



# The Sizewell C Project

## 8.6 Traffic Incident Management Plan

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## CONTENTS

1	INTRODUCTION .....	1
1.1	Background .....	1
1.2	Scope .....	1
1.3	Incident Management Area.....	2
1.4	Structure .....	4
2	ROLES AND RESPONSIBILITIES .....	4
2.1	Introduction .....	4
2.2	Roles and responsibilities .....	5
3	MANAGEMENT STRUCTURE .....	8
3.1	Introduction .....	8
3.2	Transport review group.....	8
3.3	Transport co-ordinator .....	9
3.4	Delivery co-ordinator.....	10
3.5	Other groups.....	11
4	MANAGEMENT OF SIZEWELL C HGVS AND BUSES .....	11
4.1	Introduction .....	11
4.2	Measures to manage HGVs outside of the IMA.....	12
4.3	Measures to manage vehicles within the IMA.....	13
5	MANAGEMENT OF PLANNED AND UNPLANNED INCIDENTS .....	19
5.1	Introduction .....	19
5.2	Planned incidents and events.....	20
5.3	Unplanned incidents .....	21
6	REVIEW .....	22
6.1	TRG review.....	22
6.2	SZC Co. review .....	23
	REFERENCES .....	25



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## **TABLES**

None provided

## **PLATES**

Plate 1.1: Incident management area .....	3
Plate 4.1: Early Years HGV routes prior to two village bypass and Sizewell link road .....	14
Plate 4.2: Peak construction phase HGV routes once two village bypass and Sizewell link road are operational .....	16

## **FIGURES**

None provided

## **APPENDICES**

None provided

## 1 INTRODUCTION

### 1.1 Background

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

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

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

1.1.4 This **Traffic Incident Management Plan (TIMP)** (Doc Ref. 8.6(A)) accompanies SZC Co.'s application for a Development Consent Order (DCO) to the Planning Inspectorate for the proposed development of Sizewell C. The final **TIMP** (Doc Ref 8.6(A)) will be annexed to the **Deed of Obligation** (Doc Ref 8.17(C)) and the implementation of the approved **TIMP** (Doc Ref 8.6(A)) will be secured through an obligation in that **Deed of Obligation** (Doc Ref 8.17(C)).

### 1.2 Scope

1.2.1 This **TIMP** (Doc Ref. 8.6(A)) sets out the management of the Sizewell C construction traffic during an event or incident occurring on either the heavy goods vehicle (HGV) or park and ride bus routes to the main development site. This **TIMP** (Doc Ref. 8.6(A)) would help minimise potential impacts of traffic associated with Sizewell C construction on response times and delivery of emergency services in the event of an incident.

1.2.2 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** (Doc Ref. 8.6(A)) demonstrates SZC Co.'s commitment to work constructively with the highway authorities (Highways England and Suffolk County Council (SCC)) and emergency services in order to manage traffic incidents on the highway network.

1.2.3 This document forms part of a package of transport management documents to assist in the management of transport movements for the Sizewell C construction works. The other transport management documents to be implemented for the Sizewell C construction works to complement the **TIMP** (Doc Ref. 8.6(A)) are as follows:

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

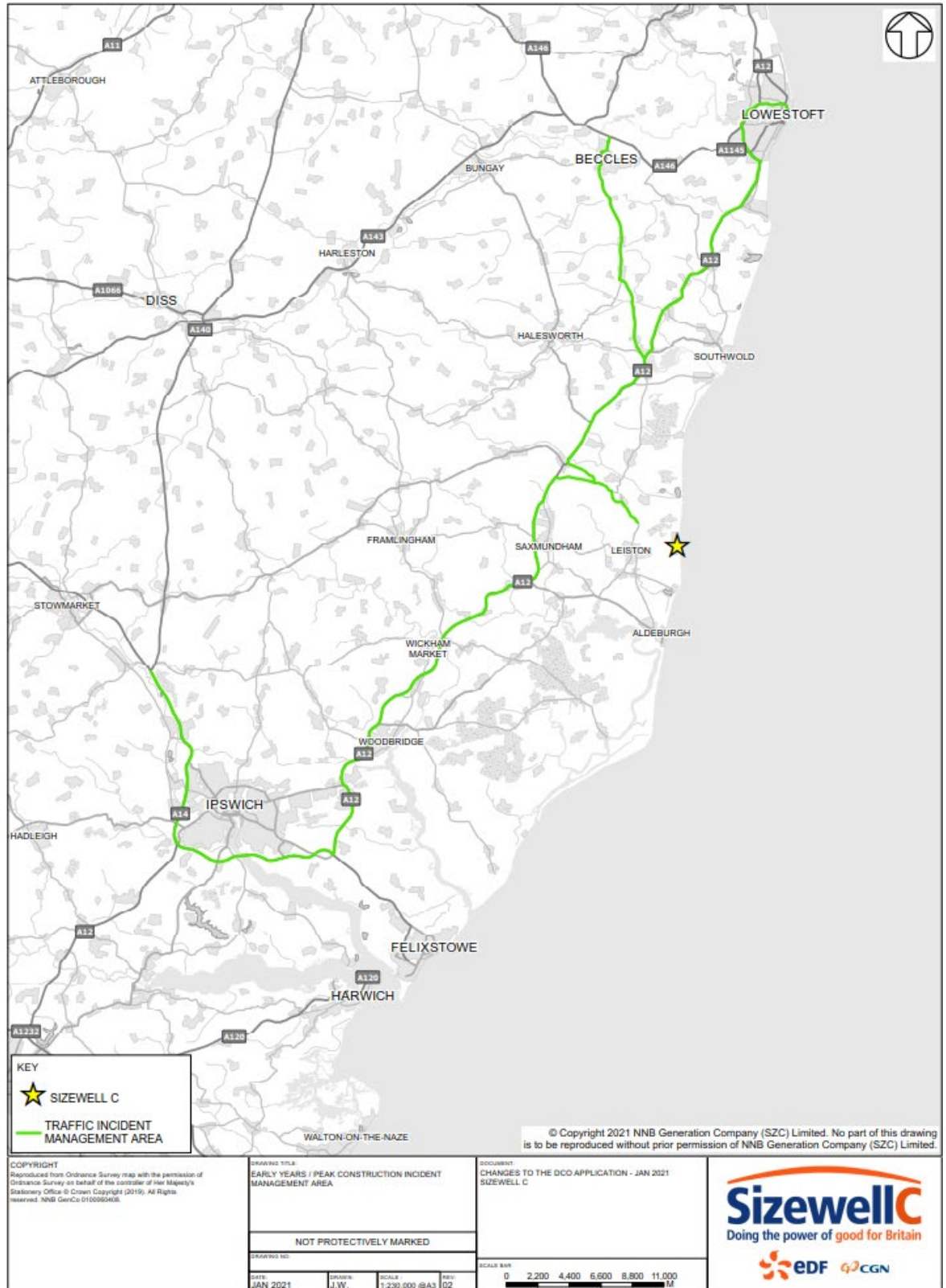
1.2.4 The implementation of the **CTMP** (Doc Ref 8.7(A)) and the **CWTP** (Doc Ref 8.8(A)) will also be secured through the **Deed of Obligation** (Doc Ref 8.17(C)).

### 1.3 Incident Management Area

1.3.1 The Incident Management Area (IMA) is the geographical area to which this **TIMP** (Doc Ref. 8.6(A)) relates. The IMA is illustrated in **Plate 1.1** below and includes the following roads, which are to be used by Sizewell C HGVs and, in part, by park and ride and direct buses:

- 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.

Plate 1.1: Incident management area



## 1.4 Structure

1.4.1 The structure of this **TIMP** (Doc Ref. 8.6(A)) 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** (Doc Ref. 8.6(A)) 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** (Doc Ref. 8.6(A)).

