



The Sizewell C Project

8.8 Construction Worker Travel Plan

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SIZEWELL C PROJECT – CONSTRUCTION WORKER TRAVEL PLAN

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SIZEWELL C PROJECT – CONSTRUCTION
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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 Worker Travel Plan (CWTP)** (Doc Ref 8.6(A)) accompanies SZC Co.'s application for a Development Consent Order (DCO) to the Planning Inspectorate for the proposed development of Sizewell C. The final **CWTP** (Doc Ref 8.6(A)) will be annexed to the **Deed of Obligation** (Doc Ref 8.17(C)) and the implementation of the approved **CWTP** (Doc Ref 8.6(A)) will be secured through an obligation in the **Deed of Obligation** (Doc Ref 8.17(C)).

1.1.5 This **CWTP** (Doc Ref 8.6(A)) is a full Travel Plan for the construction workforce and provides all of the details required for the management of worker travel behaviour.

1.2 Relationship between Transport Strategy and the CWTP

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

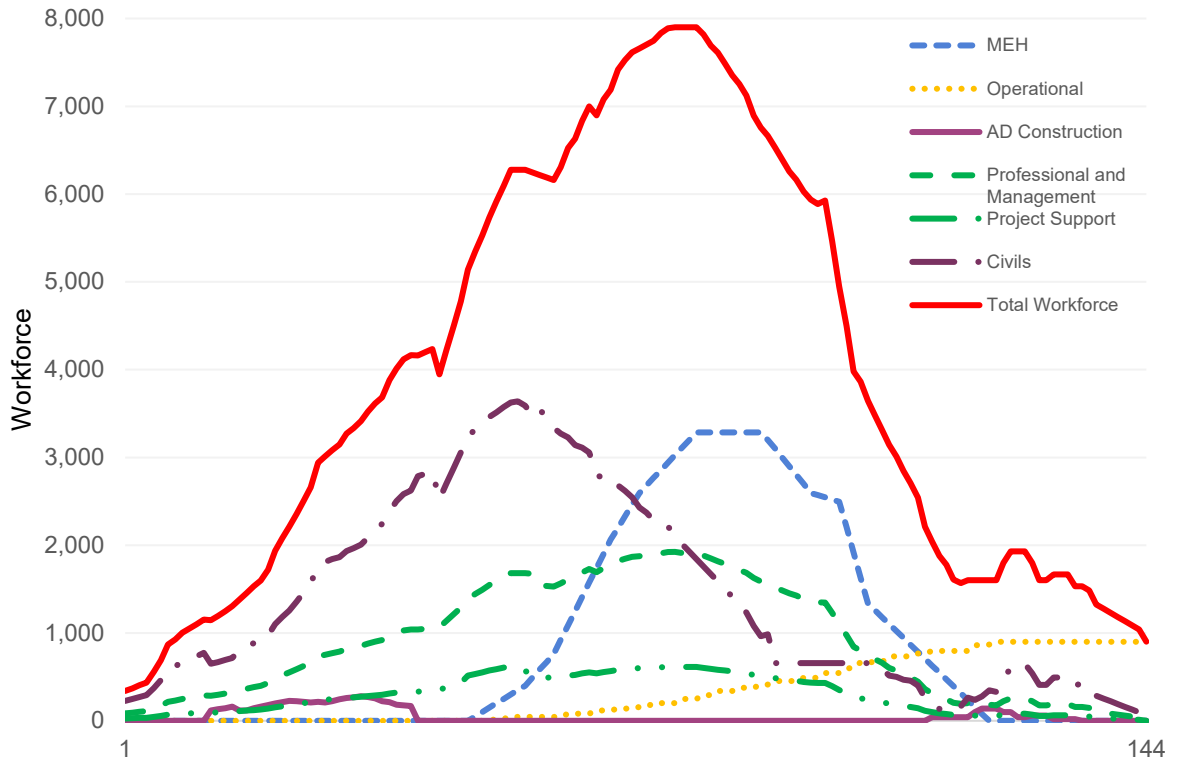
- 1.2.2 At the heart of the transport strategy for construction workers is the provision of an accommodation campus at the main development site to enable workers to walk to work as well as park and ride facilities, which will consolidate car-based journeys for the construction workers onto buses. Along with direct bus services from key locations, this bus-based approach will allow the majority of the workforce to travel to and from the construction site by bus.
- 1.2.3 Therefore, the transport strategy delivers a very high non-car mode share even before the **CWTP** (Doc Ref 8.6(A)) is implemented. A key focus of the **CWTP** (Doc Ref 8.6(A)) is therefore on the measures which will be put in place to ensure successful delivery of a bus-based approach to the daily movement of the construction workforce during the Sizewell C construction works. These measures are designed to deliver confidence that the bus-based approach will be effectively delivered and that the impacts on the local transport network would be managed and mitigated as set out in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)).
- 1.2.4 In addition, this **CWTP** (Doc Ref 8.6(A)) also covers the approach to encouraging sustainable mode choice for non-work travel by the construction workforce.

1.3 Context

a) Estimated number of workers

- 1.3.1 The peak construction workforce for Sizewell C is estimated to be 7,900 workers at the main development site. There will be a further 600 staff undertaking non-construction roles at the main development site and associated development sites (e.g. security, maintenance, catering etc). 580 of the 600 non-construction workforce are expected to work at the main development site and 20 are expected to work at the northern and southern park and ride facilities and freight management facility. **Plate 1.1** shows the forecast workforce profile for the Sizewell C Project.

Plate 1.1: Sizewell C workforce profile



b) Accommodation strategy

1.3.2 The workforce during the construction phase of the Sizewell C Project will comprise a mixture of:

- home-based workers who are already resident in the local area or region and who would commute to and from the main development site from their existing home daily; and
- non-home-based workers who do not currently live in the local area or region and would find accommodation in the area during the construction phase.

1.3.3 SZC Co. has developed an **Accommodation Strategy** (Doc Ref. 8.10) for the non-home-based workers, which makes use of existing local accommodation where possible, in addition to a proposed temporary accommodation campus on the main development site and a proposed temporary caravan site at Land East of Eastlands Industrial Estate (LEEIE) in Leiston.

- 1.3.4 The on-site campus is intended to provide accommodation for up to 2,400 construction workers. A further 600 construction workers would live in 400 caravans (an average occupancy of 1.5 workers per caravan) located on LEEIE.
- 1.3.5 Based on the socio-economic studies and accommodation proposals the assessed peak construction workers are assumed to be made up of:
- home-based (2,016 workers or 25.5% of workforce); and
 - non-home-based (5,884 workers or 74.5% of workforce) comprising:
 - 2,400 workers on campus
 - 600 workers in caravans
 - 2,884 workers living off site.
- 1.3.6 All associated development workers (600 workers) are assumed to be home-based.

