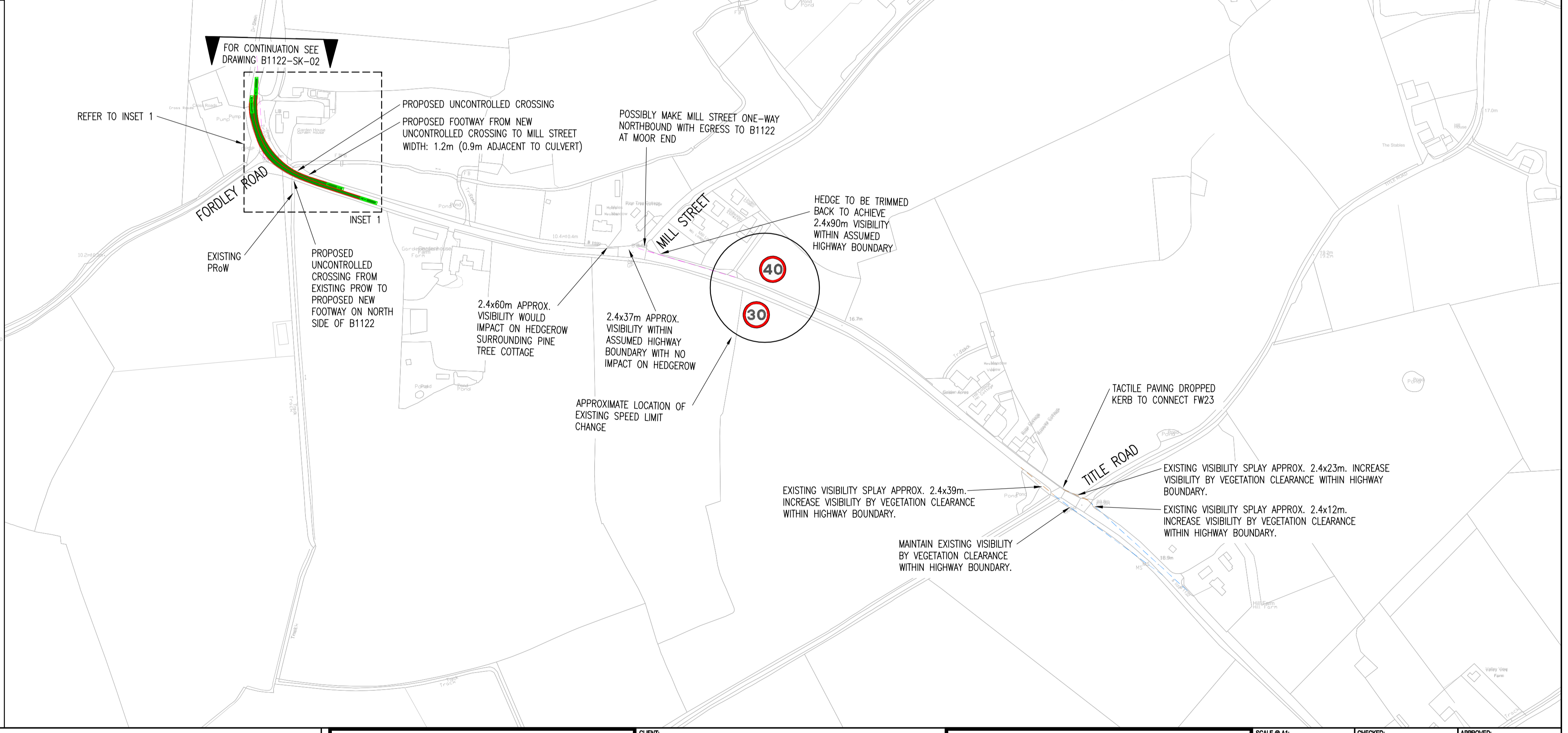
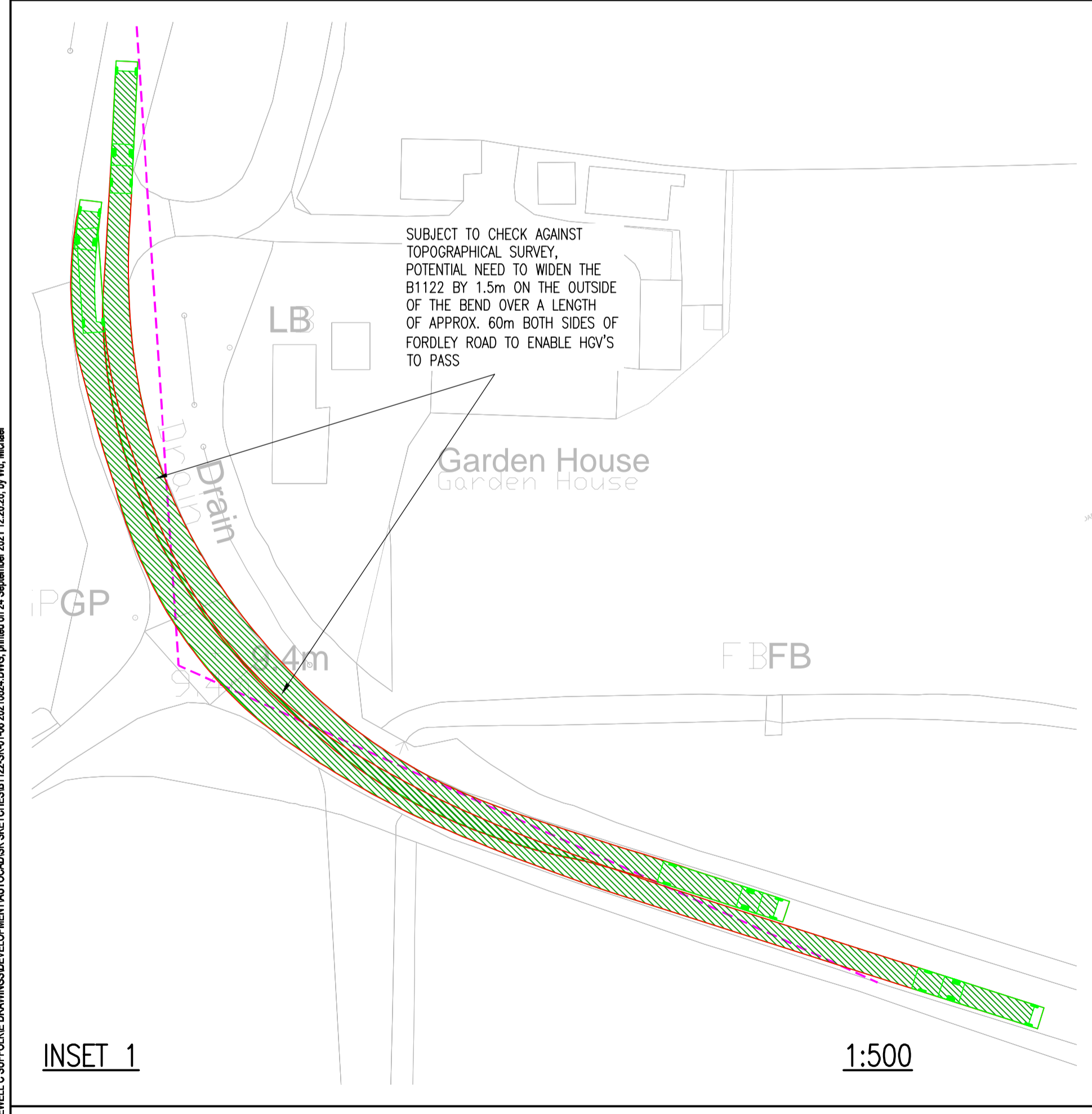