## 2 ROLES AND RESPONSIBILITIES

### 2.1 Introduction

2.1.1 In developing an effective **TIMP** (Doc Ref. 8.6(A)), it is important to understand the roles that the various organisations would play in incident management within the IMA. In this case, the organisations are:

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

## 2.2 Roles and responsibilities

### a) Highway authorities

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

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

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

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

- Initiate traffic management strategies on incident impacted facilities.
- Protect the incident scene.
- Provide traffic control.
- Assist motorists with disabled vehicles.
- Provide traveller information.
- Determine road repair needs.
- Establish and operate alternative diversionary routes.
- Repair highway infrastructure.

### b) Emergency services

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

- Assist with incident detection and verification.
- Secure the incident scene.



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

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

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

- Protect the incident scene.
- Provide traffic control until police or local authorities arrive.
- Provide emergency medical care.
- Provide initial hazardous material response and containment.
- Suppress any fire.
- Rescue crash victims from wrecked vehicles.
- Rescue crash victims from contaminated environments.
- Serve as incident commander, where appropriate.
- Assist in incident clearance if requested and dependent on seriousness of incident.

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

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

c) SZC Co.

2.2.9 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.

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).
- Hold SZC Co. 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. would assist with incident management planning are set out in **sections 3 and 4** of this **TIMP** (Doc Ref. 8.6(A)).

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## 3 MANAGEMENT STRUCTURE

### 3.1 Introduction

3.1.1 This section sets out the proposed management structure for the **TIMP** (Doc Ref. 8.6(A)) and the responsibilities of each stakeholder.

3.1.2 The overall management and implementation of the **TIMP** (Doc Ref. 8.6(A)) would be the responsibility of SZC Co..

3.1.3 The following groups and individuals would be involved with the **TIMP** (Doc Ref 8.5(A)):

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

### 3.2 Transport review group

3.2.1 A transport review group (TRG) will be established with members taken from the key transport stakeholders and SZC Co.. The scope of the TRG in relation to the **TIMP** (Doc Ref. 8.6(A)) is proposed to be as follows:

- receive transport monitoring reports from SZC Co. relating to the implementation of the **TIMP** during incidents in the IMA (Doc Ref. 8.6(A));
- monitor the implementation and effectiveness of the **TIMP** (Doc Ref. 8.6(A));
- consider the case for, and approve amendments to the **TIMP** (Doc Ref. 8.6(A)) put forward by the transport co-ordinator;
- advise SZC Co. on potential enhancements to the **TIMP** (Doc Ref. 8.6(A));
- 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 local community in relation to incident planning.

- 3.2.2 The TRG will have further duties with regards to the **CTMP** (Doc Ref 8.7(A)) and **CWTP** (Doc Ref 8.8(A)), which are set out in those documents.
- 3.2.3 The TRG members with voting rights would comprise:
- the transport co-ordinator;
  - one representative to be nominated by Suffolk County Council (SCC);
  - one representative to be nominated by Highways England;
  - one representative to be nominated by East Suffolk Council (ESC); and
  - two representative, in addition to the transport co-ordinator to be nominated by SZC Co..
- 3.2.4 Membership of the TRG does not fetter the members' planning and other statutory duties. The SCC, ESC and Highways England nominated TRG representatives would be an officer from each authority with knowledge of the transport aspects of the Sizewell C Project.
- 3.2.5 TRG representatives from SCC, ESC and Highways England will be able to nominate an alternative representative from their authority if they are unable to attend a TRG meeting.
- 3.2.6 In addition to the TRG members, specialist ad-hoc attendance can be called upon by the TRG to discuss particular agenda items. This could either be specialist representatives from SCC, ESC or Highways England or other specialist representatives from bodies such as transport providers, emergency services and lead contractors. However, these invitees will not have any voting rights.
- 3.2.7 The TRG will be formed prior to commencement of construction and will meet every month for the first 3 months of the construction phase and every 3 months thereafter during the construction phase unless the TRG decides to meet at a different frequency. The TRG would be able to delegate issues or functions to a sub-group if it decides to.
- 3.2.8 The establishment of the TRG will be secured through an obligation in the **Deed of Obligation** (Doc Ref (8.17(C))).
- 3.3 **Transport co-ordinator**
- 3.3.1 A transport co-ordinator will be appointed by SZC Co. and be in place prior to commencement of construction and throughout the construction phase of the Sizewell C Project. The transport co-ordinator will be responsible for the

