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# **NNB GENERATION COMPANY LTD**

## **COMPANY DOCUMENT**

### **HPC CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

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HPC CONSTRUCTION TRAFFIC MANAGEMENT PLAN  
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## APPROVAL: CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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## DOCUMENT CONTROL

Revision	Purpose	Amendment	By	Date
01	S2 - FIT FOR INFORMATION	*	Development Consent Order	01/08/2012
02	S3 - FIT FOR INTERNAL REVIEW AND COMMENT	Change to account for Cannington Bypass Open and temporary variation to the average cap for HGV movements from an average of 500 movements per day in any given quarter to an average of up to 750 movements per day in any given quarter for a temporary period until the jetty is fully operational or 30 September 2019 whichever is earlier.	Rachel Lister	09/02/2018
03	S3 - FIT FOR INTERNAL REVIEW AND COMMENT	A change from the Automatic Number Plate Recognition System (ANPR) which forms part of the Delivery Management System (DMS) to a GPS based system.	Rachel Lister	18/11/2019

# DCO CONSTRUCTION TRAFFIC MANAGEMENT PLAN

18 November 2019

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# 1. INTRODUCTION

## 1.1 Background

- 1.1.1 NNB Generation Company Limited (part of EDF Energy and hereafter referred to as 'EDF Energy') is proposing to develop a new nuclear power station at Hinkley Point C (HPC) adjacent to the existing Hinkley Point Power Station Complex in Somerset.
- 1.1.2 EDF Energy submitted a Development Consent Order (DCO) application for development of HPC to the Infrastructure Planning Commission (IPC) (now the Planning Inspectorate) in October 2011. The works applied for through the DCO are referred to hereafter as the 'Authorised Project'. As part of the Authorised Project, the 'HPC Construction Works' refers to construction activities associated with the construction of the HPC Development Site (including Cooling Water System and temporary jetty), HPC accommodation campus, Cannington bypass and Comwich Wharf and laydown facility.
- 1.1.3 The Site Preparation Works phase of the HPC Project was granted permission by West Somerset Council (WSC) in January 2012 under the Town and County Planning Act. Under that consent a number of controls and obligations were placed on EDF Energy, including the requirement to implement a Construction Traffic Management Plan (CTMP). The Site Preparation Works CTMP was approved by WSC, Somerset County Council (SCC) and the Highways Agency (HA) in March 2012. West Somerset Council is now known as Somerset West and Taunton Council (SWTC) and Highways Agency is Highways England (HE).
- 1.1.4 As part of the DCO application a Freight Management Strategy (FMS) was prepared, which set out the key construction activities, the existing transport infrastructure, material requirements throughout the construction of the Authorised Project, measures to reduce and manage freight trips and the residual level of road freight traffic.

## 1.2 Scope

- 1.2.1 This DCO CTMP builds upon the agreed principles set out within the Site Preparation Works CTMP and the information provided in the FMS and sets out EDF Energy's proposals to manage freight traffic during the construction of the Authorised Project.
- 1.2.2 The DCO CTMP deals with the management of all freight traffic during the construction of the Authorised Project (i.e. Heavy Goods Vehicles (HGVs), Light Goods Vehicles (LGVs) and Abnormal Indivisible Loads (AILs)) to the HPC site and Associated Development Sites. It should be noted that the measures proposed for each element of the freight traffic are commensurate with the level and duration of traffic impact during the construction phase.
- 1.2.3 The DCO CTMP will be regularly monitored and, if required, appropriate adjustments will be made in discussion with the Transport Review Group (TRG) to ensure that the objectives are met and maintained.
- 1.2.4 This document forms part of a package of management documents to assist in the operational control of transport movements for the construction of the Authorised

Project. **Figure 1.1** below illustrates the suite of management documents to be implemented for the construction of the Authorised Project to provide the context of the DCO CTMP.

Figure 1.1: Transport Management Plans for Construction of Authorised Project

Management Plan	Construction Workforce Travel Plan (CWTP)	Construction Traffic Management Plan (CTMP)	Traffic Incident Management Plan (TIMP)
Movements to be managed	People Movements	Freight Movements	Park and Ride Bus and HGV Movements
Monitoring System	Monitoring of Mode Share Targets through smartcard type system	Traffic Management and Monitoring System (TMMS)	Traffic Management and Monitoring System (TMMS)

### 1.3 Structure

1.3.1 This plan is structured as follows:

- Section 2: Freight Movements;
- Section 3: Objectives
- Section 4: Management Structure;
- Section 5: Freight Management Measures;
- Section 6: Monitoring and Review; and
- Section 7: Compliance.



## 2. FREIGHT MOVEMENTS

### 2.1 Introduction

This section summarises the freight movements that are predicted to occur for the duration of the construction of the Authorised Project, in terms of number of movements, types of vehicles, routing, day of the week and time of the day.

### 2.2 Development Proposals

2.2.1 For the purpose of this document, two main construction areas are considered:

- HPC Construction Works:
  - Construction of two UK EPR reactor units, related infrastructure, temporary construction facilities and an accommodation campus for 510 workers proposed within the HPC development site.
  - Construction from the northern end of a bypass around the west of Cannington (i.e. this only includes traffic that needs to pass through the village of Cannington to construct sections of the bypass from the northern end);
  - Refurbishment and extension of the existing Combwich Wharf and an associated freight layby for the holding of Abnormal Indivisible Loads (AILs) and other construction goods being delivered via Combwich Wharf before they are transferred to the HPC development site; and
  - National Grid 400kV substation and overhead line modifications.
- Off-site associated development not included within the HPC Construction Works:
  - Accommodation campuses for up to 1,496 construction workers, with ancillary facilities, across two sites;
  - Park and ride facilities for up to 2,410 car parking spaces (including spaces for mini-buses and vans), 119 motorcycle spaces, 119 cycle spaces and 51 bus spaces, with ancillary facilities, across four sites;
  - Freight management facilities for up to 140 heavy goods vehicles (HGV) parking spaces, with ancillary facilities, across two sites;
  - An induction centre for the training of staff in connection with the HPC construction phase;
  - A consolidation facility for postal/courier deliveries;
  - Construction from the southern end of a bypass around Cannington (i.e. this includes all traffic except that which needs to pass through the village of Cannington to construct sections of the bypass from the north end).

### 2.3 Vehicle Classification

2.3.1 A HGV is defined as all vehicles (other than AILs) exceeding a maximum gross weight of 3.5 tonnes (maximum allowable total weight when loaded). These include medium goods vehicles (maximum gross weight between 3.5 and 7.5 tonnes). For the avoidance of doubt this excludes any AILs.

- 2.3.2 An LGV is defined as a van, pickup or 4x4 vehicle with a maximum gross weight of 3.5 tonnes.
- 2.3.3 An AIL is defined as including all vehicles directly involved with the transportation of AILs.

## 2.4 Freight Movements

### a) HGV and LGV Movements

- 2.4.1 The estimates for HGV and LGV movements are set out in the DCO application and subsequent submissions to the Planning Inspectorate.

### b) Abnormal Indivisible Loads

- 2.4.2 The construction of the Authorised Project will require the movement of Abnormal Indivisible Loads (AILs) to bring construction plant and some heavy construction components to the HPC site.
- 2.4.3 The largest AILs are to be transported by water to Combrich Wharf and then escorted by road via the C182 to the HPC site. It is estimated that there will be 180 large AILs arriving by sea. The majority of these AIL deliveries will be associated with an approximate four year period in the middle of the HPC construction programme.
- 2.4.4 There will also be a number of other AILs that will be dispatched by road or by sea to Combrich Wharf. These AILs were included within the freight estimate used for the Transport Assessment and, for robustness; it was assumed that they would all arrive by road.
- 2.4.5 The Road Vehicles (Authorisation of Special Types) (General) Order 2003 sets out the categories of AILs with regard to weight, width and length. Depending on the size and specific circumstances associated with AIL deliveries, different arrangements may apply in terms of the management and timing of movements. It is anticipated that heavy plant or components will be delivered to site on low loader combinations. These can be unescorted where the maximum width, length and weight are less than the requirements prescribed by The Road Vehicles (Authorisation of Special Types) General Order 2003 for Police escort. In other cases an escort arrangement may be deemed appropriate or necessary. Further information on the management of AILs is summarised in Section 5.

## 2.5 HGV and AIL Routes

### a) HGV Routes

- 2.5.1 Somerset County Council's (SCC) document entitled 'Local Transport Plan 2' provides information on freight management. **Figure 2.1** shows the national, regional and county freight routes within Somerset.

Figure 2.1: National, Regional and County Freight Routes in Somerset



2.5.2 EDF Energy will adhere to the key elements set out in the Somerset Local Transport Plan on freight management which are as follows:

- wherever possible HGVs should use the Strategic Road Network (SRN); and
- wherever possible HGVs will adhere to the National Regional and County Freight Routes set out in **Figure 2.1**.

2.5.3 Two HGV routes are proposed from the M5 motorway to the HPC site during the construction phase as follows:

- Route 1: the HGV route from Junction 23 of the M5 via the A38 Bristol Road, Bridgwater, Northern Distributor Road (now classified as the A39), the A39 west of Quantock roundabout, Cannington Bypass and then along the C182 to the HPC Development Site; and
- Route 2: the HGV route from Junction 24 of the M5 via the A38 Taunton Road, the A39, west of the Taunton Road/Broadway junction, Cannington Bypass and then along the C182 to the HPC Development Site.