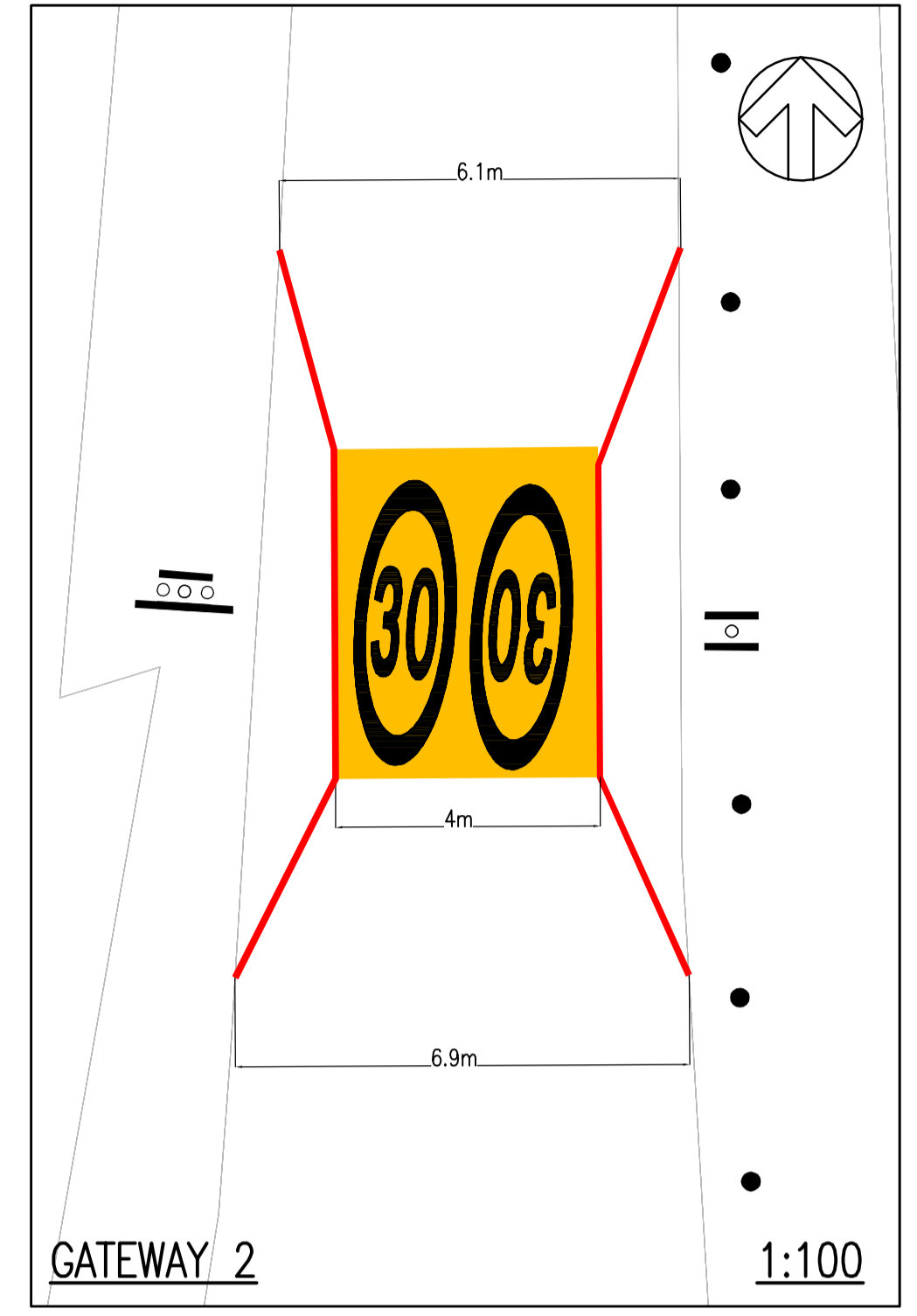
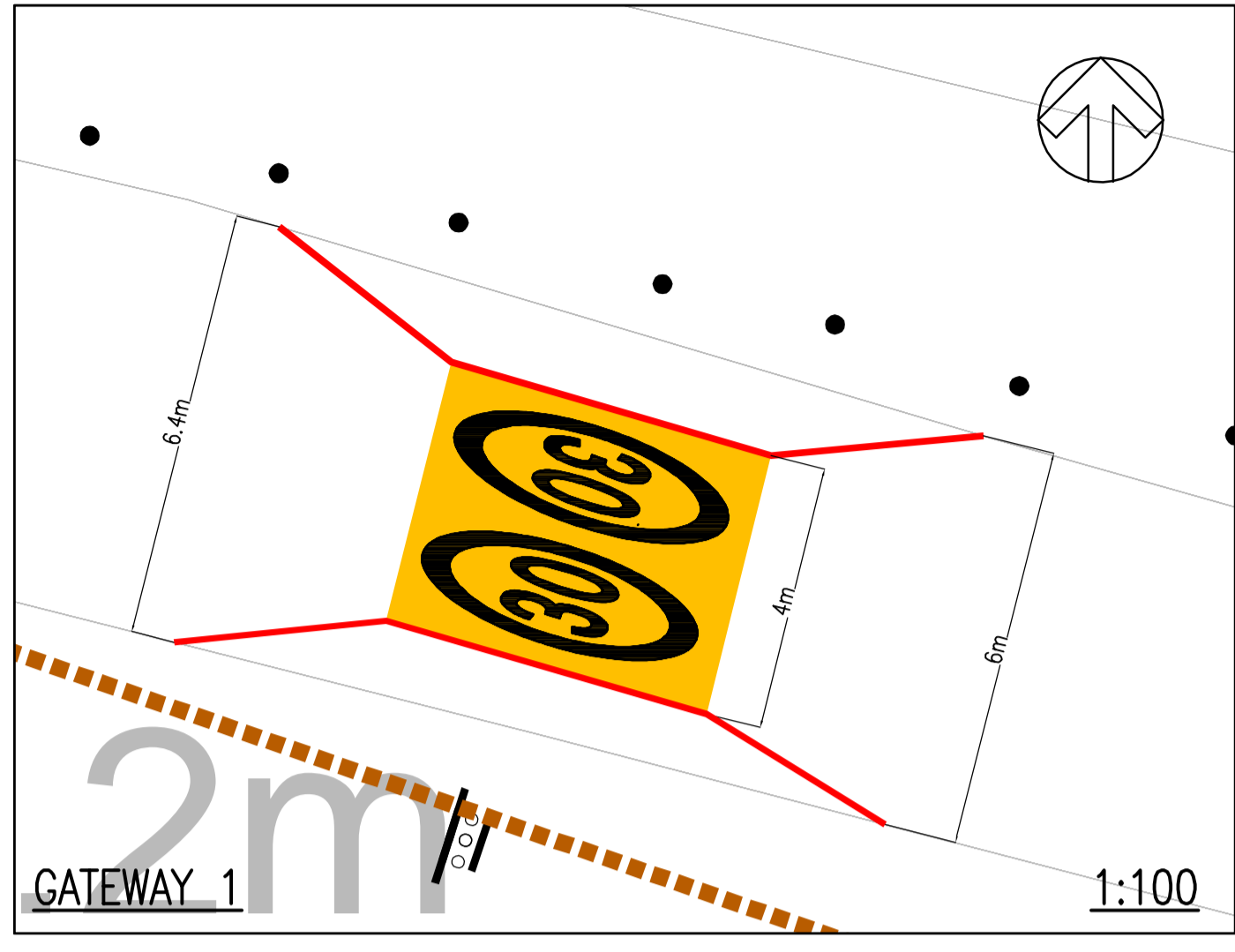
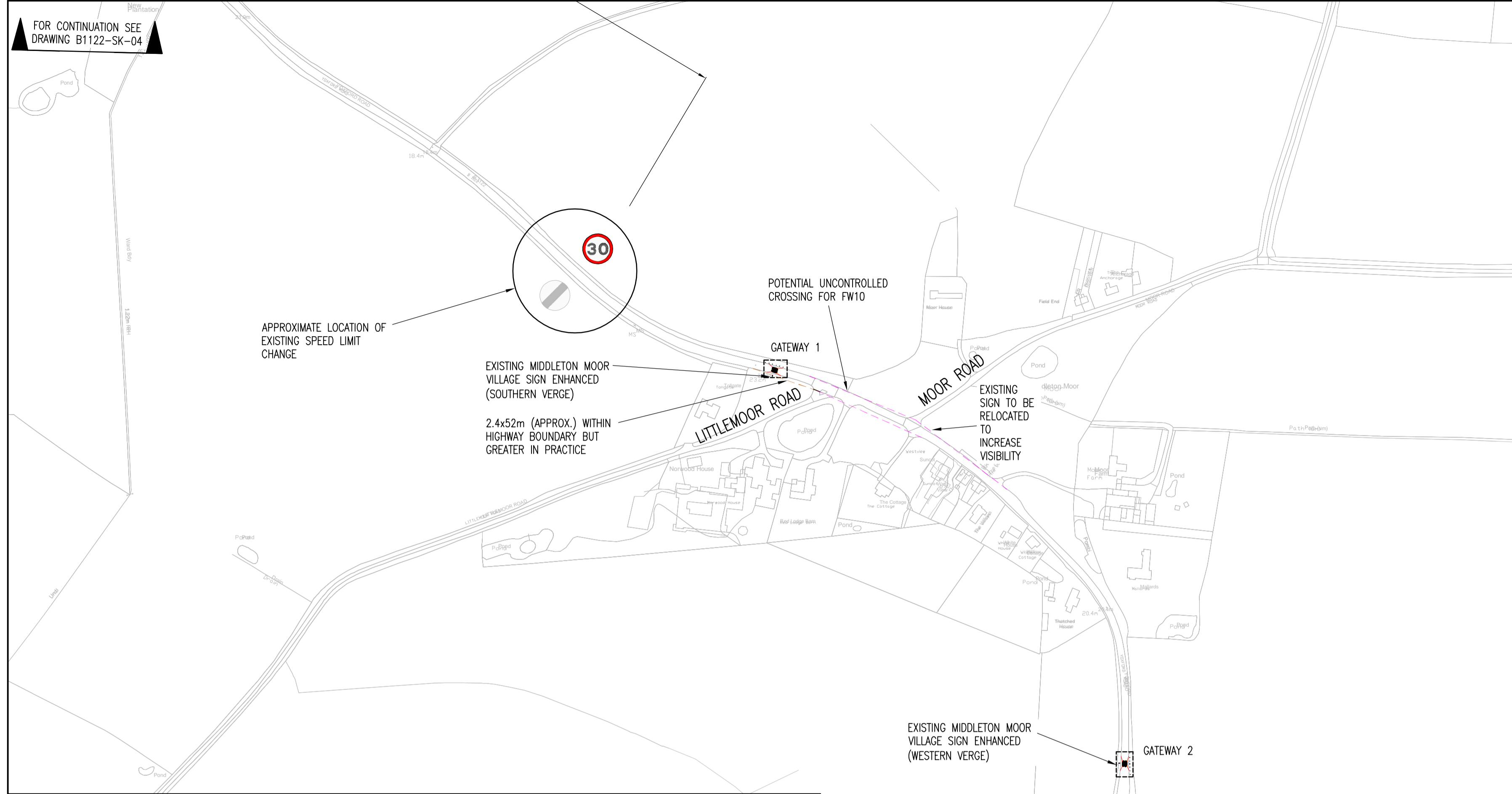
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**ANNEX Q**  
**B1122 EARLY YEARS SCHEME**