1.4 Scope

- 1.4.1 Movements of the construction workforce to and from the Sizewell C main development site would represent most construction workforce movements associated with the construction phase of the Sizewell C Project. **Table 1.1** below sets out the types of trips this **CWTP** (Doc Ref 8.6(A)) would manage.

Table 1.1: Trips managed by CWTP

Facility	Travel to Work Trips
Main development site.	Construction workers.
Accommodation campus.	Campus employees.
Park and ride facilities.	Construction workers using the park and ride facility and park and ride employees.
LEEIE.	LEEIE employees and construction workers using the park and ride facility.

- 1.4.2 The freight management facility is located near to the strategic road network in order to intercept HGV traffic en-route to the main development site and as such is not accessible by non-car modes. Given this, it is assumed that the small number of workers at the freight management facility would all travel to work by car and are not included within the scope of the **CWTP** (Doc Ref 8.6(A)).
- 1.4.3 SZC Co. will prepare an Operational Travel Plan for the operational phase of the Sizewell C Project. The Operational Travel Plan will be prepared prior to Sizewell C becoming operational and will take account of the transport conditions at that time. The Operational Travel Plan will be prepared in accordance with prevailing planning guidance at that time and will be subject to the approval of the local planning authority following consultation with Suffolk County Council (SCC). The preparation of the Operational Travel Plan will be secured through an obligation in the **Deed of Obligation** (Doc Ref 8.17(C)).
- 1.4.4 The construction workers for the Sizewell C Project will be required to adhere to the **CWTP** (Doc Ref 8.8(A)) until the Operational Travel Plan comes into force.
- 1.4.5 This document forms part of a package of transport management documents to assist in the control of transport movements for the Sizewell C construction works. The other transport management documents to be implemented for the Sizewell C construction works to complement the **CWTP** (Doc Ref 8.8(A)) are as follows:
- **Construction Traffic Management Plan (CTMP)** (Doc Ref 8.7(A)); and
 - **Traffic Incident Management Plan (TIMP)** (Doc Ref 8.6(A)).
- 1.4.6 Implementation of the **CTMP** (Doc Ref. 8.7(A)) and the **TIMP** (Doc Ref 8.6(A)) will also be secured through the **Deed of Obligation** (Doc Ref 8.17(C)).
- 1.5 **Structure of the plan**
- 1.5.1 The remainder of this draft **CWTP** (Doc Ref 8.8(A)) is structured as follows:
- **Section 2** summarises the management structure of the **CWTP** (Doc Ref 8.8(A)).

- **Section 3** summarises the **CWTP** (Doc Ref 8.8(A)) objectives and targets.
- **Section 4** describes the measures to be implemented for the **CWTP** (Doc Ref 8.8(A)).
- **Section 5** deals with the monitoring and review of the **CWTP** (Doc Ref 8.8(A)).
- **Section 6** deals with enforcement of the **CWTP** (Doc Ref 8.8(A)).

2 MANAGEMENT

2.1 Introduction

2.1.1 This section sets out the management structure for the **CWTP** (Doc Ref 8.8(A)) and the responsibilities of each stakeholder.

2.2 Management structure

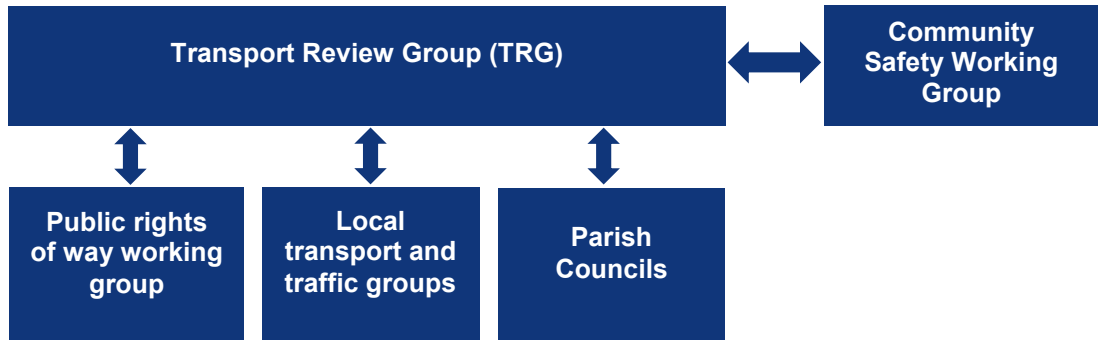
2.2.1 The overall management and implementation of the **CWTP** (Doc Ref 8.8(A)) will be the responsibility of SZC Co.

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 **CWTP** (Doc Ref 8.8(A)):

- Transport Review Group (TRG);
- Transport 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 **CWTP** (Doc Ref 8.8(A)) is proposed to be as follows:

- receive transport monitoring reports from SZC Co. relating to the implementation and operation of the **CWTP** (Doc Ref 8.8(A));
- monitor the implementation of and compliance with the **CWTP** (Doc Ref 8.8(A));
- agree actions for the transport co-ordinator for the continued implementation of the **CWTP** (Doc Ref 8.8(A));
- consider the case for, and approve amendments to the **CWTP** (Doc Ref 8.8(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 transport monitoring require mitigation;
- advise SZC Co. on potential enhancements to the **CWTP** (Doc Ref 8.8(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 **CTMP** (Doc Ref 8.7(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 **CWTP** (Doc Ref 8.8(A)) and the other transport management plans (i.e. **CTMP** (Doc Ref 8.7(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 **CWTP** (Doc Ref 8.8(A)):

- promote the objectives and benefits of the **CWTP** (Doc Ref 8.8(A)) to encourage compliance with its contents;
- monitor the success of the **CWTP** (Doc Ref 8.8(A)) against the modal share targets;
- report the monitoring of the **CWTP** (Doc Ref 8.8(A)) to the TRG to allow consideration and agreement 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 **CWTP** (Doc Ref 8.8(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 This 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.

2.4.4 In addition to the recruitment of the transport co-ordinator role, SZC Co. will employ a team of individuals to assist with delivery of the transport strategy on a day to day basis.

2.5 Other groups

a) Community Safety Working Group

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

2.5.3 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 **CWTP** (Doc Ref 8.8(A)), the Community Safety Working Group will be able to provide the transport co-ordinator with any feedback of the effectiveness of the **CWTP** (Doc Ref 8.8(A)) in the context of community safety.

2.5.4 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

2.5.5 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.

2.5.6 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

2.5.7 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.

2.5.8 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

2.5.9 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.

2.5.10 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.