2.5.4 The above routes are all either national or county freight routes with the exception of the NDR and the C182. It should be noted that the NDR is classified as an A road.

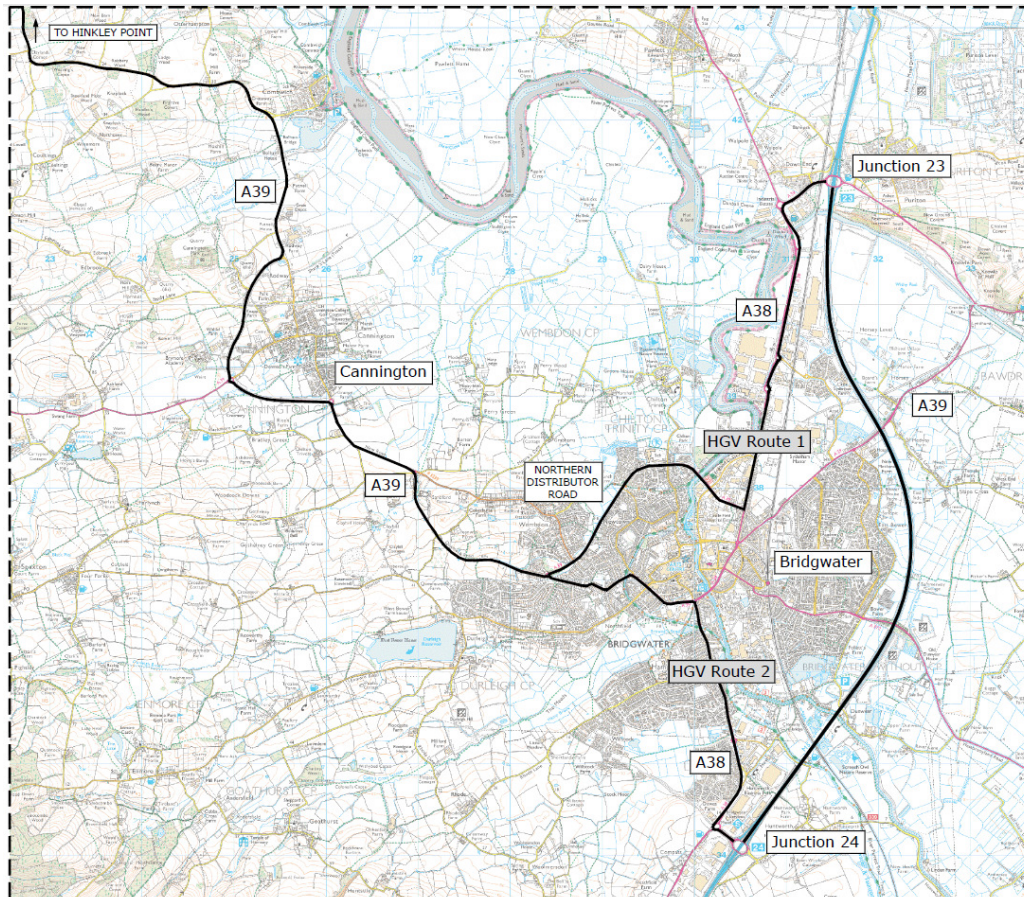
2.5.5 The reasoning behind the HGV routes is as follows:

- Use the county and regional freight routes on the local road network where possible (e.g. A38 and A39);

- Avoid the congested corridor of Bridgwater (i.e. the A38/A39 corridor between the junctions of Cross Rifles and Taunton Road);
- Route HGVs via The Drove rather than Wylds Road at the request of SCC to not add right turning movements from A38 (Bristol Road) into Wylds Road as the right turning lane width is substandard; and
- Route HGVs via both the NDR and A39 to help minimise the impact of the development (note that the NDR has recently been reclassified as an A road).

2.5.6 **Figure 2.2** below shows the proposed HGV routes.

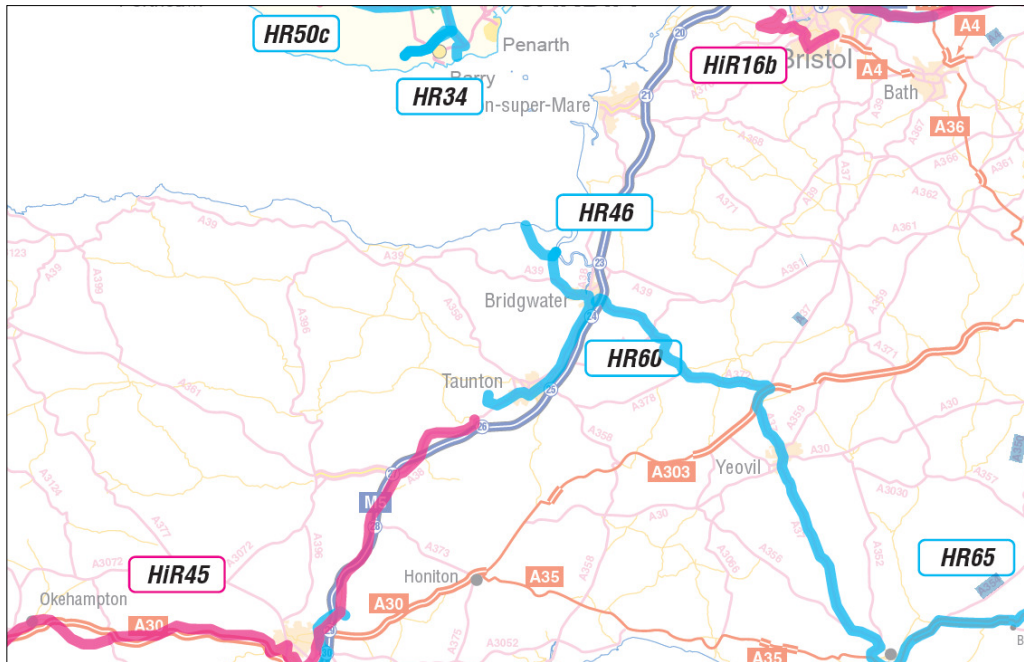
Figure 2.2: Proposed HGV Routes



#### b) AIL Routes

- 2.5.7 In 2006 the HA identified national routes that were considered suitable for heavy loads and classified them by weight capacity.
- 2.5.8 **Figure 2.3** details the two AIL routes that make up the passage from the HPC site to the M5 motorway namely; Heavy Route 46 (HR46) from Combwich to the HPC development site and Heavy Route 60 (HR60) from Combwich to Taunton.

Figure 2.3: Highways England Heavy and High Routes



- 2.5.9 HR46 from Combwich Wharf to the existing Hinkley Point Power Station Complex routes along the C182. HR60 routes from Combwich Wharf along the C182, A39 and A38 (Taunton Road) in Bridgwater.
- 2.5.10 HR46 from Combwich Wharf to the site has a weight group of B, which equates to a maximum 280T over 12 axles or 315T over 14 axles. HR60 from Combwich to Taunton has a weight group of E, which equates to a maximum 259T over 12 axles or 294T over 14 axles.

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## 3. OBJECTIVES

### 3.1 Objectives

3.1.1 The transport objectives that the DCO CTMP has been prepared in accordance with are to:

- Minimise the volume of freight traffic associated with the development of the new power station so far as reasonably practicable, at all times but especially during peak hours;
- Maximise the safe, efficient and sustainable movement of materials required for the Authorised Project 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;
- Provide long-term, sustainable legacy benefits for the local community from new infrastructure, where appropriate;
- Take all reasonable steps to ensure the resilience of the transport network in the event of an incident; and
- Take all reasonable steps to protect the natural and built environment.

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## 4. MANAGEMENT STRUCTURE

### 4.1 Introduction

4.1.1 This section sets out the proposed management structure for the DCO CTMP and the responsibilities of each stakeholder.

4.1.2 Overall management and implementation of the DCO CTMP will be the responsibility of EDF Energy. The following roles will apply:

- Transport Review Group (TRG);
- Transport Co-ordinator; and
- Transport Forum.

4.1.3 A diagram will be prepared in consultation with the TRG summarising the inter-linkages and scope of each role and a meeting schedule will also be produced to ensure all stakeholders are clear on the communication process and the obligations

### 4.2 Transport Review Group

4.2.1 A TRG will be established with members taken from the key transport stakeholders and EDF Energy. The scope of the TRG in relation to the DCO CTMP is proposed to be as follows:

- receive Traffic Management Reports from EDF Energy relating to the implementation and operation of the DCO CTMP;
- monitor the implementation of, and compliance with the DCO CTMP;
- consider the case for, and approve amendments to the DCO CTMP;
- consider the use of the contingency fund for mitigation measures and remedial action (as detailed in Schedule 11 of the Section 106 Agreement) if corrective action is required;
- advise EDF Energy on potential enhancements to the DCO CTMP; and
- liaise with and consider the views and opinions of the Transport Forum.

4.2.2 The TRG will have further duties with regards to the DCO Travel Plan, which are set out in that management document.

