The Sizewell C Project

8.7 Construction Traffic 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 This **Construction Traffic Management Plan** (**CTMP**) (Doc Ref. 8.7(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 **CTMP** (Doc Ref. 8.7(A)) will be annexed to the **Deed of Obligation** (Doc Ref. 8.17(C)) and the implementation of the approved **CTMP** (Doc Ref. 8.7(A)) will be secured through an obligation in the **Deed of Obligation** (Doc Ref. 8.17(C)).

1.2 Scope

1.2.1 This **CTMP** (Doc Ref. 8.7(A)) sets out SZC Co.'s proposals to manage freight traffic during the construction of the Sizewell C Project.

1.2.2 The **CTMP** (Doc Ref. 8.7(A)) 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 of the Sizewell C Project.

1.2.3 The following elements of the construction traffic will be managed through this **CTMP** (Doc Ref. 8.7(A)):

- 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** (Doc Ref. 8.7(A)) are as follows:

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

1.2.5 The implementation of the **CWTP** (Doc Ref. 8.8(A)) and the **TIMP** (Doc Ref. 8.6(A)) will also be secured through the **Deed of Obligation** (Doc Ref. 8.17(C)).

1.3 Objectives

1.3.1 The objectives of this **CTMP** (Doc Ref. 8.7(A)) 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** (Doc Ref. 8.7(A)) is structured as follows:

- **Section 2** sets out the management structure for the **CTMP** (Doc Ref. 8.7(A));
- **Section 3** summarises the freight movements expected to be generated by the Sizewell C Project during the construction phase;
- **Section 4** summarises the proposed measures to manage HGV movements to/from the main development site during the construction

phase 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 phase;
- **Section 7** summarises the proposed measures to manage AIL movements to/from the main development site during the construction phase;
- **Section 8** deals with monitoring and review of the **CTMP** (Doc Ref. 8.7(A)); and
- **Section 9** deals with compliance and enforcement of the **CTMP** (Doc Ref. 8.7(A)).

2 MANAGEMENT STRUCTURE

2.1 Introduction

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

2.2 Management structure

2.2.1 The overall management and implementation of the **CTMP** (Doc Ref. 8.7(A)) will be the responsibility of SZC Co.

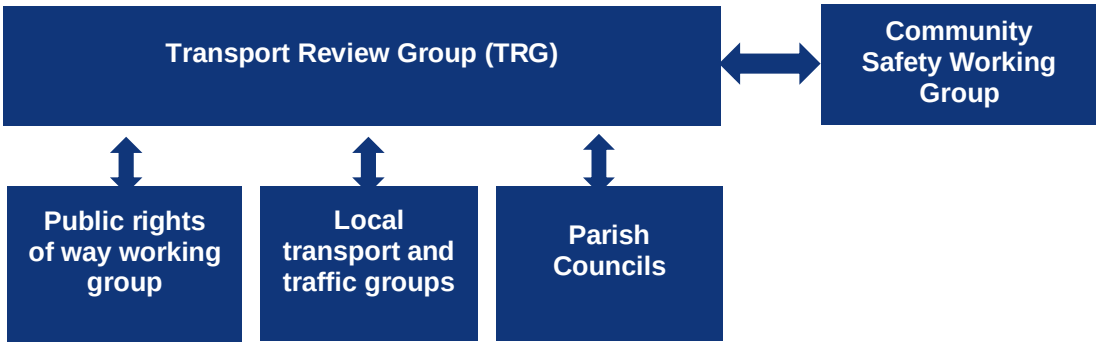
2.2.2 A number of working groups are proposed to be formed during the construction phase of Sizewell C. The following groups and individuals will be involved with the **CTMP** (Doc Ref. 8.7(A)):

- Transport review group (TRG);
- Transport co-ordinator;
- Delivery co-ordinator;
- Community Safety Working Group;
- Public Rights of Way Working Group; and

- Local transport and traffic groups 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 groups



2.3 Transport review group

2.3.1 A transport review group (TRG) will be established with members taken from the key transport stakeholders and SZC Co. The scope of the TRG in relation to the **CTMP** (Doc Ref. 8.7(A)) is proposed to be as follows:

- receive transport monitoring reports from SZC Co. relating to the implementation and operation of the **CTMP** (Doc Ref. 8.7(A));
- monitor the implementation of and compliance with the **CTMP** (Doc Ref. 8.7(A));
- agree actions from the transport co-ordinator for the continued implementation of the **CTMP** (Doc Ref. 8.7(A));
- consider the case for, and approve amendments to the **CTMP** (Doc Ref. 8.7(A)) put forward by the transport co-ordinator;
- consider the use of the transport contingency fund if unmitigated significant adverse transport impacts arising from the monitoring require mitigation;
- advise SZC Co. on potential enhancements to the **CTMP** (Doc Ref. 8.7(A));
- 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; and

- consider the views and opinions with regards to transport of the local transport and traffic groups, the parish councils and local community when carrying out its role.

2.3.2 The TRG will have further duties with regards to the **CWTP** (Doc Ref 8.8(A)) and **TIMP** (Doc Ref 8.6(A)), which are set out in those documents.

2.3.3 The TRG members with voting rights will comprise:

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

2.3.4 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.

2.3.5 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.

2.3.6 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 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.

2.3.7 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 will be able to delegate issues or functions to a sub-group if it decides to.

2.3.8 The establishment of the TRG will be secured through an obligation in the **Deed of Obligation** (Doc Ref. 8.17(C)).

2.4 Transport co-ordinator

2.4.1 A transport co-ordinator will be appointed by SZC Co. and be in place prior to commencement of construction and throughout the construction phase of the Sizewell C Project. The transport co-ordinator will be responsible for the management, development and implementation of the **CTMP** (Doc Ref. 8.7(A)) and the other transport management plans (i.e. **CWTP** (Doc Ref. 8.8(A)) and **TIMP** (Doc Ref. 8.6(A))).The appointment of the transport co-ordinator will be secured through the **Deed of Obligation** (Doc Ref. 8.17(C)).

2.4.2 The transport co-ordinator will have the following transport-related responsibilities related to the **CTMP** (Doc Ref. 8.7(A)):

- promote the objectives and benefits of the **CTMP** (Doc Ref. 8.7(A)) to encourage compliance with its contents;
- monitor the success of the **CTMP** (Doc Ref. 8.7(A)) against the thresholds;
- report the monitoring of the **CTMP** (Doc Ref. 8.7(A)) 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, Public Rights of Way Working Group, local transport and traffic groups, parish councils and local community;
- implement actions agreed with the TRG;
- propose **CTMP** (Doc Ref. 8.7(A)) 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 transport contingency fund;
- resolve issues and problems through liaison with other parts of SZC Co. and its contractors.

2.4.3 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.

2.5 Delivery co-ordinator

2.5.1 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 delivery team 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 Incident Management Area, as defined in the **TIMP** (Doc Ref 8.6(A)).

2.5.2 In relation to the **CTMP** (Doc Ref 8.7(A)), the delivery co-ordinator and the delivery team will be responsible for:

- managing the delivery management system (DMS) in accordance with the **CTMP** (Doc Ref. 8.7(A));
- managing and co-ordinating AIL movements;
- investigating any non-compliance of the **CTMP** (Doc Ref. 8.7(A));
- planning delivery schedules in accordance with the Project programme and the **CTMP** (Doc Ref. 8.7(A)); and
- collating monitoring data for the transport monitoring reports.

2.6 Other groups

a) Community Safety Working Group

2.6.1 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.

2.6.2 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 **CTMP** (Doc Ref. 8.7(A)), the Community Safety Working Group will be able to provide the transport co-ordinator with any feedback of the effectiveness of the **CTMP** (Doc Ref. 8.7(A)) in the context of freight traffic, including AILs, and community safety. Highways England will be invited to the Community Safety Working Group meetings for the AIL agenda item to ensure co-ordination between Highways England, the emergency services and SZC Co. with regards to AILs.

2.6.3 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) Public Rights of Way Working Group

2.6.4 The Public Rights of Way (PRoW) Working Group has already been established and will meet until all PRoW improvements and diversions proposed by SZC Co. have been implemented.