3 OBJECTIVES AND TARGETS

3.1 Introduction

3.1.1 This section summarises the objectives of the **CWTP** (Doc Ref 8.8(A)) and the proposed targets.

3.2 Objectives

3.2.1 The objectives of the **CWTP** (Doc Ref 8.8(A)) are to:

- minimise the volume of traffic associated with the construction of the Sizewell C Project so far as reasonably practicable; and
- maximise the sustainable movement of the construction workforce required for the construction of the Sizewell C Project so far as reasonably practicable.

3.3 Type of targets

3.3.1 The targets which will be included in the **CWTP** (Doc Ref 8.8(A)) will be SMART, that is:

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

3.3.2 There are two types of targets, namely: ‘aim’ and ‘action’ targets. Aim targets are generally based on the percentage share of each travel mode used and are measured over a specific time frame. Action targets are task specific and are typically consolidated into an Action Plan.

3.4 Aim targets

3.4.1 This **CWTP** (Doc Ref 8.8(A)) provides a series of mode share ‘aim’ targets for the construction phase of the Sizewell C Project.

3.4.2 First and foremost, SZC Co.’s is committed to achieve the mode share targets that have been assessed as part of the DCO application as set out in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)).

3.4.3 However, it is recognised that for certain aspects of the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)), the assessment includes some

worst-case assumptions in order to provide a robust assessment of the highway network.

3.4.4 Therefore, the mode share targets have been set out as follows:

- mode share assessment targets – these targets are based on the assumptions included in the **Consolidated Transport Assessment Addendum** (Doc Ref. 8.5(B)) and on which the traffic modelling is based, which assume no workers would walk or cycle as part of their journey to work; and
- mode share aim targets – these targets are based on SZC Co.’s aim to encourage workers to walk and cycle to the main development site and associated development sites.

3.4.5 It should be noted that the mode share assessment targets have been derived based on the gravity model, as summarised in **Chapter 7** of the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)), which forecasts the geographic distribution of construction workers. However, whilst it is considered that the gravity model provides a robust estimate of the workforce distribution for assessment purposes, the actual geographic distribution of construction workers cannot be precisely predicted and would vary over time throughout the construction phase of the Sizewell C Project. As such, as part of the early monitoring of the **CWTP** (Doc Ref 8.8(A)), the actual mode share split will be derived and reviewed by the transport co-ordinator and reported to the TRG. Any proposed changes to the mode share targets would be put forward by the transport co-ordinator to the TRG (for example, the actual distribution of workforce may change the split between direct bus and park and ride bus). The mode share targets would only be adjusted in agreement with the TRG. The TRG shall not be entitled to approve any amendments to the mode share targets unless it is reasonably satisfied that the amendments are unlikely to give rise to any materially new or materially different environmental effects in comparison with those assessed in granting the DCO. The monitoring of the mode share targets is summarised in **Section 5**.

a) Main development site journey to work

i. Mode share assessment targets

3.4.6 The implementation of the **CWTP** (Doc Ref 8.8(A)) measures is designed to achieve a high level of non-car modes of transport for the journey to work at the main development site for the construction workforce.

3.4.7 **Table 3.1** sets out journey to work mode share assessment targets for the construction workers journey to work at the main development site. It sets out the mode forecast to be used for the last leg of the journey to the main development site (the final mode) as more than one mode may be used for the overall journey to work. The mode share targets in **Table 3.1** are based on the mode share applied to the **Consolidated Transport Assessment Addendum** (Doc Ref. 8.5(B)) and associated traffic modelling.

3.4.8 The ‘early years’ mode share targets are based on the early years transport strategy prior to the northern or southern park and ride facilities being operational. Once the northern or southern park and ride facilities become operational, the ‘peak construction’ mode share targets would apply.

Table 3.1: Main development site mode share assessment targets

Final Mode of Travel to Main Development Site	Early Years Workforce Split	Early Years Mode Share	Peak Construction Workforce Split	Peak Construction Mode Share
Walk/cycle	0	0%	2,400	28%
Car driver	242	16%	1,049	12%
Car passenger	58	4%	437	5%
Direct bus	600	40%	1,942	23%
Park and ride bus	600	40%	2,652	31%
Total	1,500	100%	8,480	100%

3.4.9 SZC Co. is committed to achieving the mode share assessment targets set out in **Table 3.1**, which will be monitored and reviewed through the TRG.

3.4.10 The mode share targets set out in **Table 3.1** demonstrate that the Sizewell C Project will achieve a significant sustainable travel mode share during the construction phase, with 80% of the construction workers in the early years and 83% at peak construction making their daily journey to work at the main development site via sustainable modes for at least part of their journey. **Table 3.1** shows that at peak construction almost a third (29%) of the construction workers would walk to work from the accommodation campus and over half (54%) of the construction workers would use Sizewell C bus services for at least part of their journey to travel to/from the main development site.

ii. Mode share aim targets

3.4.11 In order to provide a robust assessment in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)), it was assumed that no workers would walk or cycle to the main development site beyond those workers living at the accommodation campus during peak construction. SZC Co. is committed to encouraging workers to travel as sustainably as practically possible and is providing a package of measures as part of the **CWTP** (Doc Ref 8.8(A)) to encourage walking and cycling. As such, the mode share assessment targets have been adjusted to provide mode share aim targets as summarised in **Table 3.2** below. These targets are aspirational and increase the walk/cycle mode share so that it is not just based on workers living in the campus walking to work (as is the assumption in the mode assessment share) but assumes that other workers living nearby would make use of the proposed walk and cycle infrastructure improvements and walk or cycle to the main development site.

3.4.12 These are aspirational aim targets that go beyond the highly sustainable mode share that was assessed in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)) and has been committed to by SZC Co. through the mode share assessment targets. Whilst the commitment from SZC Co. is to achieve the mode share assessment targets, SZC Co. will endeavour to meet the ‘aim’ targets summarised in **Table 3.2** through the implementation of the walk and cycle measures set out in this **CWTP** (Doc Ref 8.8(A)).

Table 3.2: Main development site mode share aim targets

Final Mode of Travel to Main Development Site	Early Years Workforce Split	Early Years Mode Share	Peak Construction Workforce Split	Peak Construction Mode Share
Walk/cycle	30	2%	2,544	30%
Car driver	210	14%	933	11%
Car passenger	75	5%	509	6%
Direct bus	585	39%	1,866	22%
Park and ride bus/rail	600	40%	2,629	31%
Total	1,500	100%	8,480	100%

b) Park and ride as part of journey to work

i. Mode share assessment targets

3.4.13 **Table 3.3** summarises the mode share assessment targets for the construction workers travelling to the park and ride facilities as part of the journey to work at the main development site. The targets are based on the mode share applied to the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)) and the associated traffic modelling.