4.2.3 The TRG members will be:

- the Transport Co-ordinator;
- one representative to be nominated by the County Council;
- one representative to be nominated by Somerset West and Taunton Council;
- one representative to be nominated by Sedgemoor Council;
- one representative to be nominated by the Highways England; and
- up to three representatives to be nominated by EDF Energy,

- 4.2.4 If the TRG is unable to agree, a procedure for the rapid resolution of disputes is provided for in the Section 106 Agreement. This procedure provides for the submission of the dispute to an independent expert who will consider the issues and reach a decision, binding on all parties, within 28 working days.
- 4.2.5 In addition, specialist ad-hoc attendance can be called upon by the TRG from transport providers, emergency services and the main contractor. However, these invitees will not have any voting rights.
- 4.2.6 Membership of the TRG does not fetter the members planning and other statutory duties.
- 4.2.7 The TRG will be formed with effect from the Transitional Date, as defined in the Section 106 Agreement, and will meet on a quarterly basis unless the TRG decides to meet less frequently. The TRG will be able to delegate issues or functions to a sub-group if it decides to.

### 4.3 Transport Co-ordinator

- 4.3.1 A Transport Co-ordinator will be appointed by EDF Energy and be in place throughout the construction phase of the Authorised Project although the role will change and evolve over time. The Transport Co-ordinator will be responsible for the management, development and implementation of the DCO CTMP and the other transport management plans.
- 4.3.2 The Transport Co-ordinator will be a professional transport planner and qualified to meet the requirements of the role. This will include project management experience and skills to deal with complex issues. Appropriate training will be provided if necessary. The role of Transport Co-ordinator will be fully funded by EDF Energy.
- 4.3.3 The Transport Co-ordinator will have the following transport-related responsibilities relating to the DCO CTMP:
- monitor the success of the DCO CTMP and other transport thresholds;
  - report the monitoring of the DCO CTMP to the TRG to allow consideration of appropriate mitigation measures and remedial action if required;
  - report to the TRG on relevant feedback from the Transport Forum;
  - update the DCO CTMP as required in consultation with the TRG; and
  - resolve issues and problems through liaison with other parts of EDF Energy and its contractors.
- 4.3.4 This role will be appointed prior to commencement of construction of the Authorised Project and at an appropriately senior level.
- 4.3.5 In addition to the recruitment of the Transport Co-ordinator role, EDF Energy will establish a project delivery co-ordination team responsible for the overall management of the project site deliveries.

## 4.4 Transport Forum

- 4.4.1 Consisting of local stakeholder groups, the Transport Forum is responsible for collating views from the public and feeding through to the TRG for review. They form the key link between the TRG and the wider community and provide an indication of the issues that are impacting the general public.
- 4.4.2 The Transport Forum has already begun meeting on a regular basis in relation to the Preliminary Works. It is anticipated that the Transport Forum will continue to meet on a regular basis and the minutes will be provided to the TRG for consideration and response.

## 4.5 CTMP Funding

- 4.5.1 EDF Energy will be responsible for the cost of implementing the DCO CTMP. In addition, a contribution is provided in the Section 106 Agreement (i.e. 'Transport Review Group Contribution') for SCC's attendance at TRG meetings.

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## 5. FREIGHT MANAGEMENT MEASURES AND CONTROLS

### 5.1 Introduction

5.1.1 This section summarises the freight management measures that EDF Energy will implement as part of the CTMP. All contractors appointed as part of the construction of the Authorised Project be required to adhere to the freight management measures.

5.1.2 There are a number of elements of the construction traffic that need to be managed, namely:

- HGV movements for HPC Construction Works;
- HGV movements between HPC site and Combwich Wharf;
- HGV movements to the Associated Development Sites;
- LGV movements for HPC Construction Works; and
- AIL movements.

5.1.3 It should be noted that the measures proposed for each element of the freight traffic are commensurate with the level and duration of traffic impact during the construction phase.

### 5.2 HGV Movements for HPC Construction Works

- This section summarises the measures proposed to manage HGV movements for the HPC Construction Works. The HPC Construction Works are defined at section 2.2 of this CTMP.

5.2.1 The HPC Construction Works do not include the movements between the HPC site and the Combwich Wharf and laydown facility.

5.2.2 The measures to manage and reduce HGV movements for the HPC Construction Works are shown in the following paragraphs.

#### a) Reduce HGV Movements

##### i. Temporary Jetty

5.2.3 It is proposed to construct a temporary jetty at the HPC site in order to maximise the use of water as a method for the delivery of material to the HPC site.

5.2.4 The temporary jetty has been designed to accommodate 100% (by weight) of aggregates, sand and cement for on-site concrete production. EDF Energy has committed to deliver a minimum of 80% (by weight) of materials for on-site concrete production via the temporary jetty, once it is available. The target will be achieved by imposing it as a constraint on the contractors.

- 5.2.5 The commitment to use the temporary jetty will avoid a very substantial volume of HGV movements on the highway network; estimated at around 250,000 two way movements over the length of the construction of the Authorised Project.
- 5.2.6 The jetty also includes a road bridge for the delivery of other construction materials. The assumed use of the temporary jetty is conservative and therefore there is potential scope for EDF Energy to bring additional construction materials to the HPC site via the jetty. There is also the potential for a higher proportion of concrete constituents than the 80% minimum target.

#### **ii. Combwich Wharf**

- 5.2.7 It is proposed to refurbish Combwich Wharf and provide a laydown facility in order to deliver AILs and construction materials by sea.
- 5.2.8 EDF Energy has committed to deliver the largest AILs by sea to Combwich Wharf (approximately 180 have been identified).
- 5.2.9 The assumed use of Combwich Wharf is conservative. The HGV movements set out in the DCO documents assume that no construction materials are delivered via Combwich Wharf. In practice there is scope for EDF Energy to bring additional construction materials by sea to Combwich Wharf and reduce HGV movements further still.

#### **iii. Re-use and Storage of Excavated Material**

- 5.2.10 The site terracing, excavation and tunnelling works will involve the excavation of over 4 million cubic metres of soil and rock.
- 5.2.11 Apart from a small amount of waste that will be exported off-site, the remaining excavated materials will be kept on-site and re-used in order to minimise construction traffic on the road.

#### **b) Capping of HGV Movements**

- 5.2.12 EDF Energy will control the number of HGV movements that are permitted as part of the HPC Construction Works.
- 5.2.13 Contractors will be encouraged to minimise HGV movements. Capping limits will be passed on to individual contractors for compliance. This will be an incentive for the contractors to maximise the efficiency of their deliveries in order to keep within their capping allocation (e.g. by maximising payload through upstream or local consolidation, using empty space of return journeys from site, minimising waste both on site and at source).
- 5.2.14 The HGV limits are set out below and have been derived based on the HGV movements set out in DCO documents.

#### **i. Limits on Quarterly Average HGV Movements**

- 5.2.15 Until the jetty is fully operational or 30 September 2019 whichever is earlier, Construction Works will be subject to a limit that the number of HGV movements will not exceed an average of up to 750 movements per day in any given quarter (N.B. a quarter is defined as the calendar quarters January – March, April – June, July –

September and October -December). This limit will be applied to HGV movements for the HPC Construction Works on the C182 Rodway north of Cannington, at the location of the junction of the C182 with the new Cannington bypass.

- 5.2.16 Once the jetty is fully operational or 30 September 2019 whichever is earlier, HGV movements for the HPC Construction Works will be subject to a limit that the number of HGV movements will not exceed an average of 500 movements per day in any given quarter (N.B. a quarter is defined as the calendar quarters January – March, April – June, July – September and October -December). This limit will be applied to HGV movements for the HPC Construction Works on the C182 Rodway north of Cannington, at the location of the junction of the C182 with the new Cannington bypass.

### ii. Limits on Daily Maximum HGV Movements

- 5.2.17 The following maximum daily limits on HGV movements associated with the HPC Construction Works will be:

- a one day maximum limit of 750 HGV movements (Monday-Friday); and
- a one day maximum limit of 375 HGV movements (Saturdays).

- 5.2.18 These limits will be applied to HGV movements on the C182 Rodway north of Cannington, at the location of the junction of the C182 with the new Cannington bypass.

- 5.2.19 In addition, the HGV movements associated with the HPC Construction Works on the HGV Routes through Bridgwater will be subject to the following limits:

- a one day maximum limit of 450 movements on HGV Route 1; and
- a one day maximum limit of 300 HGV movements on HGV Route 2.

- 5.2.20 The effect of these limits is to enforce use of both HGV Routes through Bridgwater. The limit for HGV Route 1 will be applied to HPC Construction Works HGV movements on the Northern Distributor Road (NDR) and the limit for HGV Route 2 will be applied to HPC Construction Works HGV movements on the A39, west of the Taunton Road/Broadway Junction.

- 5.2.21 HGV movements in this context represent a movement in either direction. Thus, for example, the one day maximum limit of 750 HGV movements set out above represents an equivalent limit of 375 HGV deliveries on a given day.

### iii. Limits on the Timing of HGV Movements

- 5.2.22 In addition to the limits on the number of HGV movements set out above, the HPC Construction Works HGV movements will be subject to the following timing constraints:

- There will be no HPC Construction Works HGV movements on the local highway network between the Freight Management Facilities and the point of delivery between the hours of 22:00 and 07:00.
- Morning peak hour HPC Construction Works HGV movements on the local highway network will be limited to 30 movements (08:00-09:00) and evening peak

hour movements will be limited to 40 movements (17:00-18:00). These limits will be applied Monday-Friday and on the C182 Rodway north of Cannington, at the location of the junction of the C182 with the new Cannington bypass.