2.6.5 The PRoW working group will be a sub-group of the TRG and will report to the TRG at least once every six months, providing information on:

- any existing initiatives that the PRoW fund has been applied towards and the effectiveness of such initiatives;
- any future initiatives that the PRoW 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 PRoW working group to be funded by the PRoW fund.

c) Local transport and traffic groups

2.6.6 The following transport and traffic working groups have been established:

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

2.6.7 The transport and traffic working groups will be sub-groups of the TRG, once the TRG is formed, and the transport co-ordinator will report to the TRG on a quarterly basis providing a summary of the implementation of the transport improvements in Wickham Market, Leiston and Marlesford and Little Glemham. The transport and traffic working groups will continue to meet at a frequency agreed by the individual working groups until the schemes have been delivered, at which point the groups will be disbanded.

d) Parish councils

2.6.8 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.

2.6.9 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.

e) Transport Liaison

2.6.10 Prior to commencement of construction SZC Co. will 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 phase, such as, but not limited to, programme updates for planned highway improvements, temporary traffic management measures, timing of any Special Order or VR1 AIL movements by road and the proposed AIL route.

3 FREIGHT MOVEMENTS

3.1 Introduction

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

3.2 Vehicle classification

3.2.1 The vehicle classifications referred to in this **CTMP** (Doc Ref. 8.7(A)) 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** (Doc Ref. 8.7(A)), 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 any of the following:
  - a weight of more than 44,000kg
  - an axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle
  - a width of more than 2.9 metres
  - a rigid length of more than 18.65 metres
- Road based AILs fall into three principal classifications:
  - Special order for the heaviest, widest or longest loads. Any AIL 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

3.3.1 During the early years, prior to the implementation of the two village bypass and Sizewell link road, SZC Co. estimates there would be up to 600 two-way HGV movements per day (i.e. 300 HGV 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 would route via the Sizewell B entrance, with the remaining HGVs accessing/egressing the main development site via the secondary site entrance.

3.3.2 In addition, during the early years, there would 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 would access the main development site via the secondary site entrance.

3.3.3 During the peak construction phase, 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 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).

3.3.4 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.

3.3.5 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.

3.3.6 During the construction of the associated development sites, there would be the following average 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
- FMF – 42 two-way HGVs per day.

b) LGV movements

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

3.3.8 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.

3.3.9 During the peak construction phase, 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).

3.3.10 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

3.3.11 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

3.3.12 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** (Doc Ref. 8.7(A)). There are forecast to be 389 permanent equipment AILs delivered to the main development site during the construction phase.

3.3.13 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 phase to remove heavy and oversized loads from the road network. The permanent BLF would also be used infrequently during the operational phase for the delivery of AILs.

3.3.14 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

3.3.15 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** (Doc Ref. 8.7(A)).

3.3.16 With regards to the temporary construction AILs, as a worst case, these have all been assumed to be transported by road but SZC Co. will seek to utilise spare capacity within the enhanced permanent BLF to deliver some of the heavier / larger temporary construction AILs by sea if the programme allows.

3.3.17 The precise number of temporary construction AILs per year required for the construction phase 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** (Doc Ref. 8.7(A)).

3.3.18 **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.

Table 3.1 – Category of temporary construction AILs at Hinkley Point C

AIL Category	2017	2018	2019	2020	Average
Special Order	2	12	6	0	5
VR1	24	13	3	2	11
STGO 3	159	184	447	243	258
STGO 2	295	194	437	312	310
STGO 1	52	131	166	122	118
C&U	1,523	420	421	399	691
Total	**2,055**	**954**	**1,480**	**1,078**	**1,392**

3.3.19 **Table 3.1** shows that there are expected to be 2-26 Special Order/VR1 AIL movements per year to/from the main development site, which equates to 0.2-2.6% of annual temporary construction AILs. The vast majority of the AILs are expected to be classified as STGO or C&U loads.

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

Table 3.2 – Width of temporary construction AILs at Hinkley Point C

AIL Width	2017	2018	2019	2020	Average
>5.0m	31 (1.5%)	24 (2%)	9 (1%)	0 (0%)	16 (1%)
>4.4m – 5.0m	12 (0.5%)	21 (2%)	3 (0%)	15 (1%)	13 (1%)
>3.5m – 4.4m	904 (44%)	64 (7%)	115 (8%)	83 (8%)	292 (21%)
>2.9m – 3.5m	956 (47%)	628 (66%)	883 (59%)	628 (58%)	774 (56%)
≤ 2.9m	152 (7%)	217 (23%)	470 (32%)	352 (33%)	298 (21%)
Total	**2,055**	**954**	**1,480**	**1,078**	**1,392**

3.3.21 **Table 3.2** shows that on average 2% of the temporary construction AILs are expected to be >4.4m wide, with an average of 21% of the AILs being 3.5-4.4m wide and the remaining 77% of loads on average being 3.5m wide or less.

3.3.22 **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

	2017	2018	2019	2020
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
Total	**2,055**	**954**	**1,480**	**1,078**

3.3.23 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 vast majority (77%) of these AILs will be 3.5m wide or less.

3.4 HGV origins and routes

a) HGV origins

3.4.1 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.

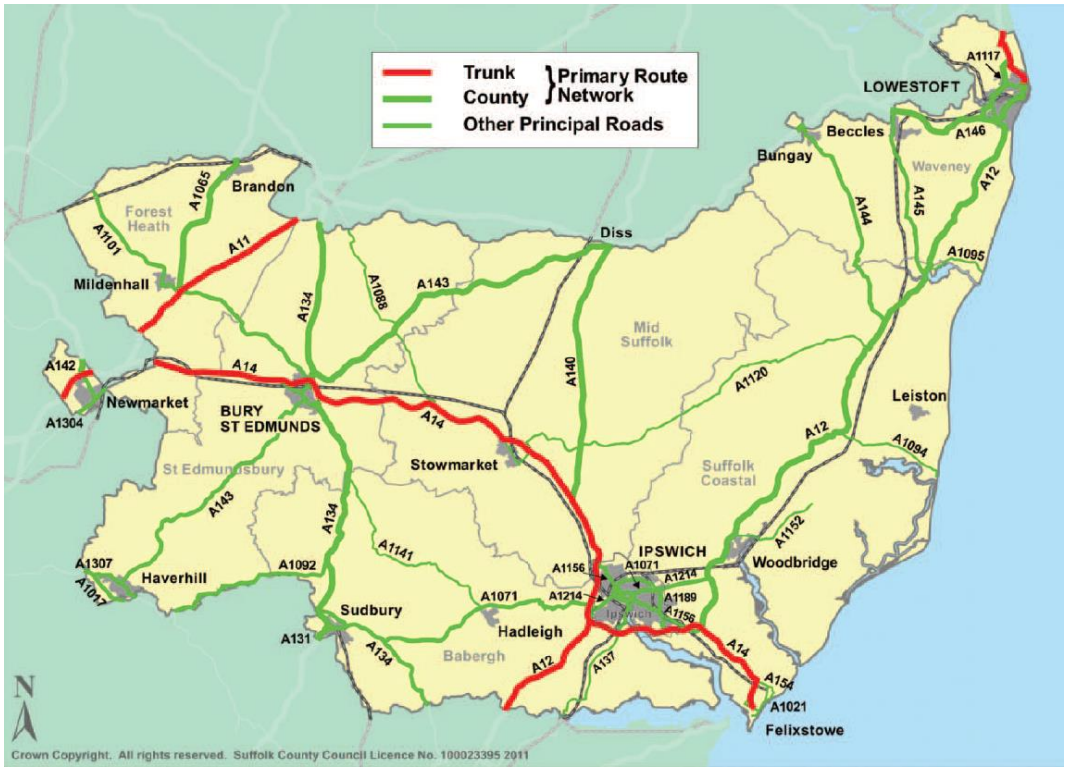
3.4.2 SZC Co. has been working with the Suffolk Chamber of Commerce to develop the local supply chain. As such, there is expected to be some HGVs originating from the local area. This could include items such as consumables, general stores, catering/food supplies, skips, small plant etc.