Table 3.3: Park and ride mode share assessment targets

Final Mode of Travel to Main Development Site	Northern park and ride		Southern park and ride	
	Workers	Mode share	Workers	Mode share
Car driver	1,206	81%	980	84%
Car passenger	280	19%	186	16%
Total	1,486	100%	1,167	100%

ii. Mode share aim targets

3.4.14 In order to provide a robust assessment in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)), it was assumed that no workers would walk, cycle or motorcycle to the park and ride facilities. Notwithstanding this, SZC Co. is committed to encouraging workers to travel as sustainably as practically possible and is providing a package of measures as part of the **CWTP** (Doc Ref 8.8(A)) to sustainable travel. As such, the mode share assessment targets have been adjusted to provide mode aim share targets as summarised in **Table 3.4** below.

Table 3.4: Park and ride mode share aim targets

Final Mode of Travel to Main Development Site	Northern Park and Ride		Southern Park and Ride	
	Workers	Mode share	Workers	Mode share
Walk/cycle	30	2%	23	2%
Motorcycle	45	3%	35	3%
Car driver	1,114	75%	911	77%
Car passenger	297	20%	198	17%
Total	1,486	100%	1,167	100%

3.4.15 Once the pattern of where workers not resident in accommodation campuses are living is established, the appropriateness of the targets for the park and ride sites would be considered through the monitoring and review process set out in **Section 5** of this **CWTP** (Doc Ref 8.8(A)).

3.5 Action targets

3.5.1 **Appendix 1** provides an initial list of early actions to be implemented for the **CWTP** (Doc Ref 8.8(A)). These include early actions such as appoint the transport co-ordinator, develop travel input for the induction process, appoint bus operator and procure swipe card system for workers swiping onto buses.

3.5.2 As part of the quarterly TRG monitoring report, an action plan will be provided, which will set out the proposed actions put forward by the transport co-ordinator for the subsequent quarter with regards to the **CWTP** (Doc Ref 8.8(A)).

3.5.3 Some of the actions will be associated with the continued implementation of the **CWTP** (Doc Ref 8.8(A)) but others may be proposed as refinements / remedial actions to be agreed by the TRG at the quarterly meeting to ensure that the mode share targets set within the **CWTP** (Doc Ref 8.8(A)) are met.

3.5.4 This is a standard approach for implementing Travel Plans as not all of the measures will be delivered upon commencement of construction and there will be ongoing implementation and refinements. For example, direct bus services are to be agreed by the TRG and will be implemented in accordance with the workforce profile and distribution. Likewise, there may be additional measures or refinement to measures that are needed to those set out in the **CWTP** (Doc Ref 8.8(A)) in order to meet the mode share targets.

3.5.5 The approved **CWTP** (Doc Ref 8.8(A)) actions at each TRG meeting to ensure that the mode share targets are met are to be funded by SZC Co. and managed by the transport co-ordinator.

4 TRAVEL PLAN MEASURES

4.1 Introduction

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

the journey to the park and ride facilities for construction workers and employees at the park and ride facilities.

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

4.1.3 In order to provide a robust assessment in the **Consolidated Assessment Addendum** (Doc Ref. 8.5(B)), it was assumed that no workers would walk or cycle to the main development site or park and ride facilities, with the exception of the workers living in the accommodation campus. However, a package of walk and cycle infrastructure improvements are proposed and summarised within this section of the **CWTP** (Doc Ref 8.8(A)). The walk and cycle infrastructure improvements are secured within the DCO, in addition to walk and cycle funding secured via the **Deed of Obligation** (Doc Ref 8.17(C)). This section of the **CWTP** (Doc Ref 8.8(A)) also includes other measures to encourage walk and cycling such as information and marketing, shower and changing facilities and a bicycle user group. It is these walk and cycle measures that will form the basis of the ‘aim’ mode share targets.

4.2 Walk and cycle measures

4.2.1 SZC Co. will implement the following measures in relation to encouraging walking and cycling. SZC Co. will take into account any relevant advice or further measures to encourage walking and cycling provided by the TRG.

a) **Providing accommodation in close proximity to the main development site**

4.2.2 Whilst the remote nature of the Sizewell C site has some advantages for the location of a nuclear power station, it does not make it favourable for construction workers to walk and cycle to work.

4.2.3 From a transport perspective, the benefit of the 2,400-bed accommodation campus on the main development site is that it would greatly reduce the number of journeys to work on the highway network as well as the time associated with travelling to/from the construction site. At peak construction it would result in nearly 30% of the workforce living and working in close proximity, rather than needing to travel to and from the main development site. The residents of the campus will be able to walk to work as the site entrance would be just outside the campus boundary.

4.2.4 There is also proposed to be a 400-pitch caravan site at LEEIE in Leiston, which would provide temporary accommodation for 600 construction workers. Whilst a bus service is proposed from the LEEIE to the main development site, some workers staying at the caravan site may choose to walk or cycle to work. A safe walk/cycle route is being provided by SZC Co. along Lover's Lane, which will enable workers living at the caravan site to walk or cycle to work.

b) Walk and cycle improvements

4.2.5 Walking and cycling improvements have been incorporated within the DCO proposals where practical to encourage walk and cycling as a mode of transport for the construction workforce.

4.2.6 In the vicinity of the main development site the following improvements are proposed:

- Pedestrian and cycle access to the Sizewell C main development site would be via a new roundabout on the B1122. The proposed design includes signalised toucan (to assist pedestrians and cyclists) and pegasus crossings (to assist equestrian users) on the B1122 north and Eastbridge Road arms.
- A shared footway/cycleway would run along the north side of the primary access road extending into the Sizewell C main development site. This would connect with a new footway/cycleway and bridleway on Eastbridge Road and would be the principal pedestrian and cycle route to/from the Sizewell C main development site.
- For pedestrians, cyclists and equestrians wishing to travel north towards Eastbridge and Westleton Walks, an off-road footway/cycleway and bridleway to the north of the roundabout would connect into the realigned Eastbridge Road where it would run along the east side of Eastbridge as far as the northern end of Bridleway 19 (E-363/019/0).
- A new north-south off-road bridleway, cycleway, and footway would be provided between Sizewell Gap in the south and Eastbridge Road in the north, connecting with the Suffolk Coastal Cycling Route. The route would create a new off-road walking, riding and cycling route between Leiston, LEEIE, the Sizewell C main development site access and Eastbridge. The route would enable workers living in Eastbridge and Leiston to safely access the main development site on foot or by bicycle.

It would also enable workers living in the accommodation campus to access Leiston town centre on foot or by bicycle.