- There will be no HPC Construction Works HGV movements on the local highway network on Sundays or on Bank Holidays.
- The target for morning peak period HPC Construction Works HGV movements on the local highway network will be 40 movements (07:00-08:00) and 50 movements (09:00-10:00). The target for evening peak period HPC Construction Works HGV movements on the local highway network will be 50 movements (16:00-17:00) and 40 movements (18:00-19:00). These targets will be applied Monday-Friday and on the C182 Rodway north of Cannington, at the location of the junction of the C182 with the new Cannington bypass. Failure to meet these targets would trigger the default mechanisms set out in Section 7 (Compliance) of this DCO CTMP.

5.2.23 It has been assumed that AILs may be required to be received or dispatched from site outside the permitted hours, but the correct AIL notification procedures will be adhered to.

5.2.24 Construction of the off-site Associated Development sites included within the HPC Construction Works will be limited to:

- Cannington bypass (construction traffic to construct the bypass passing through Cannington) and Combwich Wharf: between the hours of 08:00 and 19:00 on weekdays (excluding public holidays) and 08:00 and 13:00 on Saturdays; and
- Combwich laydown facility: between the hours of 07:00 and 19:00 on weekdays (excluding public holidays) and 07:00 and 13:00 on Saturdays.

#### iv. Exceptional Circumstances

5.2.25 There are a range of exceptional circumstances in which it may be necessary to apply a temporary cessation of the HPC Construction Works HGV limits and routes proposed. Such circumstances could include an emergency response requiring an HPC Construction Works HGV movement after 22:00 or before 07:00 or a major traffic incident preventing use of the proposed HGV routes to the site.

5.2.26 These exceptional circumstances are set out in the DCO Traffic Incident Management Plan (DCO TIMP) and cover:

- a traffic or other similar incident on the highway network that delays a HGV such that it misses its allocated slot or falls outside the permitted working hours;
- a breakdown of a HGV en-route to the site;
- inclement weather (e.g. high winds, flooding, snow or ice) that significantly disrupts the normal operation of the highway network;
- circumstances associated with demonstrations or protests; and
- Significant road works along the defined HGV routes or the TIMP diversionary routes which may affect traffic management in the wider Incident Management Area. Arrangements for the Identification, Verification, Response and Monitoring



of Significant Road Works are set out in the Traffic Incident Management Plan – May 2017.

- 5.2.27 In some cases exceptional circumstances will only be known when, or very shortly, before they occur and as such prior notification to the TRG will not be possible. Via the TRG, detailed approaches will be agreed in relation to the handling of circumstances when an "exceptional circumstances" can be predicted or anticipated in advance, and for those situations where notification after the event is required.
- 5.2.28 In all these cases that may result in a potential delay to the HGV being received to site or dispatched from it, the key considerations will be:
- the impact of the occurrence on the highway network, e.g. as a result of rejecting a HGV at the site, thus resulting in a rescheduling and additional HGV journey; and
  - the impact of the occurrence on the aspect of work being undertaken on site and whether the rejection of a HGV may result in a potential health and safety issue due to the lack of appropriate material/equipment.
- 5.2.29 In addition, the exceptional circumstances may lead to the need for HGVs to be diverted via the diversionary routes set out in the DCO TIMP. In the event that HGVs are diverted, the HGV routes will be temporarily suspended.

#### c) HGV Emissions

- 5.2.30 EDF Energy will require that all HPC Construction Works HGVs will be EURO IV compliant (1 October 2006). EURO IV 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 IV Standards (1 October 2006) will be monitored through the Delivery Management System (DMS) as set out in the Traffic Management and Monitoring System (TMMS) included as **Appendix A1** of this CTMP.

#### d) Freight Management Facilities

- 5.2.31 There will be an on-site HGV waiting area provided to ensure that HGVs do not queue back onto the public highway. This has sufficient capacity to accommodate up to approximately 50 HGV's. In extreme circumstances the total number of HGV's that can be held on-site could be up to approximately 150 vehicles. This will be managed via the DMS and by the on-site DMS co-ordinator
- 5.2.32 HPC Construction Works HGVs travelling from the direction of the M5 motorway will generally be held at the Freight Management Facilities (FMF) at Junction 23 and Junction 24 until the appropriate delivery time unless they have been provided with a delivery pass. If a HGV is issued with a pass (e.g. because they are undertaking regular deliveries) it will not be required to pass through the FMF each time but will be included in the DMS.
- 5.2.33 These facilities will play a key role in managing the movement of HPC Construction Works HGVs and will in particular:

- allow validation of deliveries to the HPC Construction Works prior to departure with associated checking of paperwork;
  - facilitate a steady flow of HGVs to the HPC Construction Works; and
  - allow caps on peak hour HPC Construction Works HGV movements, to be met through control of HGV deliveries.
- 5.2.34 The FMF will provide a location for holding HGVs in the event of a traffic incident. In a typical day scenario (no incidents) the parking spaces within each FMF will not be fully utilised.
- 5.2.35 The number of parking spaces is instead driven by the holding capacity of the FMF at the time of an incident. This will depend on:
- the rate at which vehicles are arriving; and
  - the number of vehicles already within the facility at the time of the incident. This, in turn, will be a function of how early a vehicle will be allowed to arrive at the facility before its scheduled departure to site.
- 5.2.36 A total of 140 HGV parking spaces are provided. It is anticipated that this capacity will deal with most incidents and disruptions. It represents nearly 40% of peak daily deliveries and over 55% of average daily deliveries. It will allow sufficient time to communicate to upstream vehicles the requirement to hold at their origin or, if already en-route, at existing HGV layover areas e.g. service stations on route until further notice. It is considered in this context that the proposed 140 holding spaces for HGVs across Junctions 23 and Junctions 24 will be sufficient. Further information on the use of the FMF during a traffic incident is provided in the DCO TIMP.
- 5.2.37 Furthermore, in the unlikely event of an incident occurring which coincided with the peak time on the peak day at the peak point of construction, EDF Energy could temporarily make available circulation space and lay-bys within each facility which is estimated could accommodate approximately one day's worth of HGV deliveries.

#### e) Delivery Management System

- 5.2.38 Deliveries to the HPC Construction Works will be controlled by booking through a web-based Delivery Management System (DMS) or a combination of this and passes. Further information on the DMS is provided in **Appendix A1** of this DCO CTMP, which sets out the details of the Traffic Management and Monitoring System (TMMS).
- 5.2.39 The DMS will be used to achieve the following objectives:
- regulate arrival of HPC Construction Works HGVs to the Freight Management Facilities by providing a set number of slots per hour;
  - regulate flow of HGVs to and from the HPC Construction Works; and
  - ensure HGV arrivals do not exceed the limits set out above (other than in Exceptional Circumstances).
- 5.2.40 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.

- 5.2.41 The maximum number of delivery slots allowed through the DMS will reflect the permitted number of HGV movements detailed earlier in this section.
- 5.2.42 To obtain authorisation to make a delivery authorised users will request a delivery slot via the DMS. The system will be interactive showing the delivery slots currently available to book. All bookings will be approved or rejected by EDF Energy before the delivery schedule for each day is finalised. HGVs without a valid booking would be refused entry to the HPC Construction Works.
- 5.2.43 The specifics of the DMS will include:
- mandatory advance booking (i.e. no booking, no admittance to HPC Construction Works);
  - confirmed booking to relate to a specific vehicle (i.e. vehicle registration number); and
  - capacity to amend bookings in advance of the delivery.
- 5.2.44 For suppliers making regular or frequent deliveries, applications will be allowed for a pass. In all cases where passes are issued, appropriate slots will be booked or blocked out on the booking system to control the number of bookable slots remaining available.
- 5.2.45 The management of the DMS will be implemented by EDF Energy. The bookings will be recorded via an electronic database to allow monitoring of arrivals against the bookings recorded in the DMS. Analysis from the DMS will be provided to the TRG as part of the monitoring report.

#### f) Traffic Monitoring and Management System

- 5.2.46 EDF Energy has committed to using a Traffic Monitoring and Management System (TMMS) that will be implemented for the Site Preparation Works and as such, will be in place for the commencement of the construction of the Authorised Project. The TMMS system will be used to monitor adherence to the HPC Construction Works HGV limits and routes. The ANPR based system that was agreed and operated until the end of 2019 was reviewed and changed to a GPS based system to reflect the advances in technology and to improve the operational functionality of the system.
- 5.2.47 The scope and architecture of the TMMS is included in Appendix A to this report. The TMMS included in **Appendix A1** illustrates how the different parts of the monitoring system will be integrated, how the information flow between various parties will be facilitated and the lines of communication.
- 5.2.48 It is not anticipated that any significant materials deliveries to the HPC site would take place from the west of the HPC site. If there was the occasional delivery then it would be required to register with the DMS. Therefore the registration number of the vehicle would be known. Such deliveries, were they to occur, would be required by EDF Energy to use the A39 between Minehead and Cannington. The TMMS would identify if the C182 had been and therefore it would be recorded if the vehicle had

used the correct route. If it was not recorded then it would be deduced that the vehicle had not followed the correct route.

#### **g) HGV Route Compliance**

- 5.2.49 The HPC Construction Works HGV Routes are summarised in Section 2 of this DCO CTMP and utilise 'A' classified roads through Bridgwater (i.e. the NDR, A38 and A39).
- 5.2.50 The location of signs for the identified HPC Construction Works HGV Routes has already been agreed with SCC and implemented for the Site Preparation Works. This will remain throughout construction of the Authorised Project until the works are complete and the station is ready for operation.
- 5.2.51 The TMMS system will be used to monitor adherence to the HPC Construction Works HGV Routes. This system will be implemented for the construction of the Authorised Project.
- 5.2.52 The HGV routes will be communicated to all individuals involved in the transport of material as set out in the Communication Strategy.