management, development and implementation of the **TIMP** (Doc Ref. 8.6(A)) and the other transport management plans (i.e. **CTMP** (Doc Ref 8.7(A)) and **CWTP** (Doc Ref 8.8(A))). The appointment of the transport co-ordinator would be secured through the Deed of Obligation (Doc Ref. 8.17(C)).

3.3.2 The transport co-ordinator will have the following transport-related responsibilities related to the **TIMP** (Doc Ref. 8.6(A)):

- monitor the approved **TIMP** (Doc Ref. 8.6(A));
- report the monitoring of the **TIMP** (Doc Ref. 8.6(A)) 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 and parish councils;
- update the **TIMP** (Doc Ref. 8.6(A)) as required in consultation with the TRG; and
- resolve issues and problems through liaison with other parts of SZC Co. and its contractors.

3.3.3 The transport co-ordinator role will be appointed prior to commencement of the construction of the Sizewell C Project for the duration of the construction phase and at an appropriate senior level. They could either be an employee of SZC Co. or an independent consultant but they would need to sit outside of the delivery team.

## 3.4 Delivery co-ordinator

3.4.1 In addition to the recruitment of the transport co-ordinator role, SZC Co. will appoint a delivery co-ordinator for the duration of the construction of the Sizewell C Project. This appointment will be secured through an obligation in the **Deed of Obligation** (Doc Ref. 8.17(C)). SZC Co. will also employ a small delivery team of individuals to assist the delivery co-ordinator with the delivery of the **CTMP** (Doc Ref. 8.7(A)) on a day- to- day basis as well as assist with the implementation of the **TIMP** (Doc Ref 8.6(A)) in the event of an incident in the IMA.

3.4.2 In relation to the **TIMP** (Doc Ref 8.6(A)), the delivery co-ordinator and the delivery team will be responsible for:

- Holding Sizewell C buses and HGVs off the highway network until notified by Suffolk Constabulary to resume normal operations;

- collating monitoring data for the transport monitoring reports.

### 3.5 Other groups

#### a) Community Safety Working Group

3.5.1 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.

3.5.2 In order to minimise overlap and resource demand on the emergency services, it is proposed the Community Safety Working Group would 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** (Doc Ref. 8.6(A)), the Community Safety Working Group will be able to provide the transport co-ordinator with any feedback on the effectiveness of the **TIMP** (Doc Ref. 8.6(A)) following its activation in the event of an incident.

3.5.3 The minutes of the Community Safety Working Group will be provided to the TRG as part of the meeting agenda pack of information for consideration of the transport agenda item at the TRG meetings.

#### b) Parish councils

3.5.4 The parish councils within the Sizewell C study area already meet on a regular basis and they will form a key link between the TRG and the wider community and provide an indication of the transport related issues that are of concern to the general public.

3.5.5 The parish councils will 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 would be provided 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 in relation to incidents within the IMA.

4.1.2 Sizewell C buses are proposed to all route on the local highway network and no buses will route beyond the IMA. Therefore, in the event of an incident in the IMA, all of the buses will need to be managed within the IMA. The vast

majority of Sizewell C HGVs will be travelling to and from the main development site from beyond the IMA. Therefore, in the event of an incident in the IMA, some of the proposed HGV measures would seek to restrict HGV movements entering the IMA. As such, this section is structured as follows:

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

4.1.3 These measures will be secured through the obligation to implement the **TIMP** (Doc Ref. 8.6(A)) contained in the **Deed of Obligation** (Doc Ref. 8.17(C)).