- SZC Co. will also provide funding for walk and cycle improvements, which would be secured through obligations in the **Deed of Obligation** (Doc Ref 8.17(C)). The following funding is also proposed to be secured:
 - a Leiston Transport Contribution to fund pedestrian, cycle and public realm improvements in Leiston;
 - a Wickham Market Transport Contribution to fund pedestrian, cycle and public realm improvements in Wickham Market; and
 - a Little Glemham and Marlesford Transport Contribution to fund improvements for vulnerable road users in Little Glemham and Marlesford;
 - a Cycle Network Connectivity Fund to fund enhancements to the local cycle network to encourage construction workers to cycle to work; and
 - a Public Right of Way Fund to fund improvements to the existing public rights of way network.

c) Cycle parking

4.2.7 SZC Co. will provide secure, sheltered cycle parking for the construction workforce at the main development site in order to encourage cycling to work. The number of spaces is to be agreed with SCC prior to commencement of construction.

4.2.8 In addition, the following cycle parking spaces are proposed at the associated development sites:

- 120 cycle parking spaces at the accommodation campus;
- 20 cycle parking spaces at the northern park and ride facility; and
- 20 cycle parking spaces at the southern park and ride facility.

4.2.9 Cycle parking utilisation will be regularly monitored by the transport co-ordinator and further cycle parking will be provided by SZC Co. where demand is approaching capacity. The increase in provision of cycle parking

will be subject to the review process set out in **Section 5** of this **CWTP** (Doc Ref 8.8(A)).

d) **Storage and shower facilities**

4.2.10 Shower, changing, and storage facilities are proposed for construction workers at the main development site. The facilities would mean that any worker who walks or cycles directly to the main development site would be able to wash, change, and store their clothes.

e) **Bicycle user group**

4.2.11 If through the monitoring and review process demand from the construction workforce is identified, SZC Co. proposes to establish a bicycle user group to enable a channel for cyclists to discuss any issues with the transport co-ordinator that they would like to be addressed. Any existing workers at Sizewell B who cycle to work would also be invited to join the bicycle user group.

f) **Cycle repair equipment**

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

g) **Walk and cycle information**

4.2.13 SZC Co. will provide the Sizewell C construction workforce with information with regard to walk and cycle facilities as well as the benefits of active travel. This is set out in the Communication Strategy later in this section.

4.3 **Bus Measures**

a) **Securing the bus strategy**

4.3.1 SZC Co. is committed to achieving the mode share assessment targets and will provide sufficient buses in order to achieve the targets. The bus service will be fully funded by SZC Co. and will be free to workers on the Sizewell C project during the construction phase. The bus system will be prescriptive, and workers will be required to use the designated services. Therefore, the **CWTP** (Doc Ref 8.8(A)) measures focus on the successful enforcement of the high usage of buses determined by the mode share assessment targets.

b) Direct bus services

- 4.3.2 SZC Co. will provide a range of direct bus services to the main development site from key locations where there are concentrations of workers.
- 4.3.3 All direct bus services will be provided exclusively for the movement of the construction workforce, SZC Co. personnel, and business visitors to the main development site and will be free of charge. This will provide a clear financial benefit to encourage workers to use the services provided and will ensure that the services efficiently move workers to and from the main development site.
- 4.3.4 All direct bus services will operate to timetables designed to meet the requirements of the shift patterns of the workforce, with additional services to meet demand at peak periods and, on some routes, regular but lower frequency services at off-peak periods.
- 4.3.5 All buses associated with Sizewell C will be fitted with an electronic reader to scan workers' security badges when boarding buses. This will serve the dual purposes of both identifying workers as being authorised to use the bus service and collecting data to enable the transport co-ordinator to monitor the use of and optimise the planning of bus services. It is expected that business visitors will be issued with an email prior to their visit to Sizewell C, which will contain details of their authorisation to board the bus on a given day. They will show this email to the driver in electronic or paper format upon boarding.
- 4.3.6 A number of direct bus services have been assessed in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)), based on the gravity model and the forecast distribution of construction workers. The direct bus timetables and routes will be subject to ongoing refinement during the construction phase to adapt to the number and distribution of the workforce. Prior to a new direct bus service being implemented by SZC Co., the transport co-ordinator will submit information to the TRG in terms of the proposed route, bus stops and timetable for their approval by the TRG. Likewise, any refinements to direct bus services once they are operational would also need to be approved by the TRG.
- 4.3.7 The quarterly TRG monitoring report will include information on direct buses and patronage. Details of the monitoring is included in Section 5 of this **CWTP** (Doc Ref 8.8(A)).

c) Park and ride facilities

- 4.3.8 In the early years, a park and ride facility is proposed to be provided at LEEIE with 600 parking spaces. Park and ride buses will travel between LEEIE and the main development site.
- 4.3.9 The LEEIE park and ride facility will be utilised ahead of the northern or southern park and ride facilities at Darsham and Wickham Market being delivered. Once the northern or southern park and ride facilities and the main site car park are available, the LEEIE park and ride facility will no longer be required.
- 4.3.10 It is proposed to provide two park and ride facilities to support the construction phase of the Sizewell C Project. The northern park and ride facility is to be located at Darsham and the southern park and ride facility is to be located at Wickham Market. There will be 1,250 proposed car parking spaces at both the northern and southern park and ride facilities.
- 4.3.11 The locations were chosen with the aim of intercepting construction workforce traffic at strategic locations to reduce traffic through the towns and villages closer to the main development site.
- 4.3.12 The following principles will be adopted for the park and ride facilities:
- Any worker living within 800 metres (m) of a park and ride facility will be expected to walk or cycle to that park and ride facility and, except in exceptional circumstances (e.g. ill health or disability), will not be issued with a parking permit.
 - Cycling will be encouraged for workers living within cycle distance of the park and ride facilities and secure cycle parking will be provided at the park and ride facilities.
 - Secure parking for motorcycling and mopeds will be provided at the park and ride facilities.
 - Car sharing will be encouraged as set out later in this section.
- 4.3.13 As with the direct buses, all park and ride buses will be fitted with an electronic reader to scan workers' security badges when boarding park and ride buses. This will ensure that workers use buses that they are allocated to as well as enable the ongoing monitoring of the park and ride bus services.

4.4 Rail measures

a) Rail shuttle service

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

b) Rail information

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

4.5 Motorcycle Measures

a) Motorcycle parking

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

4.5.2 The proposed motorcycle parking provision at the park and ride sites is 80 spaces at the northern park and ride site and 80 spaces at the southern park and ride site.