3.4.3 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

3.4.4 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 Highways England. In the vicinity of the Sizewell C main development site, the A12, A144 and A145 all form part of the County primary route network.

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



c) Sizewell C construction HGV routes

3.4.5 This section of the **CTMP** (Doc Ref. 8.7(A)) summarises the proposed HGV routes to and from the main development site during the construction phase of the Sizewell C Project. The proposed HGV routes utilise trunk and county roads that form part of the primary route network as set out in **Plate 3.1**. The exception to this is the B1122, which is classified as a zone distributor route (i.e. a road within a zone serving as a route directly to a location).

3.4.6 During both the early years and peak construction phases, HGVs arriving from the south would be required to route via the Strategic Road Network (SRN) on their journey to/from the main development site. The SRN is identified on **Plates 3.2** and **3.3**.

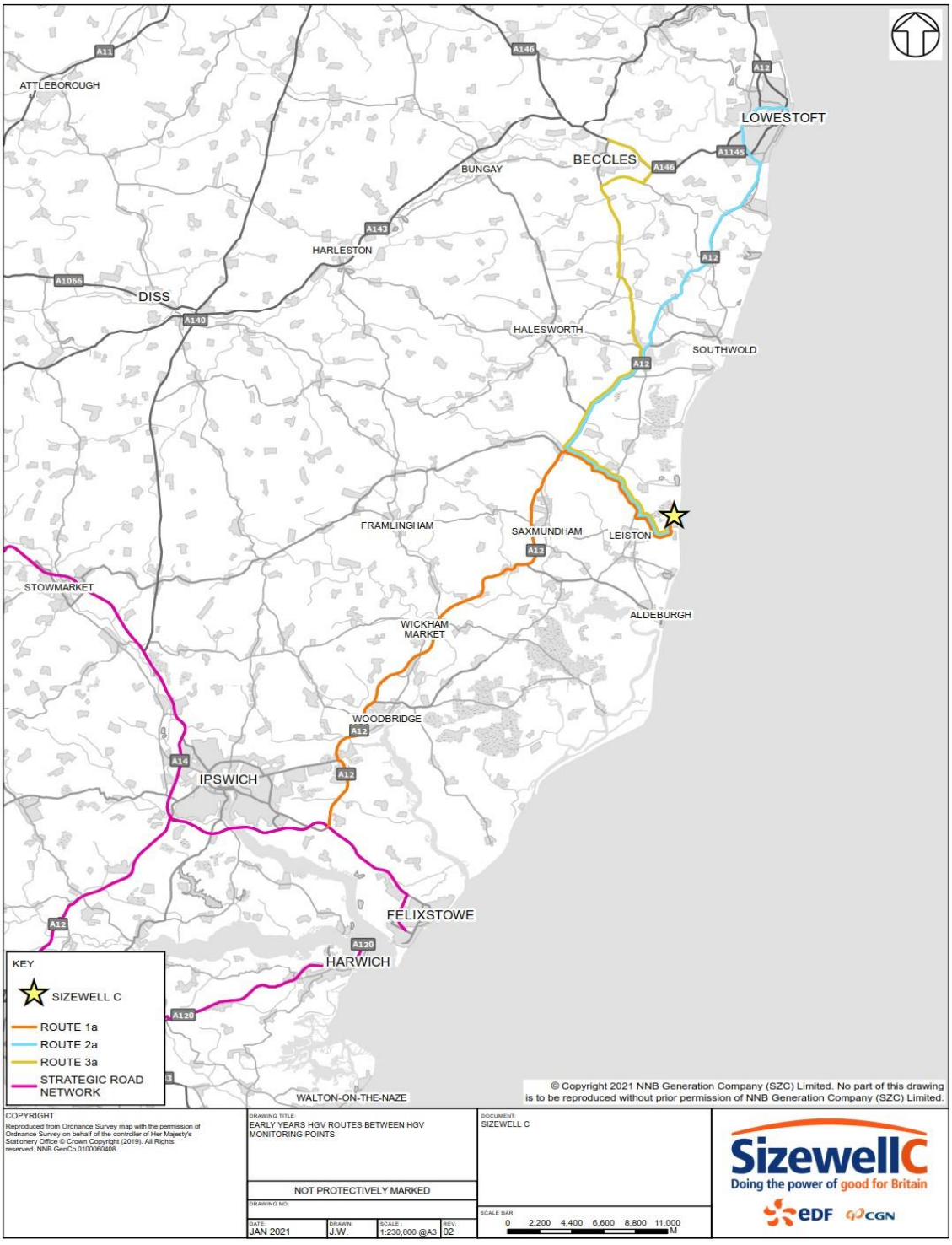
3.4.7 In terms of the HGV routes on the local highway network, HGVs to and from the main development site would be required to use the following HGV routes during the early years, which are illustrated in **Plate 3.2**:

- **Route 1a:** HGV route from the A12/A14 junction at Seven Hills via the A12 to the A12/B1122 junction and then along the B1122 and 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.

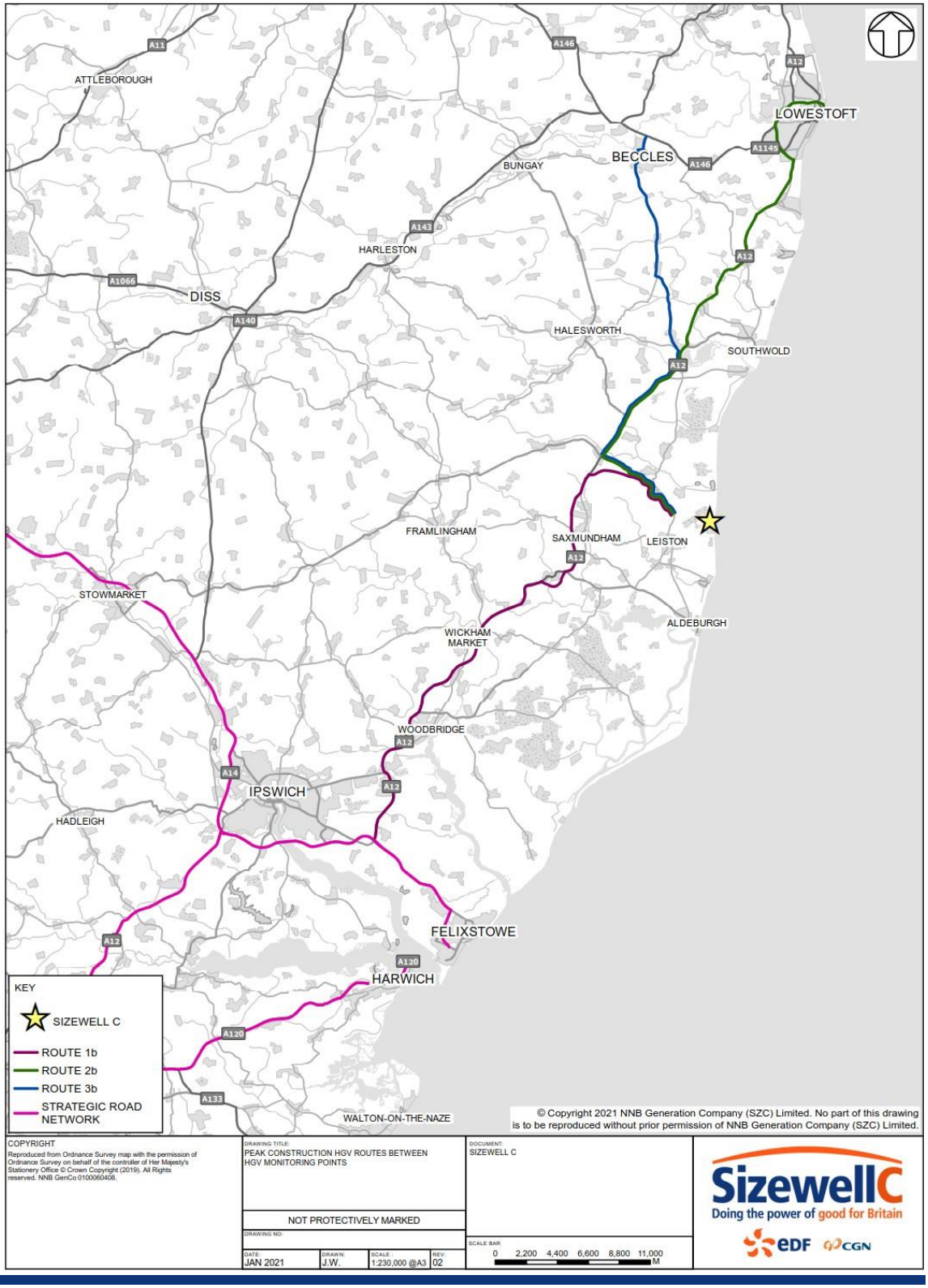
Plate 3.2 – Early Years HGV routes prior to two village bypass and Sizewell link road