#### **h) Cannington Traffic Management**

- 5.2.53 HGV drivers travelling to and from the HPC Construction Works will be instructed by EDF Energy not to exceed a speed of 20mph when passing through Cannington (between the A39/High Street junction and the Rodway Hill/Park Lane junction) prior to the completion of the Cannington bypass.
- 5.2.54 Within two months of the start of construction of the Cannington bypass, EDF Energy will submit to the TRG for approval a scheme for additional traffic management measures with the objectives of reducing HGV speeds and reducing severance within the village. The approved scheme will be implemented by EDF Energy as soon as reasonably practicable following consultation with the local community using funds set out in the Section 106 Agreement.

#### **i) Communication Strategy**

- 5.2.55 An information pack will be distributed to all contractors involved in the HPC Construction Works for issue to their drivers. The pack will be a convenient size so it can be stored in a HGV cab.
- 5.2.56 The pack will include key information on the following aspects of the DCO CTMP:
- HGV restrictions;
  - HGV routes;
  - DMS;
  - default mechanisms for non-compliance;
  - location of appropriate rest stops, parking on the approaches to the site to prevent the use of inappropriate routes/facilities and ensure drivers' needs are appropriately catered for;
  - contact information for the DMS manager; and
  - what to do/not to do if unable to meet their DMS slot.

- 5.2.57 Any complaints received will be handled in accordance with the complaints procedure, agreed with SCC for the Site Preparation Works. The same process will continue for the HPC Construction Works.
- 5.2.58 A set of protocols will be included within the inductions for all contractors. The protocols will include a code of good practice. These protocols will be available on the web based DMS and a link to them will be prominently displayed on the home page of the system.
- 5.2.59 Regular meetings will be held with EDF Energy and the contractors to discuss the management of freight and any issues that arise and how they can be addressed.
- 5.2.60 When the HGVs are en-route, communication between EDF Energy and the suppliers will be via the telephone and communication between the suppliers and their drivers will be via the means they normally use e.g. pagers, radio (subject to prioritising the health and safety of drivers)

### 5.3 HGV Movements between HPC site and Comwich Wharf

- 5.3.1 This section summarises the measures proposed to manage HGV movements between the HPC site and Comwich Wharf.

#### a) Hours of Operation

- 5.3.2 In order to limit disturbance to the local community, EDF Energy is committed to limit the working hours during the operation of Comwich Wharf and the freight layby to the following:

- 5.3.3 Comwich Wharf:

- The unloading of AILS and general construction goods deliveries will be restricted to 07:30 to 18:30 seven days a week; and
- There will be no planned arrival or departures of vessels from Comwich Wharf between 22:00 and 06:00 unless otherwise agreed.

- 5.3.4 The Comwich Wharf freight layby will provide a holding location for road and water borne freight. The arrival and departure of vehicles in connection with unloading at Comwich Wharf, the movement of construction goods between the Wharf and the laydown facility and other storage activities at the laydown facility will not take place outside the hours of 0700 to 2000 Monday to Friday or 0800 to 1800 Saturday and Sunday and public holidays.

#### b) HGV Route

- 5.3.5 EDF Energy will utilise the private access road between Comwich Wharf and the C182 in order to move materials. HGVs will then route along the C182 to access the HPC site.

#### c) Communication Strategy

- 5.3.6 An information pack will be distributed to all contractors involved in the movement of materials between Comwich Wharf and the HPC site for issue to their drivers. The pack will be a convenient size so it can be stored in a HGV cab. The pack will include

relevant information from the HPC Construction Works information pack including a code of good practice.

5.3.7 As part of the Site Preparation Works EDF Energy agreed a complaints procedure with SCC. EDF Energy is required to prepare an updated scheme that can relate to the Authorised Project and would continue throughout the construction phase.

5.3.8 Regular meetings will be held with EDF Energy and the contractors to discuss the management of freight at Combwich Wharf and any issues that arise and how they can be addressed.

## 5.4 HGV Movements to Associated Development Sites

5.4.1 This section summarises the measures proposed to manage HGV deliveries to the Associated Development sites during their construction and decommissioning. This section does not deal with Associated Development sites that are included within the HPC Construction Works as HGVs associated with these sites (i.e. HPC campus, Combwich Wharf, Combwich laydown area and Cannington bypass, north) are managed through the measures set out earlier in this section.

### a) Timing Restrictions

5.4.2 Construction of the off-site Associated Development sites not included within the HPC Construction Works will be limited to:

- Cannington park and ride: between the hours of 08:00 and 19:00 on weekdays (excluding public holidays) and 08:00 and 13:00 on Saturdays; and
- Remaining off-site associated development sites: between the hours of 07:00 and 19:00 on weekdays (excluding public holidays) and 07:00 and 13:00 on Saturdays.

### b) Delivery Schedule

5.4.3 Although HGVs for the Associated Development sites will not be required to stop at the FMF, there will be a delivery schedule for the HGV deliveries to the Associated Development sites that will enable EDF Energy to understand which deliveries are scheduled to arrive each day.

### c) HGV Routes

5.4.4 The HGVs for the Associated Development sites will be required to adhere to the key elements set out in the Somerset Local Transport Plan on freight management (refer to Section 2.5 of the CTMP).

5.4.5 Although the HGVs travelling to and from the Associated Development sites will not be monitored by the TMMS, they will be encouraged to use appropriate routes.

5.4.6 EDF Energy will inform the contractors in advance of the deliveries which route HGVs should use to access the Associated Development site.

5.4.7 The HGVs travelling to Cannington park and ride facility and the Cannington bypass will be requested to route via HGV Routes 1 and 2 summarised earlier. For the Associated Development sites at Junction 23 and 24 the HGVs would be asked to

primarily arrive from and depart to the M5 motorway. For the Bridgwater accommodation campuses and Williton park and ride facility HGVs would be asked to use “A” roads where feasible and the B3190 for Williton.

- 5.4.8 Appropriate signage will be provided and agreed with the highway authorities in order to direct HGVs to the Associated Development sites.

#### d) Communication Strategy

- 5.4.9 An information pack will be distributed to all contractors involved in the construction of the Associated Development sites for issue to their drivers. The pack will be a convenient size so it can be stored in a HGV cab. The pack will included a code of good practice.
- 5.4.10 Any complaints received will be handled in accordance with the updated complaints procedure to be prepared by EDF Energy for the construction of the Authorised Project.
- 5.4.11 Regular meetings will be held with EDF Energy and the contractors to discuss the management of freight and any issues that arise and how they can be addressed.

## 5.5 LGV Movements

- 5.5.1 **Table 5.1** below summarises the measures proposed to reduce the number of LGV movements.

Table 5.1: Measures to Reduce LGV Movements

Typical LGVs use on HPC Project	Measure
Irregular postal/courier deliveries to site	Use of the postal/courier consolidation facility – no post deliveries will be able to go directly to the HPC site. Instead they will dispatch at an off-site facility at Junction 23 (temporarily at Junction 24 before Junction 23 is operational) where parcels will be scanned and consolidated into dedicated vans for delivery to the HPC site.
Workers carrying tools to site	Contractors will be required to consolidate their tools before delivering them to site
Multiple low volume deliveries (on part loads/small vehicles) e.g. items such as food, consumables, light fittings, ironmongery, fixings, concrete void formers etc.	Upstream consolidation by the supplier to secure full load efficiencies.
Contractor’s fleet vehicles (these will be largely used to support construction operations on site and between the HPC site and Combwich Wharf)	Control the number of contractor’s vehicles on the HPC Project by issuing passes.

- 5.5.2 It should also be noted that EDF Energy has adopted a very broad definition of HGVs (i.e. any goods vehicle greater than 3.5 tonnes). This is much broader than is conventionally the case which means that the EDF Energy’s proposed controls on

HGV movements set out in Section 5.2 will capture a proportion of freight vehicles that would not normally be classified as HGVs.

## 5.6 AIL Movements

5.6.1 This section summarises the measures proposed to manage the movement of AILs.

### a) Comwich Wharf Refurbishment

5.6.2 Comwich Wharf is to be refurbished to enable the largest AILs to be shipped to Comwich Wharf by sea and then taken to the HPC site by road using special trailers.

### b) Standby Area for AILs

5.6.3 The origin for many of the largest AILs means that they need to be transported long distances by sea, with sailings booked many months in advance and subject to fluctuation due to adverse weather conditions.

5.6.4 In recognition of these characteristics, it is proposed to provide a temporary holding area for AILs at Comwich. The stand by area would provide a degree of contingency against supply disruption before AILs are transported to the HPC site.

### c) AIL Routes

5.6.5 The proposed AIL routes are summarised in Section 2 of this DCO CTMP and utilise the HA heavy routes HR46 and HR60, unless otherwise agreed with the highway authorities.

### d) AIL Notifications

5.6.6 The law requires the haulier to give in excess of two days' notice to the police, highway authorities and road and bridge authorities before moving the load. It is proposed to use the Highway Agency's ESDAL system, an electronic service that simplifies the process of notifying abnormal load movements. ESDAL will be used by EDF Energy and their suppliers to deliver fully compliant notifications to the relevant organisations (i.e. HA, SCC and police) of the details of the AIL deliveries before the movements are made.