4.5.3 Motorcycle parking utilisation will be monitored by the transport co-ordinator and increased parking will be provided where necessary, in agreement with the TRG.

b) Storage and shower facilities

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

c) Road safety improvements

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

d) Motorcycle Information

4.5.6 SZC Co. will provide information regarding motorcycle rules and provision to all workers within the Sizewell C Travel Plan Pack. This is set out in the Communication Strategy later in this section.

4.6 Car Share Measures

a) Car share scheme

4.6.1 The fundamental component of any car sharing scheme is how to match potential sharers. A car share scheme will be implemented by SZC Co. allowing workers to search for matches amongst their colleagues.

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

b) Car share priority parking spaces

4.6.3 Priority car parking spaces will be provided at the main development site and the park and ride facilities in order to encourage construction workers to car share.

4.7 Parking Measures

a) On-site parking constraint

4.7.1 The management of car parking spaces on site, together with the provision of free buses, is a fundamental part of the **CWTP** (Doc Ref 8.8(A)) to reduce car-based trips on the local highway network.

4.7.2 It is proposed to provide a 1,000-space car park at the main development site. SZC Co. will implement a permit system to actively manage parking. The number of parking spaces means that at peak construction, only 12% of the construction workforce will be able to park at the main development site. This restricted number of spaces, as well as the proposed parking control measures, will act to reduce the impact of construction workforce trips on the local highway network.

b) Parking permits

4.7.3 During the construction phase of the Sizewell C Project, SZC Co. will operate three different kinds of parking permits:

- parking permits for on-site parking at the main development site;
- parking permits for the park and ride sites; and
- parking permits for the car park at the Sizewell C accommodation campus.

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

i. Main development site parking permits

4.7.5 A key parking control measure is that only workers living inside the area bounded by the A12, River Blyth, and River Deben (except those living in Leiston or within 800m of the main development site) will be issued a parking permit for the main development site on-site parking. This area is referred to as the 'drive to site' catchment. Workers without a parking permit for the main development site will need to use one of the park and ride sites, a direct bus service, or walk or cycle to the main development site.

ii. Park and ride parking permits

4.7.6 For those workers allocated to a park and ride site, the principles set out at paragraph 4.3.13 of this **CWTP** (Doc Ref 8.8(A)) will apply. The issue of parking permits for each park and ride site will be recorded, controlled, and monitored. Workers will be required to display their parking permit when entering a park and ride site. Any construction workers leaving the Sizewell C Project, or moving to campus accommodation, will be required to surrender their park and ride parking permit.

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

4.7.8 As set out in **Section 4.3** of this **CWTP** (Doc Ref 8.8(A)), buses will be fitted with an electronic reader to scan workers' security badges when boarding the park and ride and direct buses. The data will be compared against the data for workers entering the main development site in order to enforce the

policy that workers assigned to a park and ride or direct bus service should not drive closer to the main development site and change onto another mode of transport. Workers who enter the site but did not board their allocated direct or park and ride bus would be deemed to have contravened that policy, and appropriate action would be taken and the TRG notified.

- 4.7.9 It should be noted that some workers will not be certain at the time of induction on how they plan to travel to the park and ride site and there are also likely to be some workers who would have mixed mode plans, e.g. they may plan to cycle in summer when there are extended hours of daylight but drive in winter. The parking permit allocation policy will need to accommodate these variations in a managed way while seeking to encourage the use of non-car modes as far as possible.

iii. **Campus parking permits**

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

c) **Fly parking**

- 4.7.11 Fly parking refers to construction workers who live outside of the 'drive to site' catchment area, not using their allocated mode of travel to the main development site and instead driving to a location within the 'drive to site' catchment and either walking, cycling or using a direct bus service to access the main development site.

- 4.7.12 Fly parking will be monitored by SZC Co. and reviewed by the TRG through the process set out in **Section 5** of this **CWTP** (Doc Ref 8.8(A)). SZC Co. will employ a fly parking patrol team to carry out daily patrols to identify possible cases of fly parking. They will be both proactive and reactive, following up reports from local residents to the Sizewell C community help line who believe Sizewell C construction workers may be fly parking.

- 4.7.13 Workers will be provided with Driver Rules that must be adhered to. The Worker Code of Conduct will set out a disciplinary process relating to fly-parking. Where a worker's vehicle is proven to be fly-parking, SZC Co. will adopt a "Just and Fair" culture with regards to disciplinary proceedings with escalation to higher levels of management at each stage. Ultimately this

process could lead to the removal of an individual worker from the Sizewell C Project.

- 4.7.14 Construction worker vehicles parked illegally (in contravention of highway regulations) will be dealt with in the same manner as would be the case for any vehicle parked by a member of the public in this way. East Suffolk Council, who are responsible for parking enforcement in the district, would be able to issue penalty charge notices (PCNs) for any illegally parked vehicles.

d) Electric vehicle parking

- 4.7.15 The following electric vehicle charging spaces are proposed at the main development site (construction phase) and associated development sites:

- 1,000 car parking spaces are proposed at the main development site, of which 5% are proposed to have electric vehicle charging points and 5% with passive electric vehicle provision;
- 600 car parking spaces are proposed at the temporary park and ride facility at the LEEIE, of which 5% are proposed to have electric vehicle charging points and 5% with passive electric vehicle provision;
- 1,250 car parking spaces are proposed at each of the northern and southern park and ride facilities, of which 5% are proposed to have electric vehicle charging points and 5% passive electric vehicle provision;
- 12 car parking spaces for staff and visitors are proposed at the freight management facility, of which 5% to be equipped with electric vehicle charging points and 5% passive electric vehicle provision.

4.8 Allocation of Workers to Mode of Travel to Work

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

- Any worker living within 800 metres (m) of a park and ride facility or the main development site will be expected to walk or cycle to that site and would, except in exceptional circumstances (e.g. ill health or disability), not be issued with a parking permit for either the park and ride facilities or the main development site.

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

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

4.8.3 It is recognised that, for a range of reasons but most commonly linked to change of residence, construction workers may need to change their allocated mode of travel while working on the Sizewell C Project. In particular, at the time of induction, some workers will not have established any fixed intentions as to their medium to longer-term accommodation location or place of residence. There will therefore need to be flexibility to allow workers to switch to a different mode of travel but this will require a clear justification (e.g. in the form of proof of change of residence) and the surrendering of their original parking permit.