3.4.8 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 3.3**:

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

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



3.5 AIL origins and routes

a) Permanent equipment AILs

3.5.1 The vast majority of the permanent equipment AILs will originate from Europe. The permanent BLF provides the ability for the delivery of the permanent equipment AILs by sea.

b) Temporary construction AILs

3.5.2 An extract of the Highways England 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 would be as follows:

- Road based AILs that originate from the south of the main development site would route via the A14, Seven Hills junction, A12 (south) and the B1122 in the early years and the Sizewell link road once operational.

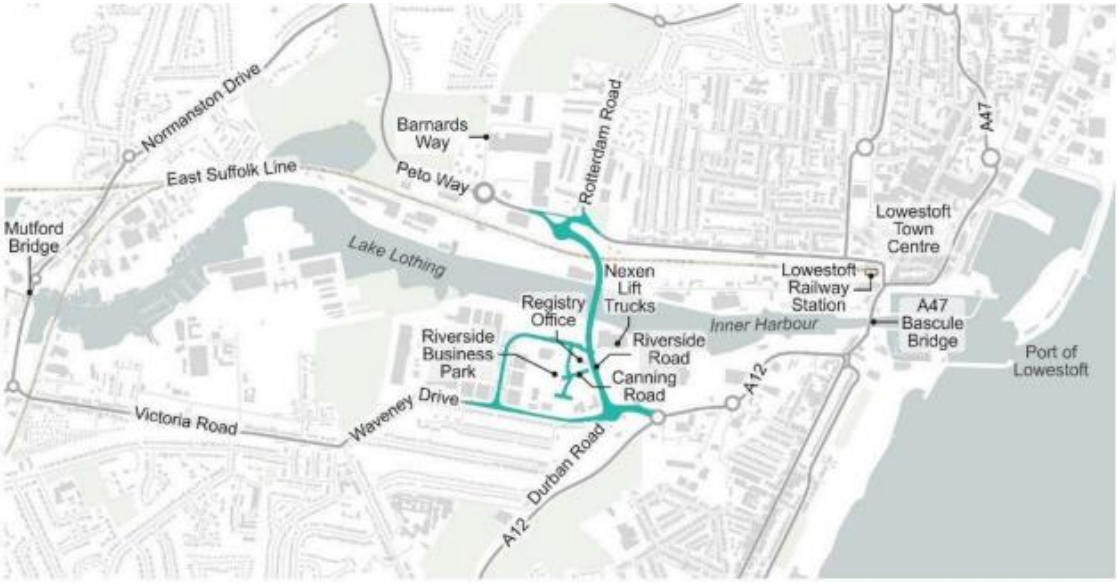
3.5.6 There are options for routing AILs from the north, depending on their category. As part of the Wynns study, Lowestoft Port has confirmed that Belvedere yard is now within their ownership, which could be utilised for the delivery of heavy AILs from the port to the main development site. Belvedere 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 would be required to be undertaken by SZC Co. and approved by SCC to confirm its use for Special Order loads.

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 of STGO weight 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 would 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 MEASURES AND CONTROLS FOR HGVS TO/FROM MAIN DEVELOPMENT SITE

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. will implement as part of the **CTMP** (Doc Ref. 8.7(A)) to manage HGV movements to/from the main development site from the wider network during the construction phase.

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

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

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

4.3.2 The proposed freight strategy would 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.

a) Re-use and storage of excavated material

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

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

b) Beach landing facilities

4.3.5 SZC Co. will construct a permanent and temporary BLF at the main development site to allow for the delivery of some AILs throughout the construction phase and during the operational phase.

4.3.6 The permanent BLF provides the ability for the permanent equipment AILs to be delivered by sea (i.e. the permanent equipment needed for the power station) in order to remove heavy / large loads from the highway network. The permanent BLF would also be used infrequently during the operational phase for the delivery of AILs.

4.3.7 SZC Co. will seek to utilise spare capacity within the permanent BLF to deliver some of the heavier / larger temporary construction AILs by sea if the programme allows.

4.3.8 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

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

d) Rail siding at LEEIE

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

e) Green rail route

4.3.11 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 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:

- prescribed HGV routes;
- capping of HGV movements;
- 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;
- HGV 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) HGV routes

4.4.3 HGVs travelling to/from the main development site from the wider highway network will be required to 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 phase, once the two village bypass and Sizewell link road are operational. In

addition, HGVs arriving/departing to/from the south, would be required to route via the SRN as shown in **Plates 3.2** and **3.3**.

4.4.4 All HGVs will 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.

b) Capping of HGV movements to/from the main development site

4.4.5 SZC Co. will control the number of 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. will limit the number of HGV movements in accordance with the Sizewell C HGV limits set out in this section. These Sizewell C HGV limits have been derived based on the HGV movements set out in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)).

i. Daily HGV limits

4.4.6 The maximum daily limits on HGV movements from the wider highway network to/from the main development site will be as follows:

- Monday to Friday:
  - during the early years, unless and until the Sizewell link road and two village bypass are available for use, no more than 600[1] two-way HGV movements per day (300 deliveries);
  - during the remainder of the construction phase, no more than 700[2] two-way HGV movements per day (350 deliveries).
- Saturday: Throughout the construction period, no more than 500 two-way HGV movements per day (250 deliveries).
- Sundays and public holidays: There will be no Sizewell C HGV movements to/from the main development site from the wider highway network on Sundays or on public holidays.

[1] Early years HGVs to/from the main development site are inclusive of Sizewell B relocated facilities HGVs but exclusive of HGVs shuttling between LEEIE and main development site as they are not on the wider highway network.

[2] Peak construction phase 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.

4.4.7 These daily limits will be applied to all HGV movements (including waste) from the wider highway network arriving at/departing from the main development site and will be monitored via the delivery management system (DMS) as set out later in this section.

4.4.8 HGVs shuttling between LEEIE and the main development site are not included in the maximum daily HGV limits. Likewise, AIL movements to/from the main development site are excluded from the maximum daily limits on HGV movements and will be monitored separately.

4.4.9 SZC Co. will implement and monitor compliance with the Sizewell C daily HGV limits. **Section 8** sets out the monitoring and review strategy for this **CTMP** (Doc Ref. 8.7(A)).

4.4.10 Individual contractors will be allocated capping limits by the SZC Co. delivery team and compliance with allocated capping limits would be a condition of their contract. These contractual limits would be an incentive for the contractors to maximise the efficiency of their deliveries in order to 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. Peak hour HGV limits

4.4.11 In order to stay within the assessed peak hour HGVs, Sizewell C HGV movements to/from the main development site will be subject to the following limits during the network peak hours:

- During the early years, HGV movements to/from the main development site will be limited to 57[3] two-way HGVs 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); and
- During the peak construction phase, once the Sizewell link road and two village bypass are available for use, HGV movements to/from the main development site will be limited to 63[4] two-way HGVs during the weekday morning peak hour (08:00 09:00) and 42 two-way HGVs during the weekday evening peak hour (17:00 18:00);

[3] Early years HGVs to/from the main development site are inclusive of Sizewell B relocated facilities HGVs but exclusive of HGVs shuttling between LEEIE and main development site as they are not on the wider highway network.