FOR CONTINUATION SEE  
DRAWING B1122-SK-04

DO NOT SCALE



- NOTES:
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  - FOR SECTION DETAILS REFER TO DRAWING B1122-SK-04 & B1122-SK-07.

KEY:

---	2.4m x 90m VISIBILITY SPLAY
---	2.4m x 120m VISIBILITY SPLAY
---	2.4m x 215m VISIBILITY SPLAY
---	POSSIBLE VISIBILITY SPLAY

REV	DATE	BY	DESCRIPTION	CHK	APP
D	24/09/2021	MM	S2C COMMENTS INCORPORATED	NC	JH
C	01/07/2021	MPB	CLARIFICATIONS	MPB	NC
B	24/11/2014	IGB	CLARIFICATIONS	LJM	JH
A	09/05/2014	SDC	FIRST ISSUE	LJM	JH

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ARCHITECT: **SIZEWELL C**

PROJECT: **SIZEWELL C**

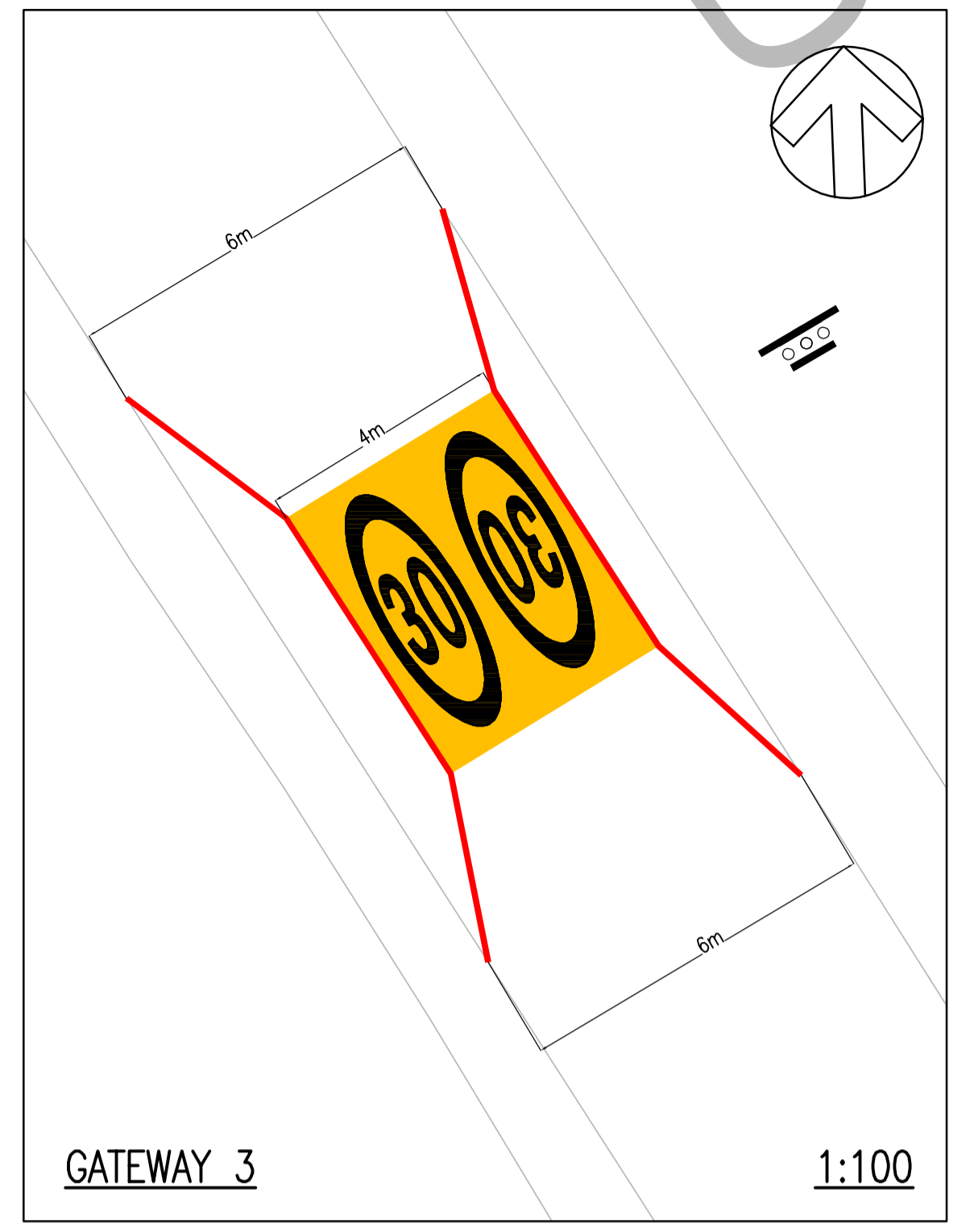
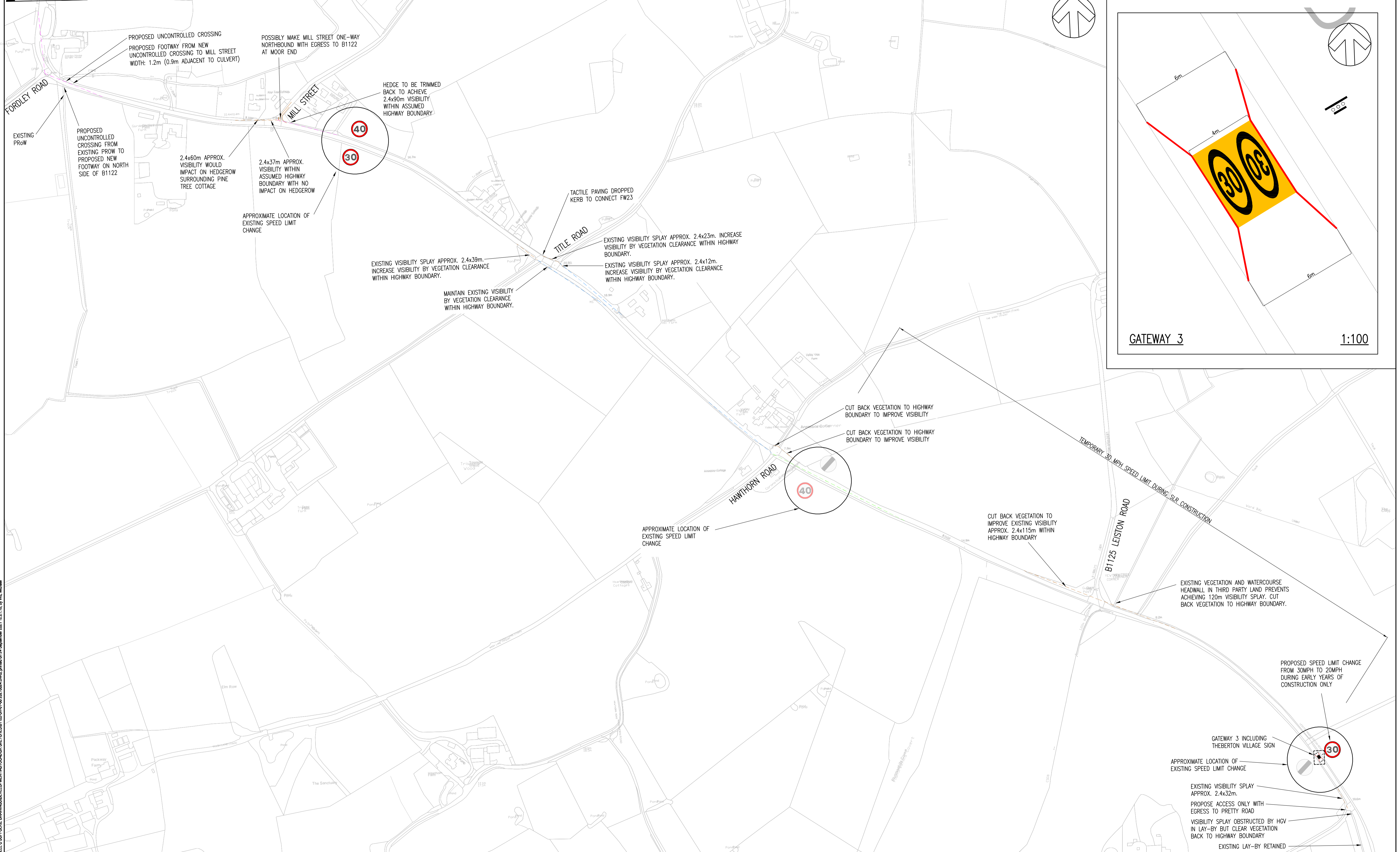
TITLE: **B1122 EARLY YEARS MEASURES PLAN 1 OF 4**