## 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. Details of the DMS are included in the **CTMP** (Doc Ref. 8.7(A)).

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 they approach the freight management facility.

4.2.3 The DMS would 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** (Doc Ref. 8.6(A)). The HGV drivers would be requested to stop at a suitable HGV holding point on the SRN until further notice. Suitable HGV holding points on the SRN on the approach to the freight management facility are to be agreed with Highways England prior to commencement of construction.

4.2.4 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 as HGV delivery/movement number as no delivery/movement would have occurred.

b) Live travel information

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

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

### 4.3 Measures to manage vehicles within the IMA

a) HGV routes

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

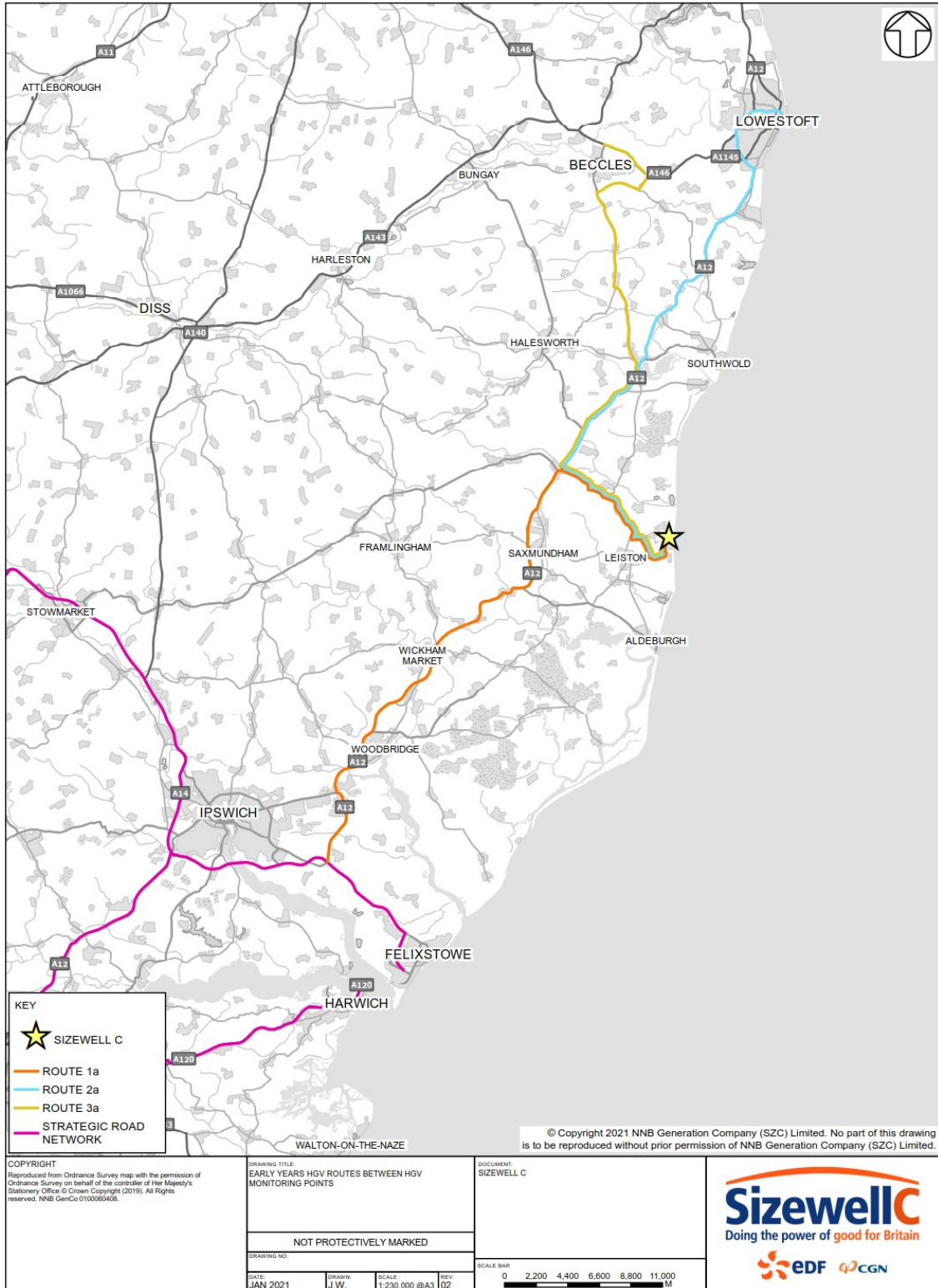
4.3.2 During both the early years and peak construction phases, HGVs arriving from the south would be required to route via the SRN on their journey to/from the main development site. The SRN is identified on **Plates 4.1** and **4.2**.