[4] Peak construction phase 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.

4.4.12 These limits will be applied Monday-Friday at the main development site and are exclusive of HGV movements to/from the LEEIE.

c) HGV timing restrictions

4.4.13 In addition to the limits on the number of HGV movements set out above, the Sizewell C HGV movements to/from the main development site from the wider highway network will be subject to the following timing constraints:

- Monday to Friday: During the early years, Sizewell C HGVs will be limited to arrive at the main development site between the hours of 07:15-21:00 and during the peak construction phase, once the Sizewell link road and two village bypass are in use, Sizewell C HGVs will be limited to arrive at the main development site between the hours of 07:00-21:00. The latest departure of Sizewell C HGVs from the main development site will be 23:00.

- Saturday: Sizewell C HGVs will be limited to arrive at the main development site between the hours of 08:00-13:00. The latest departure of Sizewell C HGVs from the main development site will be 14:00.

- Sundays and public holidays: There will be no Sizewell C HGV movements to/from the main development site from the wider highway network on Sundays or on public holidays.

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

d) Delivery management system

4.4.15 SZC Co. will 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. Within this **CTMP** (Doc Ref. 8.7(A)) 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.

4.4.16 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** (Doc Ref. 8.7(A)) through the provision of accurate monitoring data; and

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

4.4.17 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 (in accordance with the Sizewell C HGV limits and timing restrictions set out above).
- Actively monitor compliance of the HGV routes to/from the main development site.
- Actively monitor the use of laybys on the local highway part of the HGV routes outside of the main development site 'HGV timing restrictions'.
- Actively monitor compliance with EURO VI standards for HGVs travelling to/from the main development site.
- 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.

4.4.18 The DMS will be operational from commencement of the construction phase of the Sizewell C Project for the duration of the construction phase. The use of the DMS will be a requirement of contracts with contractors.

4.4.19 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.

4.4.20 This section of the **CTMP** (Doc Ref. 8.7(A)) sets out the requirements the DMS will need to achieve. The DMS has yet to be procured by SZC Co. but discussions are ongoing with potential providers, which has given confidence that the requirements set out in this **CTMP** (Doc Ref. 8.7(A)) can be met. Prior to commencement of construction, details of the procured DMS will be submitted to ESC, SCC and Highways England. The DMS technical specification is referred to as the 'traffic management and monitoring system' (TMMS). The TMMS technical specification is secured through an obligation in the **Deed of Obligation** (Doc Ref. 8.17(C)).

4.4.21 **Appendix 1** 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 1** identifies the tasks required for HGV, LGV and AIL movements to/from the main development site.

i. DMS-booker

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

4.4.23 The details of the planned delivery to be recorded in the DMS-booker will 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).

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

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

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

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

4.4.27 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.

ii. DMS-tracker

4.4.28 The purpose of the DMS-tracker is to monitor compliance with the HGV routes to/from the main development site. The DMS-tracker will 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 use of laybys on the local highway part of the HGV routes outside of the main development site 'HGV timing restrictions'; 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** (Doc Ref. 8.6(A)).

4.4.29 In order to meet the above objectives, the DMS-tracker would need to:

- be able to be used by all contractors operating HGVs to/from the main development site;
- 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 Highways England and Suffolk County Council;

- 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.

4.4.30 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** (Doc Ref. 8.7(A)) 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.
- Smaller supply chain partners may not have GPS technology fitted within their HGV fleet and therefore a smart phone app could be developed to allow integration with the DMS-tracker and for HGV movements to be tracked.

e) Freight management facility

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

4.4.32 Prior to the freight management facility being operational, the management of HGVs will be through the DMS.

4.4.33 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 HGV driver induction for all HGVs for their first delivery to the main development site.

- Hold vehicles in the event of an on- or off-site incident requiring HGV movements on the road network to be temporarily suspended. This is dealt with further in the **TIMP** (Doc Ref. 8.6(A)).

4.4.34 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, would be required to route via the freight management facility. However, all HGV movements to/from the main development site would be tracked via the DMS-tracker, regardless of whether they route via the freight management facility or not. AILs will not route via the freight management facility.

f) Signage strategy

4.4.35 Prior to commencement of construction, SZC Co. will submit a signage strategy for the approval of Suffolk County Council and Highways England. 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 will 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 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).

g) Driver induction and rules

4.4.36 All HGV drivers will be required to adhere to Driver Rules on their journey to/from the main development site. The Driver Rules will be provided within an electronic Driver Handbook at the time of booking a delivery slot within the DMS.

4.4.37 HGVs arriving via the strategic road network (i.e. A14/A12), which will be the majority of HGVs, would be required to route via the freight management facility. All first time drivers to the main development site will 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.

h) Welfare facilities and use of laybys

4.4.38 Welfare facilities will be provided at the main development site and freight management facility for drivers to use. This should minimise the use of laybys on the HGV routes.

4.4.39 As part of the Driver Rules, use of laybys on the local highway part of the HGV routes outside of the main development site 'HGV timing restrictions' will be prohibited unless for highway safety reasons. Any use of laybys on the local highway part of the HGV routes outside of the main development site 'HGV timing restrictions' will be included in the transport monitoring reports issued to the TRG.

i) Best practice in fleet operations

4.4.40 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.

4.4.41 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.

4.4.42 SZC Co. will seek to ensure that all contractors will be FORS Silver accredited where possible and FORS Bronze as a minimum, unless otherwise agreed with the local authority. Compliance with the FORS

accreditation will be monitored through the DMS and reported to the TRG through the transport monitoring reports.

j) Construction Logistics and Community Safety (CLOCS)

4.4.43 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.

4.4.44 SZC Co. will adhere to the CLOCS standard and will ensure compliance of the CLOCS standard through the supply chain.

k) HGV emission standards

4.4.45 SZC Co. will seek to ensure that all HGVs will comply with the requirements of Euro VI emission standards where possible and Euro V standards (98/69/EC) as a minimum, unless otherwise agreed with the local authority.

4.4.46 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. Compliance with the EURO emission standards will be monitored through the DMS and reported to the TRG through the transport monitoring reports.

l) Communication strategy

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

4.4.48 The pack will include key information on the following aspects of the **CTMP** (Doc Ref. 8.7(A)):

- 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.

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

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

4.5 HGV movements between the LEEIE and main development site

4.5.1 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.

a) Delivery management system

4.5.2 It is expected that the HGVs shuttling between the LEEIE and 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 would not be tracked via the DMS-tracker but the number of HGV movements per day would be recorded via the DMS-booker and summarised within the transport monitoring reports issued to the TRG.

b) LEEIE HGV timing restrictions

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

- Monday to Friday: Sizewell C HGVs between LEEIE and the secondary site access will 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 will be 23:00.
- Saturday: Sizewell C HGVs between LEEIE and the secondary site access will 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 will be 14:00.

- Sundays and public holidays: There will be no Sizewell C HGV movements on the local highway network on Sundays or on public holidays.

c) Other management measures

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

- Signage strategy;
- Driver induction and rules;
- Best practice in fleet operations; and
- HGV emission standards.

5 MANAGEMENT OF 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 will 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 will 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 would be further minimised through the use of modular units for proposed buildings; and

- Contractors would also be required to investigate opportunities to minimise and reduce waste generation.

5.3 Management measures for associated development site HGVs

a) HGV routes

5.3.1 HGV movements associated with the construction and decommissioning of the associated development sites are expected to mainly originate from the local area. Therefore, use of trunk, county, and principal routes, as set out in SCC's Local Transport Plan Part 1 (**Plate 3.1**), will be stipulated to contractors.

5.3.2 The associated development sites are all located on the A12 corridor, which is identified as a county route within **Plate 3.1** and forms one of the early years HGV routes in **Plate 3.2**. Therefore, it is envisaged that the early years HGV routes (**Plate 3.2**) will be the routes used by the vast majority of HGVs.