SCALE @ A1: 1:2500	CHECKED: LIM	APPROVED: JH
PROJECT No: 50400326	DESIGNED: KW	DATE: JULY 21
DRAWING No: B1122-SK-01	DRAWN: KW	REV: D
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  - FOR SECTION DETAILS REFER TO DRAWING B1122-SK-05, B1122-SK-07 & B1122-SK-08.

KEY:

	2.4m x 90m VISIBILITY SPLAY
	2.4m x 120m VISIBILITY SPLAY
	2.4m x 215m VISIBILITY SPLAY
	POSSIBLE VISIBILITY SPLAY

REV	DATE	BY	DESCRIPTION	CHK	APP
D	23/09/2021	MM	S2C COMMENTS INCORPORATED	NC	JH
C	01/07/2021	MPB	CLARIFICATIONS	MPB	NC
B	24/11/2014	IGB	CLARIFICATIONS	LJM	JH
A	09/05/2014	SDC	FIRST ISSUE	LJM	JH

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ARCHITECT: **SIZEWELL C**

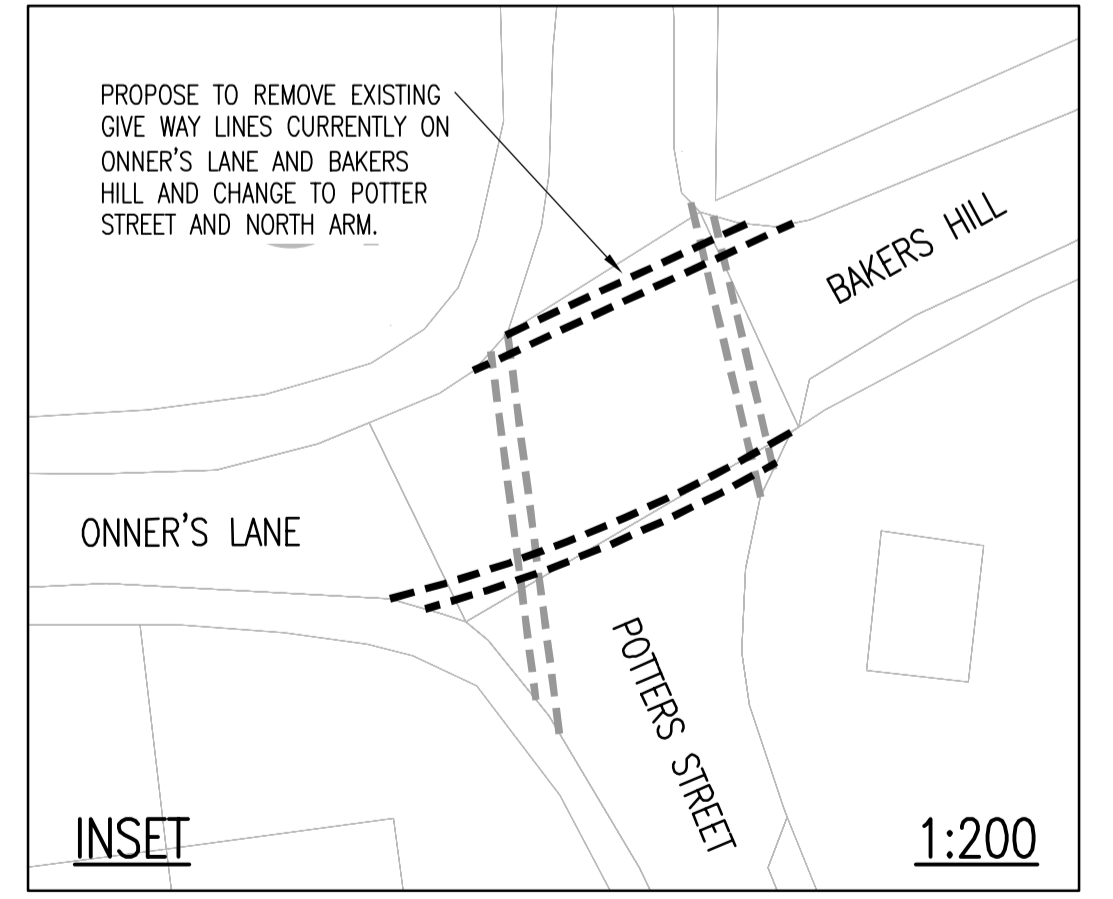
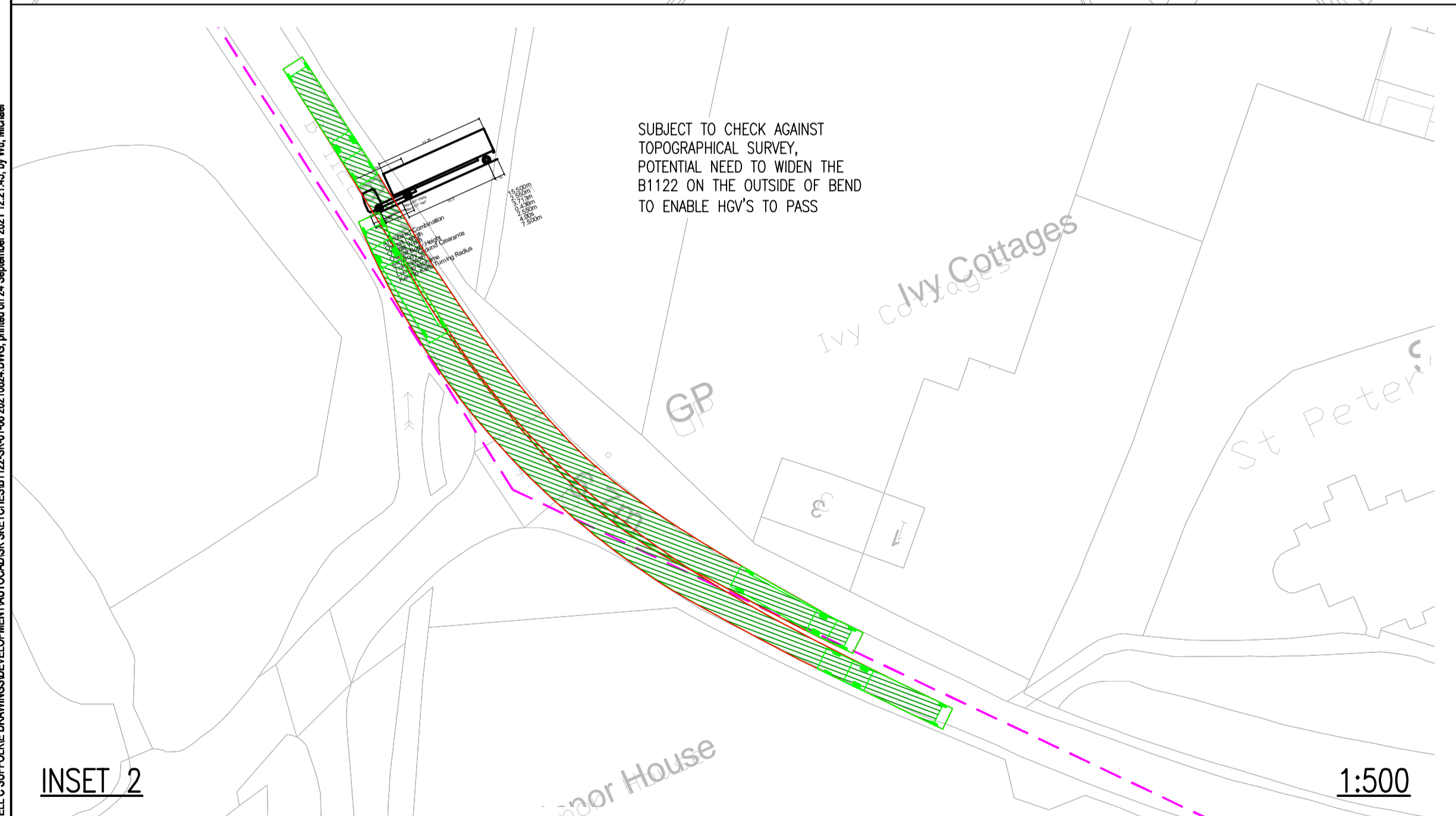
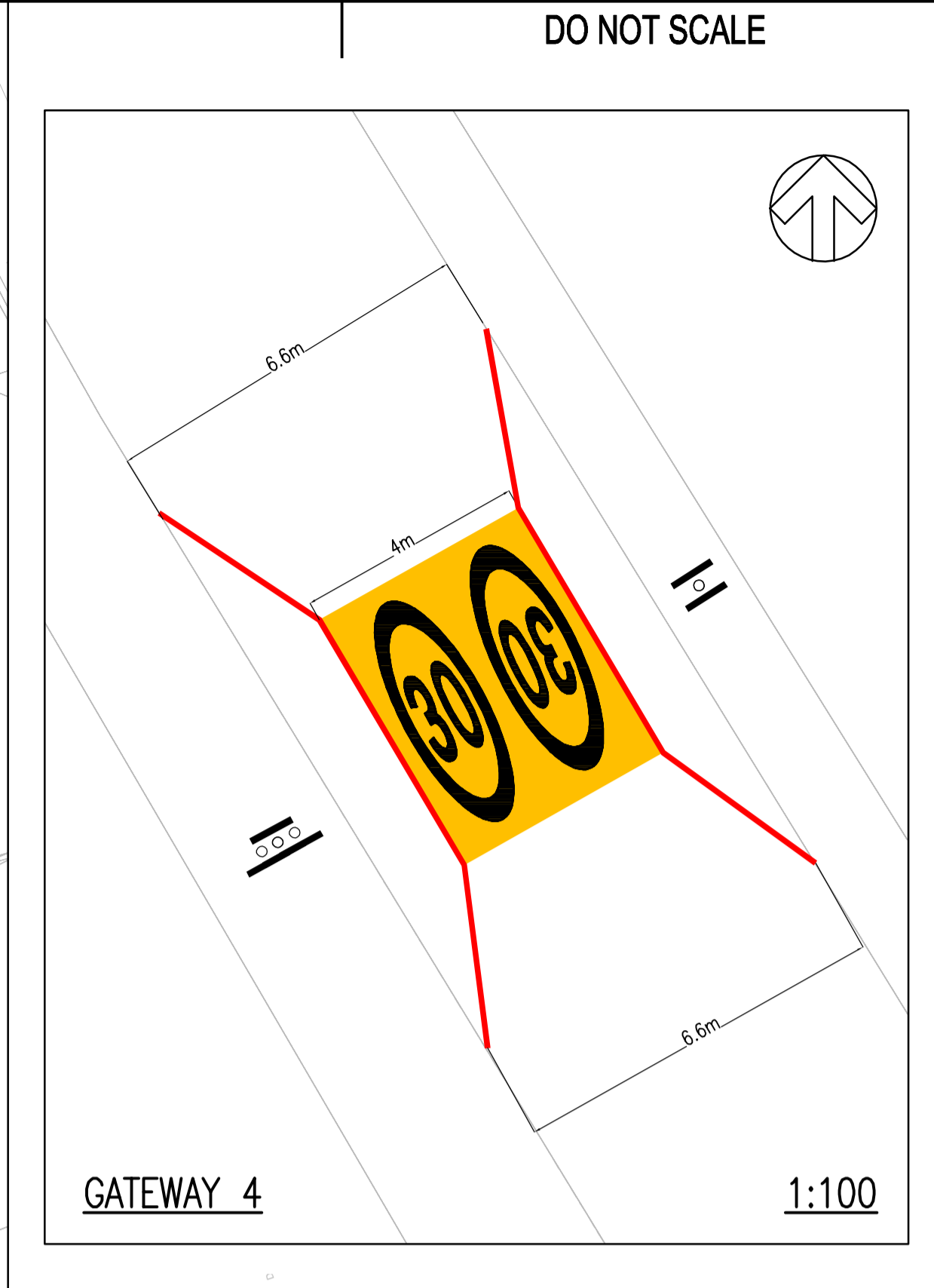
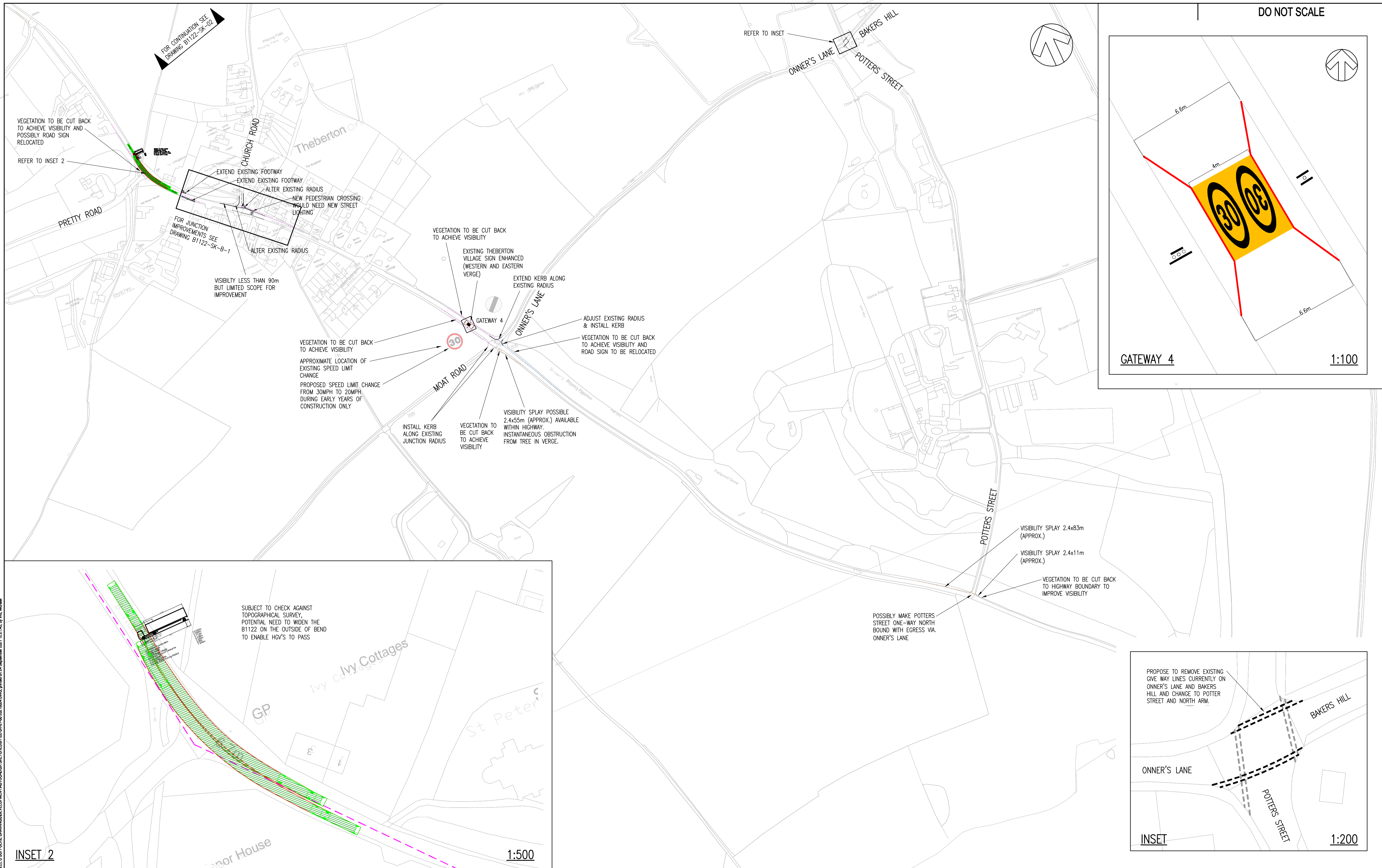
PROJECT: **SIZEWELL C**