5.6.7 The notification process will be initiated as soon as possible in order to avoid any potential complications and delays to the work programme.

### e) Communication Strategy

5.6.8 There will be communications with the local community where they may be impacted by any AIL movements (e.g. in relation to any temporary road closures) and as far as possible movement of AILs on the C182 from Comwich Wharf will be scheduled to minimise traffic disruption. The system for advance warning of AIL movements for the local community will be included in the information dissemination system to be introduced.



## 5.7 Summary of HGV Measures

5.7.1 **Table 5.2** below provides a summary of which measures will apply to the HGVs routing to each site.

Table 5.2: CTMP Measures - HGVs

Element	Facility	Measures								
		Capping of HGV Movements	Restricted working hours on site	HGV Routes (TMMS)	HGV Routes (Signage)	FMF	DMS / Passes	Delivery Schedule	HGV Emissions	Communication Strategy
HPC Construction Works	HPC site	✓	✓	✓		✓*	✓		✓	✓
	HPC campus	✓	✓	✓		✓*	✓		✓	✓
	Combwich Wharf	✓	✓	✓		✓*	✓		✓	✓
	Combwich Freight Layby	✓	✓	✓		✓*	✓		✓	✓
	Construction Cannington bypass (traffic routing through village)	✓	✓	✓		✓*	✓		✓	✓
Construction Other Associated Development Sites	Bridgwater A campus		✓		✓			✓		✓
	Bridgwater C campus		✓		✓			✓		✓
	J23 park and ride and freight management facility		✓		✓			✓		✓
	J23 park and ride and freight management facility		✓		✓			✓		✓
	Cannington park and ride		✓		✓			✓		✓
	Williton park and ride		✓		✓			✓		✓

\*There will be some instances that the HGVs will not route via an FMF

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## 6. MONITORING AND REVIEW

### 6.1 Introduction

6.1.1 This section summarises the monitoring and review mechanisms to be implemented by EDF Energy for the DCO CTMP.

### 6.2 Monitoring Strategy

#### a) Monitoring Data

6.2.1 The following monitoring data will be collected:

- **HPC Construction Works HGV Limits:** The DMS and TMMS will allow the collection of data which can be used for monitoring compliance with the HPC Construction Works HGV limits. Further details are provided in the TMMS in **Appendix A1**.
- **HPC Construction Works HGV Routes:** EDF Energy will use the TMMS to monitor compliance with the HGV routes and will cross-reference this against the DMS records. Further details are provided in the TMMS in **Appendix A1**.
- **HPC Construction Works HGV Emissions:** The DMS will be used to monitor compliance with the HGV emissions. Further details are provided in the TMMS in **Appendix A1**.
- **Jetty Use:** The percentage of concrete material delivered to the HPC site via the jetty will be monitored against the target of a minimum of 80% to be delivered by sea.
- **AIL Mode of Delivery:** The mode of the delivery of the AILs will be recorded in order to ascertain the level of delivery by sea.
- **Exceptional Circumstances:** The instances that are classified as exceptional circumstances will be recorded. A notification procedure will need to be developed in consultation with the TRG to enable EDF Energy to identify exceptional circumstances and notify the TRG when they occur.
- **Origins:** Information on HGV origins will be obtained, unless this proves not to be possible in circumstances outside of EDF Energy's control, in order to provide information to the TRG on the number of HGVs coming from different directions.

#### b) TRG Notification

6.2.2 The DMS and TMMS systems will be monitored on a daily basis against the actual HGV arrivals/departures and if there is a breach of the HPC Construction Works HGV limits or routes the TRG will be notified as part of the reporting procedure. By undertaking this monitoring on a daily basis it will help to ensure that any issues are identified at an early stage and dealt with promptly. The compliance process is summarised in Section 7.

### c) Traffic Management Report

6.2.3 In addition to notifying the TRG of any breaches as and when they occur, at the end of every calendar quarter EDF Energy will prepare a Traffic Management Report and submit it to the TRG for review. The monitoring report will be provided at least three working days before the TRG meeting where it is to be discussed. The Traffic Management Report will include:

- Record of DMS bookings;
- Comparison of DMS bookings against HPC Construction Works HGV deliveries;
- Comparison of HPC Construction Works HGV deliveries against HGV maximum daily limit and average quarterly limit;
- TMMS monitoring data;
- Details of any breaches of HPC Construction Works HGV limits, time restrictions or breaches of routing; and
- Details of the origins of HGV movements.

6.2.4 In addition, the Transport Forum will meet on a regular basis and will report any concerns with the performance of the DCO CTMP to EDF Energy. The Transport Forum minutes will also be provided to the TRG in the monitoring report. Should members of the public or interested parties wish to make a complaint related to aspects of the HPC construction works they will be able to do so using the agreed complaints handling procedure.

6.2.5 EDF Energy's quarterly monitoring report for the TRG will include a summary of feedback obtained from the Transport Forum, any relevant complaints and a summary of EDF Energy's proposals for responding to the issues raised.

## 6.3 Review

### a) TRG Review

6.3.1 The review process for the measures and commitments detailed within the DCO CTMP will be through the TRG. Reviewing the results of the monitoring process is therefore essential to ensure that the DCO CTMP delivers the required outcomes. Effective review mechanisms can avoid the need for invoking any default mechanisms.

6.3.2 The TRG will meet every quarter, at least for the first year of construction until the construction is well established and patterns can be seen and reviewed. The frequency of TRG meetings may then be reduced. The TRG meetings will discuss the monitoring report and agree any refinements to the DCO CTMP that are required. The following will be discussed at each TRG meeting:

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

**b) EDF Energy Review**

6.3.3 In addition to the TRG review process, regular internal EDF Energy meeting will take place to discuss the CTMP. It is envisaged that the meetings are likely to take the following format:

- Quarterly meetings – a review of the contractors working during the following quarter where the split and allocation of the HPC Construction Works HGV limits will be agreed between the contractors for that periods – it is anticipated that this will take place 1 month or more before the period commences.
- Monthly meetings – a review of the usage to date against the average quarterly HPC Construction Works HGV limit and minor amendments made if required for the remainder of the quarter to ensure maximum efficiency in terms of take up of slots and forecasting to avoid infringements of the quarterly HGV limit.
- Weekly meetings – a review of the deliveries planned for the following week and ensuring that the priorities of the project are being met.
- Daily meetings – a review of the deliveries expected the next day and incorporation of any changes required to the next 3 days' worth of deliveries.

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## 7. COMPLIANCE

### 7.1 Introduction

7.1.1 This section provides a summary of the mechanisms that will ensure compliance with the DCO CTMP.

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

7.1.3 The enforcement of the DCO CTMP is considered under the following headings:

- **Best Practice:** EDF Energy is under scrutiny from stakeholders and the community to adhere to the requirements of the DCO CTMP and demonstrate best practice. EDF Energy will instigate management practices with its contractors to ensure compliance.
- **Contractual Conditions:** EDF Energy will use contractual conditions to ensure compliance with the DCO CTMP.
- **Default Mechanisms:** Should EDF Energy breach its commitments set out in the DCO CTMP then corrective measures would need to be taken. A mechanism for rapid resolution if the TRG fails to agree is provided in the Section 106 Agreement.
- **Contingency Fund:** A contingency fund will be available, as set out in Schedule 11 of the Section 106 Agreement, that can be used following discussion with the TRG to implement mitigation measures and remedial action should they be required.

### 7.2 Best Practice

7.2.1 EDF Energy will use internal management procedures to ensure compliance with the requirements of the DCO CTMP including:

- **Contractor Kick Off Meetings** – Contractors reminded of EDF Energy's 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 procedures.
- **Drivers User Group** – Forum established to provide feedback from drivers and update briefings on traffic management and compliance.
- **Learning Reports** – incidences of potential breaches or non-compliance with the DCO CTMP will be investigated. Learning reports from each incident will be raised and shared with the relevant contractor. This procedure is already being implemented for the Site Preparation Works.

### 7.3 Contractual Conditions

7.3.1 Upon appointment each contractor will have within their contract an agreed capping profile governing their allowable deliveries at various stages during the HPC Construction Works. These limits will be entered into the DMS to govern allocation.

### 7.4 Default Mechanisms and Contingency Fund

7.4.1 EDF Energy has taken all reasonable steps to avoid a breach of the HPC Construction Works HGV restrictions from occurring through the implementation of the management measures set out in Section 5 of the DCO CTMP.

7.4.2 Notwithstanding this, it should be recognised that the Authorised Project is a major and complex construction project, and if there are breaches of the HPC Construction Works HGV restrictions the following principles of the default procedure are as follows:

- EDF Energy will automatically notify the TRG of a breach of the HPC Construction Works HGV restrictions as and when they occur.
- EDF Energy will issue a warning letter to the relevant contractor outlining what action would be taken in the event of a further breach.
- EDF Energy will report the details of the breach and the response to the TRG.

7.4.3 In the event that the requirements in this DCO CTMP are not achieved, there is a contingency fund available to draw on for the purpose of implementing mitigation measures and remedial action should these be required. The procedures for use of the fund are set out in Schedule 11 of the Section 106 Agreement.

7.4.4 Potential corrective actions include but are not limited to:

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

7.4.5 Corrective action would 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 on a case by case basis depending upon the specific circumstances in question.