5.3.3 SZC Co. will agree appropriate temporary construction signage with the highway authorities and will 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 would be recorded via the DMS-booker and summarised within the transport monitoring reports issued to the TRG.

c) HGV timing restrictions

5.3.5 Construction and decommissioning of the associated development sites would 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 would be notified in advance.

d) Temporary traffic management

5.3.6 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.

5.3.7 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. A regulatory order or notice will be required when it becomes necessary to prohibit, regulate or restrict traffic on a road as a consequence of the associated development construction works. Under the Road Traffic Regulation Act 1984, such changes to the way the permanent road network normally operates will require either a Temporary Traffic Regulation Order (TTRO) or a Temporary Suspension Request (TSR).

5.3.8 Contractors will 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)

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

e) Other management measures

5.3.10 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;
- HGV emission standards; and
- Communication strategy.

6 MANAGEMENT OF LGVS

6.1 Introduction

6.1.1 There will be two types of LGVs associated with the construction phase 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 phase.

6.2 Management of LGVs to/from the main development site

a) Classification of freight vehicles for monitoring purposes

6.2.1 Whilst LGVs and HGVs have been assessed in the DCO based on standard classifications, for monitoring purposes through this **CTMP** (Doc Ref. 8.7(A)), 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** (Doc Ref. 8.7(A)) will capture a proportion of freight vehicles that would not normally be classified as HGVs.

b) Delivery management system

6.2.2 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.

6.2.3 The number of LGV movements per day to/from the main development site during the construction phase would be recorded via the DMS-booker and summarised within the transport 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.

6.2.4 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 **Deed of Obligation** (Doc Ref. 8.17(C)).

c) Signage strategy

6.2.5 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** (Doc Ref. 8.7(A)) as part of the Driver Rules.

d) Driver induction and rules

6.2.6 LGV drivers travelling to/from the main development site are expected to be regular rather than one-off movements. Upon arrival at the main development site for the first time they will be inducted with regards to the requirements of the CTMP and Driver Rules.

6.3 Management of postal LGVs

a) Postal consolidation facility

6.3.1 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).

6.3.2 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** (Doc Ref. 8.5(B)) that all of the postal LGV movements would be new trips.

6.3.3 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.

6.3.4 Whilst the postal deliveries for Sizewell C during the construction phase 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.

6.3.5 SZC Co. will 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 would route via the A12 and Sizewell link road.

7 MANAGEMENT OF AILS

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 the local authorities and Suffolk Constabulary.

7.2 AILs by marine

a) Water preferred policy

7.2.1 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 Highways England, will reject the application where it is feasible for a coastal or inland waterway route to be used instead of road. Highways England advise that this decision is based on a number of factors including whether the load is divisible, the availability of a suitable route, the amount of traffic congestion that is likely to be caused, and the justification for the load to be moved. The AIL strategy proposed by SZC Co. will adhere with the water preferred policy.

b) Permanent beach landing facility

7.2.2 As set out in **Section 3**, there are two types of AILs for the Sizewell C Project; permanent equipment AILs and temporary construction AILs. It is proposed to provide a permanent beach landing facility (BLF) at the main development site to provide the ability to deliver the permanent equipment AILs by sea. In addition, SZC Co. will seek to utilise spare capacity within the permanent BLF to deliver some of the heavier / larger temporary construction AILs by sea, if the programme allows. Whilst it is intended to deliver as many of the heavy AILs as possible via the BLF, an allowance has been made for some VR1 and Special Order loads to arrive by road in order to provide a worst case basis for this **CTMP** (Doc Ref 8.7(A)).

c) Muster port

7.2.3 It is envisaged that a local port would be used as an AIL muster port for the temporary storage of 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.

d) AILs by road

7.2.4 SZC Co. will seek to deliver as many of the heavy loads as possible via the BLF. However, in order to provide a worst-case basis for this **CTMP** (Doc Ref 8.7(A)) consideration has also been given to some heavy AILs by road, should they be needed.

7.2.5 This section summarises the management measures proposed for the delivery of AILs by road.

e) AIL routes

i. Route assessment

7.2.6 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. dismountable signs) as well as the need for structural assessments of highway structures to be undertaken for Special Order loads by road, if required.

7.2.7 SCC has 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. Structural surveys would be required and approved by SCC prior to either of the routes being used by Special Order loads.

7.2.8 Prior to commencement of construction, the scope of the proposed works to street furniture on the AIL routes will need to be agreed with SCC and structural surveys of highway structures undertaken and approved by SCC for Special Order loads. SZC Co will undertake any approved changes to street furniture in respect of each AIL route before that route is used to transport AILs. This will be secured through obligations in a **Deed of Obligation** (Doc Ref. 8.17(C)).

ii. Design of highway infrastructure to accommodate AILs

7.2.9 The proposed highway improvements along the AIL routes (e.g. 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.

7.2.10 For the largest AILs which would 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 would be required to make arrangements for the route to be prepared, including street temporarily removed, ahead of the AIL movement being made.

iii. Delivery management system

7.2.11 All AIL deliveries to the main development site will 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.
- Escort requirements (i.e. police-escort, self-escort, no escort) and contact details of self-escort if required.

7.2.12 All AIL movements in and out of the main development site will 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 will be classified as an HGV and included within the HGV limits set out in **Section 4** of this **CTMP** (Doc Ref. 8.7(A)).

7.2.13 All AIL movements to/from the main development site will be tracked on the AIL routes via the DMS-tracker as set out in **Section 4** of this **CTMP** (Doc Ref. 8.7(A)). 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 would still be required for wider AILs.

iv. AIL time limits

7.2.14 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 Constabularly. In addition, the guidance does not permit the movement of AILs in the hours of darkness or in network peak hours of 07:30-09:00 and 16:30-18:00.

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

v. Forward scheduling of AILs

7.2.16 The transport co-ordinator will provide the TRG and Community Working Safety Group 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.

vi. Notifications

7.2.17 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 Highways England	Special Order form to Highways England
Vehicle weight					
< 44 tonnes	X	X	X	X	X
44-80 tonnes	✓	2 days	X	X	X
80-150 tonnes	✓	5 days	2 days	X	X

Vehicle classification	Movement order notification	Number of days' notice to Highways and Bridge Authorities	Number of days' notice to Suffolk Constabulary	VR1 form to Highways England	Special Order form to Highways England
> 150 tonnes	✓	5 days	5 days	X	10 weeks
Vehicle width					
< 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
Vehicle length					
Rigid vehicle length					
< 18.65m	X	X	X	X	X
18.65m – 30m	✓	5 days	2 days	X	X
≥ 30m	✓	5 days	5 days	X	10 weeks
Articulated vehicle length					
< 25.9m	X	X	X	X	X
≥ 29.5m	✓	X	2 days	X	X

vii. AIL escort requirements

7.2.18 Legislation does not contain any requirement for any AILs to be police escorted. 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."*

7.2.19 Notwithstanding this, SZC Co. is liaising 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 (i.e. AILs that may require police escort, self-escort or no escort). The escorting guide will be in the form of two matrices; one for the early years based on the existing highway network and one for the peak construction phase, once the Sizewell link road and two village bypass are in use. The escorting guide will also consider suitable pick up locations for police escort.

7.2.20 Each AIL movement will be considered by the statutory AIL consultees as part of the ESDAL2 notification process but the AIL escorting guide to be included within this **CTMP** (Doc Ref 8.7(A)) will act as useful guidance for the ESDAL2 consultees.

7.2.21 [Note: SZC Co. are in active discussions with Suffolk Constabulary regarding the agreement of the escorting guide for the early years and peak construction periods. SZC Co. intend to submit the finalised escorting guides once agreed with Suffolk Constabulary]

7.2.22 The escort guides for the early years and peak construction will be subject to ongoing review during the construction phase and refinements will be able to be made, subject to agreement of the TRG and Community Safety Working Group.

7.2.23 All private escort service providers will 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.

f) Ongoing liaison with the highway authorities and Suffolk Constabulary

7.2.24 In addition to the transport co-ordinator attending the Community Safety Working Group meetings for the transport agenda item, which will include AILs, the delivery team will have ongoing day to day liaison with both the highway authorities and Suffolk Constabulary to discuss the delivery of AILs. It is proposed that a weekly meeting would be established between the delivery co-ordinator and Suffolk Constabulary AIL officer to discuss any issues and forward plan.