4.3.3 In terms of the HGV routes on the local highway network, HGVs to and from the main development site would be required to 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.



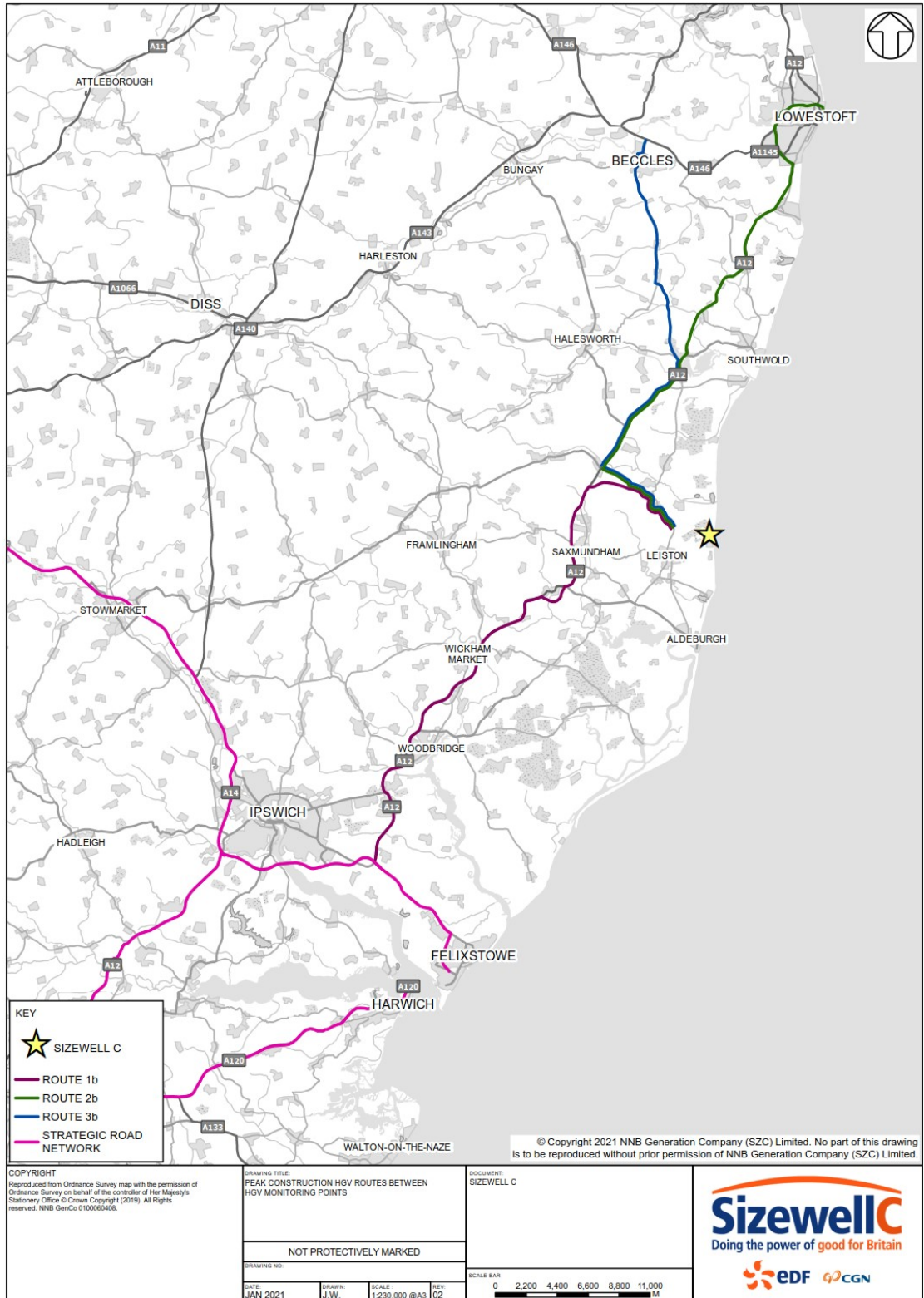
**Plate 4.1: Early Years HGV routes prior to two village bypass and Sizewell link road**