TITLE: **B1122 EARLY YEARS MEASURES PLAN 2 OF 4**

SCALE @ A1: 1:2500	CHECKED: LJM	APPROVED: JH
PROJECT No: 50400326	DESIGNED: KW	DATE: JULY 21
DRAWING No: B1122-SK-02	REV: D	

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  - FOR SECTION DETAILS REFER TO DRAWING B1122-SK-06 & B1122-SK-08.

- KEY:**
- 2.4m x 90m VISIBILITY SPLAY
  - 2.4m x 120m VISIBILITY SPLAY
  - 2.4m x 215m VISIBILITY SPLAY
  - POSSIBLE VISIBILITY SPLAY

REV	DATE	BY	DESCRIPTION	CHK	APP
D	23/09/2021	MW	SEC COMMENTS INCORPORATED	NC	JH
C	01/07/2021	MPB	CLARIFICATIONS	MPB	NC
B	24/11/2014	IGB	CLARIFICATIONS	LJM	JH
A	09/05/2014	SDC	FIRST ISSUE	LJM	JH

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**ARCHITECT:**

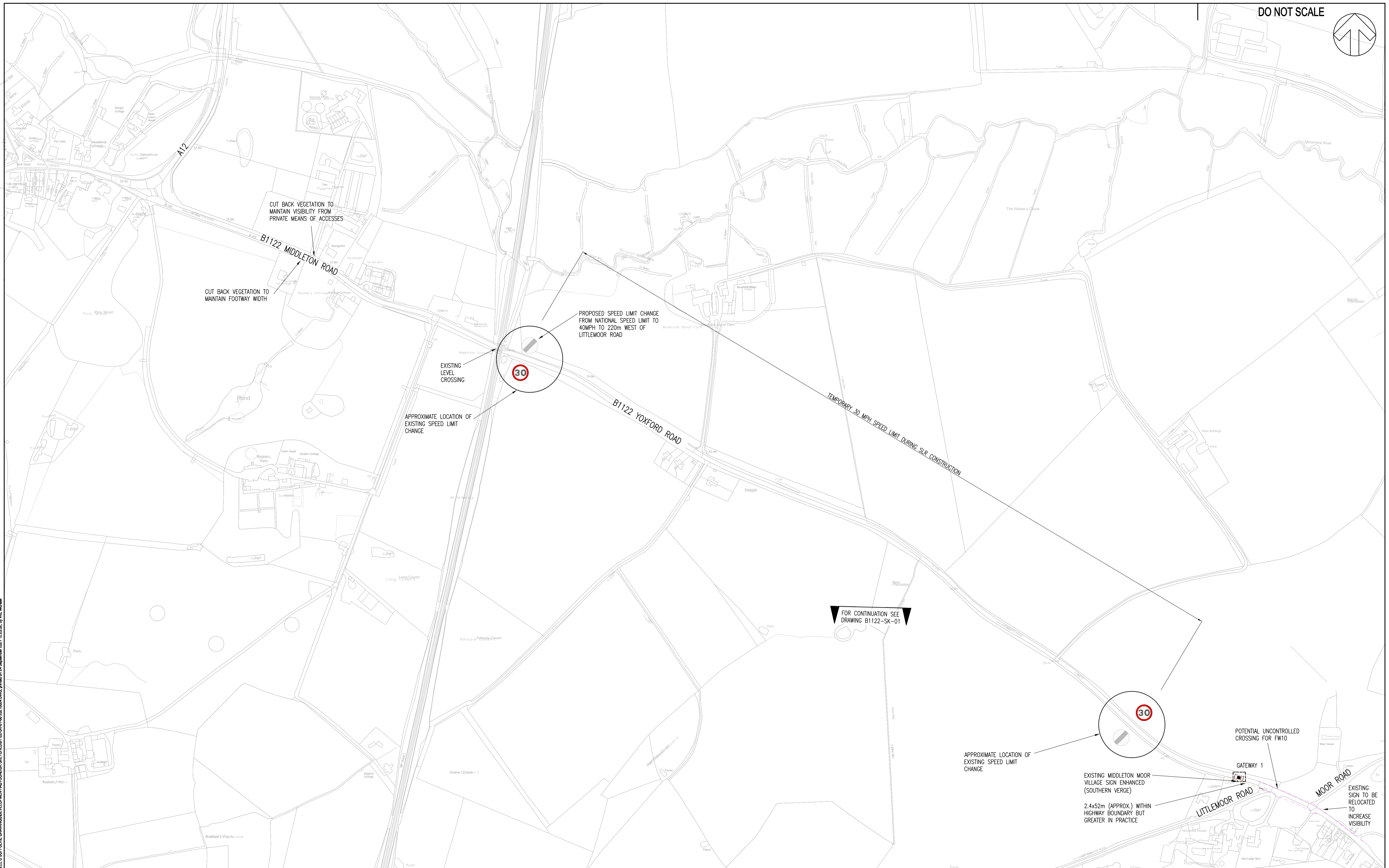
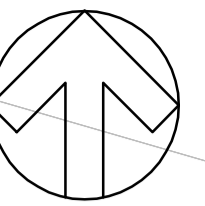
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**TITLE:** B1122 EARLY YEARS MEASURES  
PLAN 3 OF 4

<b>SCALE @ A1:</b> 1:2500	<b>CHECKED:</b> LJM	<b>APPROVED:</b> JH
<b>PROJECT No:</b> 50400326	<b>DESIGNED:</b> KW	<b>DATE:</b> JULY 21
<b>DRAWING No:</b> B1122-SK-03		<b>REV:</b> D
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KEY:

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- 2.4m x 120m VISIBILITY SPLAY
- 2.4m x 215m VISIBILITY SPLAY
- POSSIBLE VISIBILITY SPLAY

A	23/09/2021	MW	FIRST ISSUE	NC	JH
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ARCHITECT: **SIZEWELL C**

PROJECT: **SIZEWELL C**

TITLE: **B1122 EARLY YEARS MEASURES  
PLAN 4 OF 4**

SCALE @ A1:	1:2500	CHECKED:	NC	APPROVED:	JH
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DRAWING No:	<b>B1122-SK-04</b>			REV:	<b>A</b>
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C	23/09/2021	MW	JUNCTION PROPOSAL REVISED	JH	NC
B	20/05/2014	SJF	EXISTING UTILITIES ADDED	LJM	JH
A	09/05/2014	KW	FIRST ISSUE	LJM	JH

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CLIENT: **EDF**

ARCHITECT:

PROJECT: **B1122 MITIGATION DESIGN**

TITLE: **PEDESTRIAN PATH AND CROSSING ENHANCEMENTS B1122/CHURCH LANE JUNCTION**

SCALE @ A3: <b>1:500</b>	CHECKED: <b>LJM</b>	APPROVED: <b>JH</b>
PROJECT No: <b>50400326</b>	DESIGNED: <b>KW</b>	DRAWN: <b>KW</b>
DRAWING No: <b>B1122-SK B-1</b>		DATE: <b>February 14</b>
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