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** (Doc Ref. 8.7(A)).

8.1.2 Compliance with the monitoring and review mechanism will be secured through the obligation to implement this **CTMP** (Doc Ref. 8.7(A)) in the **Deed of Obligation** (Doc Ref. 8.17(C)).

8.2 Monitoring Strategy

8.2.1 Monitoring will include:

- Ongoing monitoring during the construction phase of compliance with the controls set out in this **CTMP** (Doc Ref. 8.7(A)); and
- Provision of a transport 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** (Doc Ref. 8.7(A)).

a) Data collection

8.2.2 **Table 8.1** below summarises the data proposed to be collected in order to monitor the **CTMP** (Doc Ref. 8.7(A)) and the method and frequency of monitoring.

Table 8.1: CTMP monitoring

Monitoring criteria	Method of monitoring	Frequency of monitoring
Compliance with HGV movement limits and timings	DMS data and record of any breaches and action data	Continuous (data reported monthly for the first 3 months and once every 3 months thereafter).
Compliance with HGV routes	DMS data (based on GPS data) and details of any breaches and action data	
Average and maximum LGV movements per day to/from main development site	DMS data	
AIL movements to/from main development site by road per quarter and breakdown of loads unescorted, self-escorted and police escorted and any issues	DMS data and minutes from Community Safety Working Group	
HGV use of laybys on local highway network part of the HGV routes outside of HGV timing restrictions	DMS data (based on GPS data)	
Compliance with HGV emission standards	DMS data	

Monitoring criteria	Method of monitoring	Frequency of monitoring
Compliance with FORS and CLOCS standards	DMS data	
Exceptional circumstances	Number of exceptional circumstances approved by the TRG per quarter	
Complaints / issues	Feedback from Community Safety Working Group, parish councils and general public via the Sizewell C complaints handling procedure.	

b) TRG notification

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

c) Transport monitoring report

8.2.4 In addition to notifying the TRG of any breaches of the **CTMP** (Doc Ref. 8.7(A)) as and when they occur, SZC Co. will prepare a transport monitoring report and submit it to the TRG for review along with the TRG meeting agenda. The monitoring report will be available to TRG members at least five working days in advance of the TRG meeting.

8.2.5 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.

8.2.6 For the first 3 months of the construction phase, transport monitoring reports will be submitted on a monthly basis and thereafter every 3 months unless otherwise agreed with the TRG.

8.2.7 The format of the monitoring report will be agreed with the TRG prior to commencement of the Sizewell C Project.

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

8.2.9 The preparation and submission of the transport monitoring report will be secured through an obligation in the **Deed of Obligation** (Doc Ref. 8.17(C)).

8.3 Review

a) TRG review

i. TRG review process

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

8.3.2 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. 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** (Doc Ref. 8.7(A))and corrective action taken; and
- discuss and agree any required actions for the ongoing implementation of the **CTMP** (Doc Ref. 8.7(A)).

8.3.3 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.

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

ii. Action plan

8.3.5 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 **CTMP** (Doc Ref. 8.7(A)).

8.3.6 The approved actions at each TRG meeting to ensure that the requirements of the **CTMP** (Doc Ref. 8.7(A)) are met are to be funded by SZC Co. and managed by the transport co-ordinator and delivery co-ordinator.

iii. Change log

8.3.7 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 **CTMP** (Doc Ref. 8.7(A)), SZC Co. will submit an amended **CTMP** (Doc Ref. 8.7(A)) to the TRG for approval.

8.3.8 The TRG shall not be entitled to approve any amendments to the **CTMP** (Doc Ref. 8.7(A)) 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.

8.3.9 If any changes to the **CTMP** (Doc Ref. 8.7(A)) are made, a change log will be provided within the transport monitoring report to keep a record of any approved changes to the **CTMP** (Doc Ref. 8.7(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.

b) SZC Co. review

8.3.10 In addition to the TRG review process, SZC Co. will hold regular internal meetings with the Delivery Co-ordinator, delivery team and contractors to discuss the ongoing implementation of the **CTMP** (Doc Ref. 8.7(A)) to ensure continued compliance. It is envisaged that the meetings are likely to take the following format:

- Monthly meetings: a review of compliance with the HGV limits, routes and timing restrictions and any issues in the previous month and adjustments to operations made if required for the subsequent month to ensure continued compliance with the **CTMP** (Doc Ref. 8.7(A)) 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 AND ENFORCEMENT

9.1 Introduction

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

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** (Doc Ref. 8.7(A)) requirements are not met.

9.1.3 The enforcement of the **CTMP** (Doc Ref. 8.7(A)) is considered under the following headings:

- Best practice: SZC Co. is under scrutiny from stakeholders and the community to adhere to the requirements of the **CTMP** (Doc Ref. 8.7(A)) and to demonstrate best practice. SZC Co. will instigate management practices with its contractors to ensure compliance.
- Contractual conditions: SZC Co. will use contractual conditions to ensure compliance with the **CTMP** (Doc Ref. 8.7(A)) by contractors.
- Remedial actions: SZC Co. will fund the approved TRG actions to ensure the continued compliance with the **CTMP** (Doc Ref. 8.7(A)) requirements.
- Transport contingency fund: A contingency fund will be secured through the **Deed of Obligation** (Doc Ref. 8.17(C)). The contingency fund would be available to mitigate any significant adverse transport effects, should they arise during the construction phase, which were not mitigated through the DCO.

9.2 Best practice

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

- Contractor kick off meetings: contractors will be reminded of SZC Co. standards and expectations as set out in contract documentation.
- Site induction: driver induction to include briefing on aims and objectives of DMS, including booking system, designated routes, driver behaviour, and **TIMP** (Doc Ref. 8.6(A)) procedures.

- Learning reports: incidences of non-compliance with the **CTMP** (Doc Ref. 8.7(A)) will be investigated. Learning reports from each incident will be raised and shared with the relevant contractor.

9.3 Contractual conditions

9.3.1 Upon appointment each contractor will have within their contract a condition to comply with the **CTMP** (Doc Ref. 8.7(A)). Contractors will also have agreed delivery arrangements at various stages during the Sizewell C Project. These arrangements will be included in the DMS to govern allocation of delivery slots and routes.

9.4 Remedial actions

9.4.1 SZC Co. has taken all reasonable steps to avoid a breach of the **CTMP** (Doc Ref. 8.7(A)) from occurring through the implementation of the management measures set out in **Section 4**. In addition, actions will be approved by the TRG for the continued implementation of the **CTMP** (Doc Ref. 8.7(A)) to meet the requirements.

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

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

9.4.3 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.

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

9.4.5 SZC Co. will report on breaches, provide information on any corrective action taken and where necessary submit details of proposed further corrective actions to the TRG. The TRG will monitor the default procedure and approve the response to breaches as well as any further actions that may be necessary. SZC Co. will then implement any approved further corrective actions.

9.4.6 If the TRG considers it reasonably necessary that further corrective actions are required to address the breach and these have not been proposed by SZC Co., the TRG will require SZC Co. to submit proposals for further corrective actions to the TRG for approval. If SZC Co. fail to propose the requested proposal, then the TRG will invite Highways England or SCC (as relevant) to submit a proposal.

9.5 Contingent Effects Fund

9.5.1 A contingent effects fund is to be established to fund mitigation of any significant adverse transport effects, should they arise during the construction phase, which were not mitigated through the DCO. The contingent effects fund will be managed by the TRG. It is not confined to the **CTMP** (Doc Ref. 8.7(A)) and is more widely related to Sizewell C construction traffic (i.e. worker and freight traffic) and therefore applies to the **CWTP** (Doc Ref. 8.8(A)) also.

9.5.2 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 established. It could be called upon even if the controls and limits in the **CTMP** (Doc Ref. 8.8(A)) and mode share targets in the **CWTP** (Doc Ref. 8.8(A)) 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.