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 would change to the following roads, which are illustrated in **Plate 4.2**:

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

**Plate 4.2: 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** (Doc Ref 8.6(A)) is activated, SZC Co. would 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 It is proposed to provide a freight management facility at Seven Hills to manage HGVs during the construction phase of the Sizewell C Project. The primary function of the freight management facility is to control the pattern of deliveries to the main development site. However, in the event of an incident within the IMA, it could also be used to temporarily hold HGVs. The freight management facility has the capacity to hold 154 HGVs.

4.3.7 If the incident is north of the freight management facility, HGVs would be able to 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 would be able to 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 would 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.

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 would only be utilised for holding Sizewell C HGVs and buses and only in the event that the **TIMP** (Doc Ref 8.6(A)) is activated.

4.3.11 If the incident is north of the TIMA, HGVs and buses would be able to be held at the TIMA on their route to the main development site. If the incident is south of the TIMA, HGVs and buses would be able to be held at the TIMA on their route from the main development site.

4.3.12 HGVs and buses would 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 and a northern park and ride facility at Darsham. The primary function of the park and ride facilities is to intercept construction workforce car trips and transport workers to the main development site by bus. However, in the event of an incident within the IMA, when required, the park and ride facilities could also be used to temporarily hold buses. There would be 10 bus holding spaces at each of the park and ride facilities. This would be in addition to the holding facility within the TIMA at the southern park and ride facility.

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

c) Delivery management system

4.3.15 As set out earlier, all HGVs will be tracked on their route to/from the main development site via GPS technology through the DMS. This will facilitate the implementation and monitoring of the TIMP (Doc Ref 8.6(A)).

d) Diversion routes

4.3.16 SZC Co. proposes to hold Sizewell C HGVs and buses off the highway network in the event of the **TIMP** (Doc Ref 8.6(A)) 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).

4.3.17 Any Sizewell C HGVs and buses not held at one of the holding locations would be required to route along the designated HGV and bus routes unless temporarily instructed not to by the highway authority (Highways England or SCC) or Suffolk Constabulary and instructed to use diversionary routes.

4.3.18 In respect of any given incident, Sizewell C HGVs and buses would use any diversionary routes directed by or agreed with the SCC or Suffolk Constabulary.

e) Communication

4.3.19 SZC Co. will maintain a site-based delivery management team as a contact point for contractors, emergency services, and the highway authorities. This

team will help manage and coordinate SZC Co. and its supply chain's response to an incident in the IMA.

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

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

## 5 MANAGEMENT OF PLANNED AND UNPLANNED INCIDENTS

### 5.1 Introduction

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

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

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

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

5.1.4 Planned incidents/events identified include:

- closure of Orwell Bridge due to high winds or planned maintenance;
- other planned highway maintenance;

- closure of the Port of Felixstowe due to inclement weather and implementation of Operation Stack;
- Latitude Festival.