7.4.6 The TRG will monitor the default procedure and the response to breaches and propose any changes that may be necessary. If the TRG is unable to agree as to the need for or nature of any such changes a procedure for the rapid resolution of any such disagreement is provided for in the Section 106 Agreement. This procedure provides for the submission of the dispute to an independent expert who will consider the issues and reach a decision, binding on all parties, within 28 working days.

# APPENDIX A1 – TMMS



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# APPENDIX A1 – TMMS

## TRAFFIC MONITORING AND MANAGEMENT SYSTEM (TMMS)

4 November 2019

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**FIGURES**

Figure 2.1: Delivery Management Process Overview

**APPENDICES**

Appendix A: Detailed GPS Tracking Functionality

Appendix B: Geofence Locations

Appendix C: GPS Systems Service Level Agreements (SLA) and Support

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# 1. INTRODUCTION

## 1.1 Background

- 1.1.1 NNB Generation Company Limited (part of EDF Energy and hereafter referred to as 'EDF Energy') has a Development Consent Order (DCO) to develop a new nuclear power station adjacent to the existing Hinkley Point Power Station Complex in Somerset. This new facility is referred to as Hinkley Point C (HPC).
- 1.1.2 The Construction Traffic Management Plan (CTMP) sets out the proposed freight management measures for the HPC Project. These are not repeated in this document.
- 1.1.3 This Traffic Monitoring and Management System (TMMS) document sets out the proposed systems used to monitor and manage freight traffic to and from the HPC Construction Works.
- 1.1.4 Bus and car movements associated with the workforce journey to work are to be monitored via the Construction Workforce Travel Plan and as such are not included in the TMMS.
- 1.1.5 The HPC Construction Works is defined as construction activities associated with the construction of:
- the HPC site (including Cooling Water System and temporary jetty);
  - HPC accommodation campus;
  - Comwich Wharf;
  - Comwich laydown facility; and
  - Cannington bypass (only HGV movements that route through Cannington village associated with construction of the bypass at the northern end).
- 1.1.6 The HPC Construction Works do not include HGV movements between the HPC site and the Comwich Wharf and laydown facility.

## 1.2 Scope

- 1.2.1 The principle objectives of the TMMS during the construction phase of HPC are to:
- control and count the flow of HGVs to the HPC Construction Works, in line with the HGV limits set out in the DCO CTMP;
  - monitor compliance of HGVs to the HPC Construction Works with the approved HGV routes as defined in the DCO CTMP;
  - monitor compliance of HGVs to the HPC Construction Works with EURO IV standards as defined in the DCO CTMP;
  - support the management of freight movements and deliveries to the HPC Construction Works;

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- support the delivery of the DCO Traffic Incident Management Plan (TIMP); and
- provide real time information on conditions of the highway network to key stakeholders and network managers.

1.2.2 In order to meet the above objectives of the TMMS, EDF Energy proposes a Delivery Management System (DMS) comprising a booking system and GPS Tracking technology. The GPS tracking system will replace the Automatic Number Plate Recognition (ANPR) system that was agreed and operated for the Site Preparation Works and the initial years of the DCO.

1.2.3 The proposed change from an ANPR based system to a GPS based system, reflects the advancement in technology and to improve the operational functionality of the system.

### 1.3 Structure

1.2.4 The TMMS is structured as follows:

- Section 1: Introduction
- Section 2: Process Overview
- Section 3: System Concept
- Section 4: Integration
- Section 5: Maintenance

## 2. PROCESS OVERVIEW

### 2.1 Introduction

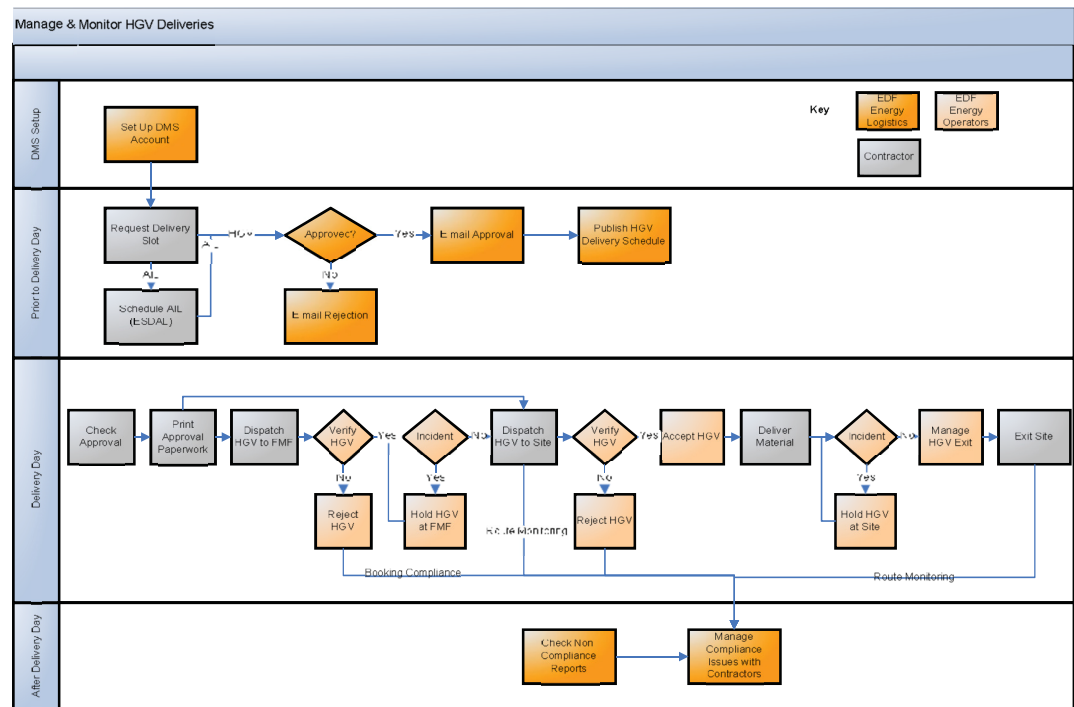
2.1.1 This section provides an overview of the delivery management process that will be adopted.

### 2.2 Delivery Process Overview

2.2.1 Figure 2.1 describes the high level delivery management process for the HPC Construction Works assuming:

- Freight Management Facilities (FMF) are in place at Junction 24 and Junction 23 of the M5 motorway;
- daily and quarterly HGV limits will be in place;
- normal operating circumstances; and
- a web-based Delivery Management System (DMS) is in place.

Figure 2.1: Delivery Management Process Overview



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**2.3 Booking Process****a) DMS Set Up**

- 2.3.1 The DMS will hold a schedule of HGV delivery slots at HPC, Combwich and the north entrance of Cannington Bypass (during construction) for all main construction works.
- 2.3.2 All appropriate contractors and subcontractors (hereafter collectively referred to as contractors) will be provided with access to the booking system upon award of the contract.

**b) Prior to Day of Delivery**

- 2.3.3 Contractors are required to pre-book all HGV deliveries to HPC, Combwich and the north entrance of Cannington Bypass (during construction) by providing details of the planned delivery. Bookings can be made up to a predefined period in advance of the delivery day.
- 2.3.4 Upon booking, the HGV will be assigned to a FMF and a designated HGV route.
- 2.3.5 Requests will require approval by EDF Energy Logistics Team through the EDF Energy Delivery Coordinator and contractors will be issued with confirmation and a reference ID for their booking.
- 2.3.6 The HGV delivery schedule will be made available to EDF Energy Operators and site teams.

**c) Delivery Day**

- 2.3.7 Contractors will print the delivery confirmation and provide it to their drivers for verification at the site entrance.
- 2.3.8 On the day of delivery, the majority of HGVs will be required to travel to the FMF at either Junction 23 or Junction 24. They will be instructed to arrive in advance of their booked slot to the HPC Construction Works in order to be dispatched in a timely and controlled manner. The arrival of HGVs will in effect be regulated through the use of a set number of delivery slots per hour in the DMS.
- 2.3.9 Where vehicles obtain an exemption allowing them not to call at an FMF, (e.g. those delivering from local origins) they will be required to book through the DMS in order to access the HPC Construction Works. EDF Energy will require these vehicles to use the defined HGV routes as far as is reasonably practicable and join the routes at the earliest opportunity.
- 2.3.10 Upon arrival at the FMF, HGVs will be checked and verified and their arrival recorded. They will be dispatched to the HPC Construction Works in time to arrive within their designated delivery slot.
- 2.3.11 In the event of an incident either at the HPC Construction Works or on the road network, HGVs will be held at the FMF until EDF Energy is informed (for network issues) or are aware (for site based incidents) that the incident has been cleared.

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- 2.3.12 GPS Tracking Devices within the HGVs will monitor HGV's movements to the HPC Construction Works and any breaches will be confirmed and automatically registered in the DMS. These will be issued to each driver upon arrival at the FMF. Full process in flow form in **Appendix D**.
- 2.3.13 Upon arrival at the HPC Construction Works, the Operators will verify the HGV by checking:
- delivery details against the booking; and
  - route compliance through the GPS Tracking records.
- 2.3.14 Real time HGV counts and route compliance will be displayed to the EDF Energy Operator at the site entrances. Non-compliant HGVs (time or route) will be challenged at the site entrance. Appropriate action will be taken against non-compliant records which may include rejecting the delivery. Any rejections will be noted in the system. The suggested protocol is outlined in the DCO CTMP.
- 2.3.15 At regular intervals the EDF Energy Delivery Coordinator will review all non-compliance alerts generated within the system and take appropriate follow up action based on the severity of the non-compliance and the notes recorded against the booking. All arrivals will be monitored and counted.
- 2.3.16 Once the HGV has been verified at the entrance, the HGV will then enter the HPC Construction Works and make the delivery. Upon exit, the EDF Energy Operator will check the HGV counter to ensure there is an available release slot in line with the peak hour thresholds. If EDF Energy has been informed of an incident on the road network, HGVs can be held at site until instructions are provided that the incident has been cleared or that diversion routes are to be used.
- d) After Delivery Day**
- 2.3.17 All non-compliances that cannot be dealt with at the HPC Construction Works entrance will be analysed by the Delivery Coordination team and appropriate follow up action taken with the supplier as set out in the DCO CTMP.