9.5.3 The Contingent Effects Fund will be split into two parts, as follows:

a) Contingent Effects Fund 1

9.5.4 Contingent Effects Fund 1 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 road links or junctions identified in

Annex [X] to the **Deed of Obligation** (Doc Ref. 8.17(C)). These effects are referred to as 'Contingent Effects 1.'

9.5.5 Examples of potential measures that Contingent Effects Fund 1 could fund include, but are not limited to:

- Dropped kerbs and tactile paving;
- Pedestrian refuge islands for uncontrolled crossing points;
- Zebra crossings;
- Footway widening;
- Signage / vehicle actuated signs;
- Traffic calming / gateway features; and
- Speed limit changes and other traffic regulation orders.

9.5.6 Potential Contingent Effects 1 will be raised at the quarterly TRG meetings, based on feedback from the community, parish councils, the Community Safety Working Group and TRG members. Only the agreed road links identified in **Annex [X]** of the **Deed of Obligation** (Doc Ref. 8.17(C)) can be put forward for potential Contingent Effects Fund 1 funding.

9.5.7 Once a potential Contingent Effect 1 has been raised, the TRG will agree if further investigation is required or not based on the transport monitoring undertaken to date.

9.5.8 If the TRG agree that the Contingent Effect 1 is to be further investigated, the TRG will agree the level of evidence that is to be collated by the transport co-ordinator. The transport co-ordinator will be required to collate evidence for the particular road link/junction in question.

9.5.9 Decisions on drawing down funding from Contingent Effects Fund 1 would be made based on the following types of evidence:

- Feedback from parish councils and the SZC Co. community helpline;
- Feedback from the Community Safety Working Group;
- Feedback from TRG members;
- On-site observations and meetings with stakeholders;

- Sizewell C HGV GPS data to provide evidence of the effects on journey times along the HGV routes as an indication of the journey time effect on general traffic;
- Personal injury collisions (PICs) involving Sizewell C vehicles;
- Review of PIC trends and causation factors; and
- Observed traffic flows.

9.5.10 At the subsequent quarterly TRG meeting, the transport co-ordinator will 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. If so, the transport co-ordinator will propose mitigation measures to be funded by Contingent Effects Fund 1. The TRG will review the technical note and suggest amendments or approve it.

9.5.11 The level of Contingent Effects Fund 1 to be drawn down for any scheme approved to be funded will be agreed by the TRG. Suffolk County Council will be provided with the funding to implement the measures in their capacity as the local highway authority.

9.5.12 The total payments payable by SZC Co to address Contingent Effects 1 shall not exceed the Contingent Effects Fund 1 secured via the **Deed of Obligation** (Doc Ref. 8.17(C)).

b) Contingent Effects Fund 2

9.5.13 Contingent Effects Fund 2 will be available to be drawn down by the TRG in the event that significant unmitigated adverse transport effects arise, which are referred to as Contingent Effects 2.

9.5.14 Road links or junctions that may experience Contingent Effects 2 that could be funded via Contingent Effects Fund 2 are identified in **Annex [X]** to the **Deed of Obligation** (Doc Ref. 8.17(C)).

9.5.15 Potential Contingent Effects 2 will be raised at the quarterly TRG meetings, based on feedback from the community, parish councils, the Community Safety Working Group and TRG members. Only the agreed road links identified in **Annex [X]** to the **Deed of Obligation** (Doc Ref. 8.17(C)) can be put forward for potential Contingent Effects Fund 2 funding.

9.5.16 Once a potential Contingent Effect 2 has been raised, the TRG will agree if further investigation is required based on the transport monitoring undertaken to date. The TRG may also take into account other Sizewell C measures that

may change the transport effects to those assessed in the DCO such as the construction workforce and accommodation monitoring.

9.5.17 If the TRG agree that the potential Contingent Effect 2 could be directly related to Sizewell C traffic and is to be further investigated, a more detailed evidence base than for Contingent Effects Fund 1 will be required in order for funding for Contingent Effects Fund 2 to be drawn down. Traffic data would need to be collected for the road link or junction in question to enable an assessment to be undertaken of the Sizewell C traffic effects on the link or junction and compared against the DCO assessment. That analysis shall assess the extent to which any issue relates to Sizewell C traffic.

9.5.18 Decisions on drawing down funding from Contingent Effects Fund 2 would be made based on the following types of evidence, to be agreed with the TRG:

- Automatic Number Plate Recognition (ANPR) survey at the junction or link to determine the level of Sizewell C construction traffic routing through the link or junction as well as the level of background traffic. The ANPR survey would provide turning movements at the junction as well as queue data;
- 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;
- On-site observations and meetings with stakeholders;
- Sizewell C HGV GPS data to provide evidence of the effects on journey times along the HGV routes as an indication of the journey time effect on general traffic;
- PICs involving Sizewell C vehicles; and
- Review of PIC trends and causation factors.

9.5.19 A more detailed assessment will be required to be undertaken than for Contingent Effects Fund 1 and may include the following types of assessment, depending on the type of potential Contingent Effect 2 being investigated (e.g. severance, road safety, delay etc):

- **Environmental transport effects:** If the potential Contingent Effect 2 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 2 is with regards to road safety, the ANPR data will 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 will 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. There are no thresholds of significant effects on road safety and, as set out in the IEMA guidance, risk is determined based on professional judgement. Therefore, an independent safety auditor would be required to review the evidence and determine if the Sizewell C traffic resulted in a significant adverse road safety impact that should be mitigated, and if so, put forward recommendations for appropriate mitigation.

- **Junction capacity/ driver delay**: If the potential Contingent Effect 2 is with regards to junction capacity/ driver delay, the following assessment would be undertaken:

  - A survey will be undertaken prior to commencement of construction of all of the junctions identified in **Annex [X]** of the **Deed of Obligation** (Doc Ref. 8.17(C)) that are subject to potential Contingent Effects Fund 2 funding for junction capacity/driver delay. The ‘driver delay’ survey will survey the average time (seconds) of vehicles joining the back of the queue on the minor arm of a priority junction to entering the major arm of the junction during the network peak hours (08:00-09:00 and 17:00-18:00).

  - During the construction phase, if the TRG agree that an investigation of a junction in **Annex [X]** of the **Deed of Obligation** (Doc Ref. 8.17(C)) is required to assess the effect of Sizewell C traffic on junction capacity / delay, a further ‘driver delay’ survey will be required

to be undertaken at the junction for the network peak hours (08:00-09:00 and 17:00-18:00).

- In addition, if the TRG agree that an investigation of a junction 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) 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.
- 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 will put forward proposals for mitigating the impact.

9.5.20 At the subsequent quarterly TRG meeting, the transport co-ordinator will 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 Contingent Effect 2 on the road link arising from Sizewell C traffic.

9.5.21 If it is concluded that there is a Contingent Effect 2 arising from Sizewell C traffic, the transport co-ordinator will propose mitigation measures and what fair and reasonable proportion of that mitigation should be funded by Contingent Effects Fund 2.

9.5.22 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*."

9.5.23 Therefore, demand management measures should be considered ahead of physical highway improvements in order to mitigate the significant adverse effects.

9.5.24 The TRG will review the technical note and suggest amendments or approve it.

9.5.25 The level of Contingent Effects Fund 2 to be drawn down for any scheme approved to be funded will be agreed by the TRG. Should physical highway improvements be approved to be funded by Contingent Effects Fund 2, Suffolk County Council will be provided with the funding to implement the measures in their capacity as the local highway authority.

9.5.26 The total payments payable by SZC Co. to address Contingent Effects 2 shall not exceed the Contingent Effects Fund 2.

Table 9.1: 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	✓	✓	✓

Activity	Description	Responsibility	HGV	LGV	AIL
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	✓	✓	✓
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 **CTMP** (Doc Ref. 8.7(A)).	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	✓	✓	✓

Activity	Description	Responsibility	HGV	LGV	AIL
Access main development site	To proceed into the main development site to deliver the asset or materials to the designated location.	Driver	✓	✓	✓
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		✓	