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

4.9 Communication Strategy

a) Induction process

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

4.9.2 The induction process is proposed to cover a number of security and safety aspects of working on the Sizewell C Project. A specific session during the induction process will cover transport issues and in particular will:

- Explain the overall transport strategy being adopted for the Sizewell C Project and the strong reliance on bus services for the movement of the workforce as well as the approach to the allocation of workers to direct buses and park and ride facilities.
- Explain the on-site parking that would be available at the main development site and the procedures which apply for the allocation of permits for these spaces.
- Explain the Driver Rules and Worker Code of Conduct.
- Explain the importance of compliance with the **CWTP** (Doc Ref 8.8(A)) and the potential consequences of non-compliance.

b) [Travel plan pack](#)

4.9.3 It is proposed that at induction, each worker will also be issued with a Sizewell C Travel Plan Pack in electronic and paper format which will contain the following information:

- A summary of the information on the **CWTP** (Doc Ref 8.8(A)) presented at induction.
- Up-to-date timetables for all direct and park and ride bus services serving the main development site.
- Information on local bus services and rail timetables.
- Information on walk and cycle routes.
- Information on motorcycling and where people can park.
- Information to encourage and facilitate car sharing arrangements, including details of the car share scheme.
- Promotional literature within the Sizewell C Travel Plan Pack covering such things as the benefits of walking and cycling and cost saving associated with car sharing.

- Information for non-home-based workers undertaking journeys to and from their permanent residence and how this could be undertaken using sustainable travel modes and/or avoiding peak periods of congestion.

4.9.4 Information in the Sizewell C Travel Plan Pack is proposed to be updated on a regular basis to ensure it continues to be accurate and relevant to the needs of the construction workforce. Updated information would be circulated electronically to the workforce.

4.9.5 The information supplied will not only enhance adherence to the **CWTP** (Doc Ref 8.8(A)) but will also assist in encouraging the use of sustainable modes in respect of non-work trips made by the construction workforce while resident in the local area.

c) **Electronic communication**

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

4.9.7 This information will include:

- updates on bus services, routes, and pick up points;
- updates on walk, cycle, motorcycle, and rail information;
- further details on car sharing or other promotional activity;
- results of monitoring of the **CWTP** (Doc Ref 8.8(A)); and
- details on any issues and how they are being addressed.

4.9.8 Any other relevant information, news, or alerts with regards to the **CWTP** (Doc Ref 8.8(A)) is also proposed to be provided to the construction workforce electronically.

d) **Transport information points**

4.9.9 A facility will be provided on the main development site for construction to enable workers to make queries about transport issues and arrangements. In addition, the workers will be able to ask transport related questions with regard to their journey to work to SZC Co. staff working at the park and ride sites and accommodation campus.

4.10 Contractual conditions

4.10.1 The requirement for compliance with the **CWTP** (Doc Ref 8.8(A)) is proposed to be imposed as a condition of contract on all contractors appointed to work on the Sizewell C Project. These requirements effectively limit the modes by which a construction worker would travel to and from the main development site to the following options:

- car travel for the limited number of workers allocated a permit for one of the 1,000 on-site parking spaces, or are car-sharing with one of those workers;
- walking or cycling for those workers who live sufficiently close to the main development site and are physically able to travel by this mode;
- walking for those workers resident at the accommodation campus; and
- park and ride or direct buses for all other workers not in one of the above categories.

4.11 Summary

4.11.1 Taken together, these measures demonstrate SZC Co.'s commitment to the delivery of the transport strategy associated with the Sizewell C Project and effective implementation of the **CWTP** (Doc Ref 8.8(A)) and provide confidence that the approach proposed will operate successfully in practice. The approach adopted will continue to be refined as the Sizewell C Project progresses and in the light of experience. The review procedures which will be adopted are set out in **Section 5** of this **CWTP** (Doc Ref 8.8(A)).

5 MONITORING AND REVIEW

5.1 Introduction

5.1.1 The **CWTP** (Doc Ref 8.8(A)) will require monitoring, review, and revision to ensure it remains effective. All monitoring will be the responsibility of SZC Co. The review of the **CWTP** (Doc Ref 8.8(A)) will be undertaken in consultation with the TRG.

5.2 Monitoring strategy

5.2.1 Monitoring will include:

- the extent to which all of the mode share targets set out in this **CWTP** (Doc Ref 8.8(A)) have been achieved and/or are reasonably likely to be achieved; and
- provision of a Transport Monitoring Report to the TRG on a monthly basis for the first 3 months of construction and thereafter every quarter, unless otherwise agreed by the TRG in accordance with this **CWTP** (Doc Ref 8.8(A)).

a) Data collection

5.2.2 **Table 5.1** below summarises the data proposed to be collected in order to monitor the **CWTP** (Doc Ref 8.8(A)).

Table 5.1: CWTP monitoring

Monitoring criteria	Method of monitoring	Frequency of monitoring
Mode share targets for construction workers travel to main development site (assessed and aim targets)	Observed count at the car park access points, including car occupancy, and SZC construction worker security pass/bus pass data	1 weekday, once per month for the first 3 months and once per quarter thereafter
Mode share targets for construction workers travel to park and ride sites (assessed and aim targets)	Observed count at site access points, including car occupancy	1 weekday, once per month for the first 3 months and once per quarter thereafter
Cycle and motorcycle parking utilisation	Observed count of parking spaces used, total parking spaces provided and % utilisation.	1 weekday, once per month for the first 3 months and once per quarter thereafter

Monitoring criteria	Method of monitoring	Frequency of monitoring
Patronage of each bus service	Construction worker security pass/bus pass data	Average over a week, once per month for the first 3 months and once per quarter thereafter
Profile of bus arrivals and departures to/from the main development site, which will also provide the TRG with an understanding of the shift pattern.	GPS tracking data on buses	Average over a week, once per month for the first 3 months and once per quarter thereafter
Main development site, LEEIE (early years), southern and northern park and ride car park utilisation	Observed count of parking spaces used, total parking spaces provided and % utilisation.	1 weekday, once per month for the first 3 months and once per quarter thereafter
Fly parking monitoring - breakdown of SZC Co. worker parking legitimately, SZC Co. worker fly parking, non-SZC Co. worker parking and action taken	SZC Co. helpline and investigation by fly parking team	Continuous (data reported monthly for the first 3 months and thereafter on a quarterly basis)
Mode share and construction worker attitude to travel plan measures	Annual staff travel survey	Annual

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

5.2.4 A formal annual staff travel survey will be undertaken. The survey format will be agreed with the TRG. The results will be shared with the TRG as part of the monitoring report.

b) Monitoring frequency

5.2.5 For the first 3 months of construction, monitoring will be undertaken on a monthly basis, with monthly TRG meetings held. This is to ensure that the initial implementation of the **CWTP** (Doc Ref 8.8(A)) is effective and any issues resolved in a timely manner. Thereafter, a monitoring report will be produced every 3 months during the construction phase and quarterly TRG meetings held, unless otherwise agreed by the TRG.

c) Transport monitoring reports

5.2.6 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.