5.1.5 Unplanned incidents identified include:

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

## 5.2 Planned incidents and events

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

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

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

5.2.3 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 Highways England. 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) Other planned highway maintenance

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

### c) Operation Stack

- 5.2.5 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.
- 5.2.6 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.
- 5.2.7 In the event of Operation Stack, it is proposed that SZC Co. would be notified by the port of Felixstowe through the existing advance notice procedure used to notify relevant stakeholders and the public. During Operation Stack, SZC Co. would route Sizewell C HGVs direct to the main development site, with no HGVs routing via the freight management facility in order to relieve pressure on Old Felixstowe Road. This would continue until SZC Co. is notified that the port is open.

### d) Latitude festival

- 5.2.8 The Latitude festival is an annual music event that takes place in Henham Park over four days in July; usually Thursday, Friday, Saturday, and Sunday. It has a capacity for 40,000 people. Henham Park is off the A12 and north of the A1095.
- 5.2.9 SZC Co. would liaise with SCC in advance of the festival to understand peak arrival/departure times for the festival and would minimise HGV movements during these times. Sizewell C HGVs would continue to comply with the designated HGV routes during the Latitude festival.

## 5.3 Unplanned incidents

- 5.3.1 In the event of an unplanned incident that required prolonged closure of a road within the IMA, SZC Co. would provide contractors with the information necessary to contact all 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 coordinators to cascade to their drivers and put on the DMS internal messaging board, to inform contractors of incidents and provide instructions on what to do with their deliveries.

- 5.3.2 The DMS 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 Coordinator having the ability to amend or cancel bookings in the DMS at any time and all changes automatically being notified to contractors delivering to the Sizewell C. The appointment of the Delivery Coordinator during construction will be secured through the **Deed of Obligation** (Doc Ref. 8.17(C)).

## 6 REVIEW

### 6.1 TRG review

- 6.1.1 The review process for the measures and commitments detailed within the **TIMP** (Doc Ref 8.6(A)) will be through the TRG, who would be responsible for reviewing and approving any amendments to the **TIMP** (Doc Ref 8.6(A)) 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. The TRG meetings will discuss the transport monitoring report and agree any refinements to the CTMP (Doc Ref. 8.7(A)) that are required.
- 6.1.3 The TRG meetings will discuss the monitoring reports and agree any refinements to the **TIMP** (Doc Ref 8.6(A)) that are required. The following will be discussed at each TRG meeting:
- discuss recorded incidents in the IMA during that quarter and the performance and effectiveness of the incident management measures employed;

- discuss any required variations to the **TIMP** (Doc Ref 8.6(A)); and
- agree information that can be disseminated to the parish councils and other interested parties.

6.1.4 The TRG, Community Safety Working Group and parish councils will also play an important role in providing feedback on the implementation of the **CTMP** (Doc Ref. 8.7(A)) and any issues associated with it.

6.1.5 The governance, scope and authority of the TRG will be secured through the **Deed of Obligation** (Doc Ref. 8.17(C)).

a) **Action plan**

6.1.6 As part of the transport monitoring report, an action plan will 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** (Doc Ref. 8.6(A)).

b) **Change log**

6.1.7 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 **TIMP** (Doc Ref. 8.6(A)), SZC Co. will submit an amended **TIMP** (Doc Ref. 8.6(A)) to the TRG for approval.

6.1.8 If any changes to the **TIMP** (Doc Ref. 8.6(A)) are made, a change log will be provided within the transport monitoring report to keep a record of any approved changes to the **TIMP** (Doc Ref. 8.6(A)). The change log will 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** (Doc Ref 8.6(A)). It is envisaged that the meetings are likely to 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** (Doc Ref 8.6(A)) 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.



SIZEWELL C PROJECT  
– TRAFFIC INCIDENT MANAGEMENT PLAN

**NOT PROTECTIVELY MARKED**

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- 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)