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

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

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

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

5.2.11 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))

5.3 Review

a) TRG review

i. TRG review process

5.3.1 SZC Co. will monitor progress against the mode share targets set out in this **CWTP** (Doc Ref 8.8(A)). Mode shares will be reported to the TRG and the review by the TRG will consider whether:

- SZC Co. is meeting or on track to meet the mode share targets and no amendments to the Action Plan or mode share targets are required;
- SZC Co. is not on track to meet the mode share targets and additional actions are needed;
- SZC Co. is not on track to meet the mode share targets but no further action should be taken either because there are remedial actions already in train or because any reasons for divergence from the mode share split are reasonable and legitimate.

5.3.2 The TRG, Community Safety Working Group and parish councils will also play an important role in providing feedback on the implementation of the **CWTP** (Doc Ref 8.8(A)) and any issues associated with it.

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

ii. **Action plan**

5.3.4 As set out in Section 3, 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 for the subsequent quarter with regards to the **CWTP** (Doc Ref 8.8(A)).

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

iii. **Change log**

5.3.6 Where it is considered by SZC Co. that, in the light of monitoring information or feedback, there is a need to amend or update the **CWTP** (Doc Ref 8.8(A)), SZC Co. will submit an amended **CWTP** (Doc Ref 8.8(A)) to the TRG for approval.

5.3.7 The TRG shall not be entitled to approve any amendments to the **CWTP** (Doc Ref 8.8(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.

5.3.8 If any changes to the **CWTP** (Doc Ref 8.8(A)) are made, a change log will be provided within the monitoring report to keep a record of any approved changes to the **CWTP** (Doc Ref 8.8(A)). The change log will be carried

forward and updated as part of each quarterly monitoring report with any changes approved by the TRG at the previous TRG meetings recorded.

b) SZC Co. review

- 5.3.9 In addition to the TRG review process, internal SZC Co. meetings will take place to discuss the **CWTP** (Doc Ref 8.8(A)). Continual monitoring and review will be particularly important for a range of reasons. For example, it would be necessary to continually monitor the overall level of demand for and frequency of bus services, the demand for parking, and to consider any emerging issues of compliance, as well as monitoring the overall level of efficiency of implementation of the **CWTP** (Doc Ref 8.8(A)) as a whole.

6 ENFORCEMENT

6.1 Introduction

6.1.1 This section provides a summary of the mechanisms that will ensure compliance with the **CWTP** (Doc Ref 8.8(A)).

6.1.2 The enforcement of the **CWTP** (Doc Ref 8.8(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 **CWTP** (Doc Ref 8.8(A)) and 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 **CWTP** (Doc Ref 8.8(A)) (e.g. Worker Code of Conduct).
- **Remedial actions:** SZC Co. will fund the approved TRG actions to ensure the continued compliance with the **CWTP** (Doc Ref 8.8(A)).
- **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.

6.2 Best practice

6.2.1 SZC Co. will use internal management procedures to ensure compliance with the requirements of the **CWTP** (Doc Ref 8.8(A)) including:

- Contractor kick off meetings: contractors reminded of SZC Co.'s standards and expectations as set out in contract documentation;
- Induction: worker induction to include briefing on **CWTP** (Doc Ref 8.8(A)) and Worker Code of Conduct; and
- Learning reports: incidences of potential breaches or non-compliance with the **CWTP** (Doc Ref 8.8(A)) will be investigated.

6.3 Contractual conditions

6.3.1 Upon appointment, each contractor will have within their contract a condition of contract to comply with the **CWTP** (Doc Ref 8.8(A)). Non-compliance could lead to sanctions and enforcement measures by SZC Co., which could lead to workers being removed from the Project.

6.4 Remedial actions

6.4.1 SZC Co. is committed to implementing a comprehensive transport strategy and package of travel plan measures in order to meet the mode share 'assessment' targets and will use best endeavours to meet the mode share 'aim' targets that go beyond the mode share assessed in the **Consolidated Transport Assessment** (Doc Ref. 8.5(B)).

6.4.2 Notwithstanding this, it should be recognised that the Sizewell C Project is a major and complex construction project within a rural location and the mode share assessment and aim targets are ambitious. As such there may be a need to implement further measures in order to meet the targets.

6.4.3 As set out in **Section 5** of this **CWTP** (Doc Ref 8.8(A)), as part of the TRG review process, actions will be agreed for the transport co-ordinator to implement. Some of the actions will be associated with the continued implementation of the **CWTP** (Doc Ref 8.8(A)) but others may be proposed as refinements / remedial actions to be agreed by the TRG at the quarterly meeting to ensure that the targets set within the **CWTP** (Doc Ref 8.8(A)) are met. The approved actions at each TRG meeting are to be funded by SZC Co. and managed by the transport co-ordinator.

6.5 Contingency Effects Fund

6.5.1 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 **CWTP** (Doc Ref 8.8(A)) and is more widely related to Sizewell C construction traffic (i.e. worker and freight traffic) and therefore applies to the **CTMP** (Doc Ref 8.7(A)) also.

6.5.2 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.

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

a) Contingent Effects Fund 1

6.5.4 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.'

6.5.5 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.

- 6.5.6 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.
- 6.5.7 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.
- 6.5.8 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.
- 6.5.9 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.
- 6.5.10 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.

6.5.11 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.

6.5.12 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**

6.5.13 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.

6.5.14 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)).

6.5.15 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.

6.5.16 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.

6.5.17 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.

6.5.18 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.

6.5.19 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.

6.5.20 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.

6.5.21 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.

6.5.22 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.*”

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

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



SIZEWELL C PROJECT – CONSTRUCTION WORKER TRAVEL PLAN

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- 6.5.25 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.
- 6.5.26 The total payments payable by SZC Co. to address Contingent Effects 2 shall not exceed the Contingent Effects Fund 2.

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APPENDIX 1.A: ACTION PLAN

Initial list of early actions to implement

Element	Action
Communication	Prepare Travel Pack.
	Establish Sizewell C intranet site for workers.
	Develop travel input to induction process.
Walk and cycle	Order cycle parking.
Bus	Appoint bus operator.
	Procure swipe card system for workers swiping onto buses.
	Work with the bus operator to develop detailed bus timetables, routes and stops.
	Develop park and ride permit scheme including production of permits.
Motorcycle	Order motorcycle parking.
Car share	Research car share scheme options and select a preferred scheme.
	Establish the car share scheme.
Parking	Develop parking permit system for all sites including production of permits.
Monitoring, review and compliance	Appoint Transport Co-ordinator.
	Establish TRG and hold a pre-commencement TRG meeting.
	Put meetings in TRG diaries.
	Agree with TRG and set up a data collection methodology/system.
	Set up the framework for the monitoring report.
	Include Travel Plan requirements within contractor contracts.