## 3. SYSTEM CONCEPT

### 3.1 Introduction

- 3.1.1 This section details the components of the DMS and GPS Tracking systems and provides a functional and, where appropriate, technical overview of the components. Precise details will be finalised following the tender and detailed design phase of the TMMS.

### 3.2 Delivery Management System (DMS)

#### a) DMS Overview

- 3.2.1 The objective of the web-based DMS is to control and monitor the number and frequency of HGVs to and from the HPC Construction Works in line with the HGV limits set out in the DCO CTMP by requiring that HGV arrivals for any given day are booked in advance by the contractor and approved by EDF Energy. It will also support route compliance associated with the DCO by assigning a designated route as part of the booking process.
- 3.2.2 AILs will be booked in for delivery at HPC or Combwich as with any other HGV. It will be the role of EDF Energy Delivery Coordinator or the contractor to update the Highways Authorities 'Electronic Service Delivery for Abnormal Loads' ESDAL system with appropriate information.
- 3.2.3 In the event of an incident, EDF Energy will provide contractors with the information necessary to contact all drivers with planned arrivals and, where possible, prevent them from entering the Incident Management Area. For example, messages can be proactively sent via e-mail and short message services (SMS) to contractor delivery coordinators to cascade to their drivers, and put on the DMS internal messaging board, to inform contractors of incidents and provide instructions on what to do with their deliveries.

#### b) DMS System Functionality

- 3.2.4 The DMS system functionality will:
- allow EDF Energy to control the amount of delivery slots available for HGV deliveries;
  - allow EDF Energy to set up and control user access;
  - allow contractors to view delivery slots and make requests;
  - capture all pertinent delivery details, including contractors' confirmation that the HGV meets EURO IV standards;
  - allow EDF Energy to approve or reject delivery requests;
  - issue a unique identification number and approval paperwork for the booking;
  - publish a full daily delivery schedule;
  - allow EDF Energy Operators to verify the delivery paperwork presented by the driver at the FMF and at the HPC Construction Works entrances to

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identify any non-compliance with the booking process;

- confirm arrivals and departures to and from the FMF and HPC Construction Works;
- allow controlled release schedule of vehicles to and from the HPC Construction Works;
- record any rejections to FMF or the HPC Construction Works;
- record any restrictions placed upon a particular contractor;
- allow reporting on deliveries;
- allow the EDF Energy Delivery Coordinator to view the planned deliveries and contact details of the driver and contractor delivery coordinator in the event of an incident;
- distribute messages via e-mail and SMS and publish messages via the system portal to contractors in the event of an incident; and
- provide reports to be made available to the Transport Review Group (TRG) for the purposes outlined in the DCO CTMP.

### 3.3 GPS Tracking

#### a) GPS Tracking Overview

3.3.1 The objective of the GPS Tracking system is to monitor compliance with the HGV routes and support monitoring EDF Energy's compliance with the HGV thresholds as set out in the DCO CTMP. It will also monitor the HGV thresholds on HGV Route 1 and HGV Route 2 as set out in the DCO CTMP.

3.3.2 The GPS Tracking System will capture time, date and location information to help monitor and assess EDF Energy's compliance with the controls.

#### b) GPS System Functionality

3.3.3 GPS functionality will:

- capture HGV data on route to the HPC Construction Works recording the VRM, time, date and location of the vehicle;
- record whether HGVs have complied with the approved HGV routes to and from HPC Construction Works or not;
- generate alerts for any non-compliance event for verification by EDF Energy and send these alerts to SCC;
- record HGV arrival at HPC Construction Works and record compliance with its approved booking slot;
- provide EDF Energy with the ability to search and query information on EDF Energy vehicles;
- integrate with the DMS to append all GPS records to a specific booking (this will allow the Operator at site to see the booking and GPS Tracking route compliance details in one record);
- Record data to be passed directly to SCC systems as described in Chapter 4 of this TMMS; and

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- provide reports to be made available to the TRG for the purposes outlined in the DCO CTMP.

3.3.4 It should be noted that EDF Energy will only ever retain information on HPC Construction Works vehicles. Any non-HPC Construction Works data will not be captured.

3.3.5 A more detailed description of the functionality and logic within the system can be found in **Appendix A** of this document.

**c) GPS Geofence Locations**

3.3.6 The two permitted HGV routes will be 'geofenced' which will effectively create a virtual geographic boundary immediately adjacent to the routes and will notify the system should a HGV deviate from the HGV routes.

3.3.7 The locations of the GPS Geofence are provided in **Appendix B** and summarized below;

- **WP01** – FMF Junction 23
- **WP02** – A38 Junction 23
- **WP03** – FMF Junction 24
- **WP04** – A38 Junction 24
- **WP05** – A39 Broadway
- **WP06** – The Drove
- **WP07** – Homberg Way
- **WP08** – Quantock Road
- **WP09** – Main Road Bypass
- **WP10** – Cannington Bypass
- **WP11** – Wick Road (Wick Moor Drove)
- **SD01** – Hinkley Point C In (HUG In)
- **WP12** – Hinkley Point C In (HUI In)
- **WP13** – Hinkley Point C Out (HUI Out)
- **SD02** – Hinkley Point C Out (HUG Out)

## 4. INTEGRATION

### 4.1 Introduction

4.1.1 This section provides a summary of how the TMMS will be integrated with SCC systems. A number of potential integration points to SCC have been considered. These include:

- a direct feed of journey time analysis from the GPS Tracking System to SCC systems;
- automated reports or 'alerts' from the GPS Tracking System to SCC personnel on compliance with the HGV controls and on journey time analysis; and
- SCC provided with direct access to GPS Tracking System through the system portal. Access rights will be provisioned on defined user roles and only to appropriate data sets and reports.

### 4.2 SCC Requirements

4.2.1 SCC has the following requirements, as set out in a meeting on 31/01/12:

- SCC requires real time information to help manage their road network within the Incident Management Area. The information will allow SCC to analyse any potential incidents or hold ups on the network and set in place the appropriate controls and mitigating actions; and
- SCC requires data to be able to independently verify EDF Energy's compliance with the HGV controls. The information will allow SCC to provide confidence to the public that they are able to see HGV compliance information for themselves without EDF Energy intervention.

### 4.3 SCC Systems and Technology

4.3.1 SCC has an Urban Traffic Management Control (UTMC) 'Common Database', which is summarised as follows:

- UTMC is a national standard which has been adopted by various local authorities to improve interoperability between disparate traffic management systems such as VMS, ANPR and signaling systems;
- the Common Database has inbuilt logic to analyse scenarios and take appropriate action when triggers are met;
- it is currently used as a monitoring tool, but the vision is that it will become involved in much more proactive management of the network when sufficient countywide data is available - this is largely due to the high cost in obtaining floating vehicle data associated with journey times;
- the Common Database uses real time journey information that can be used by control room operators to automatically report and set strategies;
- the database can accept data from a number of sources, including traffic sensors/ Bluetooth sensors, SCOOT detectors, Real Time Passenger

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Transport Systems and ANPR systems. Each data source can contribute to the “Journey Times Engine”;

- the Common Database can push data to or pull it from other systems.

#### 4.4 Integration of TMMS and SCC Systems

4.4.1 EDF Energy will provide a direct feed of data from their GPS Tracking System to SCC’s Common Database to fulfil SCC’s requirements specified above. These feeds will provide SCC with near real-time traffic and compliance information.

4.4.2 There are two assumptions associated with the proposed integration of the systems:

- SCC will be responsible for the development of their Common Database and any adapters as may be required; and
- SCC will become Data Controllers of any personal data and as such will be responsible for handling the data in accordance with the 8 data protection act principles and therefore will have appropriate Data Protection Policy in place.

4.4.3 It should also be noted that there will be iterations of development required as new sites are constructed such as Cannington bypass which will change the permitted HGV routes to the HPC Construction Works.

##### a) Incident Management

4.4.4 The DMS and GPS Tracking System will support the DCO Traffic Incident Management Plan (TIMP) in the following ways:

- by controlling the number and frequency of HGVs on the approved HGV routes;
- by providing incident messages and instructions maintained by EDF Energy (based on information provided by Avon and Somerset Constabulary (ASC)/SCC/On Site teams or delivery drivers) on the system that can be seen by all contractors;
- by being able to cascade incident management information to all contractors who are due to make a delivery on a given day;
  - set system messages to be visible through the portal;
  - pro-actively distribute messages via e-mail or SMS to contractor delivery coordinators; and
  - cancel or amend any booking for any given day. In the event of a closure or protest, EDF Energy will have the ability to alter the schedule as necessary to stop or reduce the number of HGV journeys. Any amendment will send an update to the contractor.
- Contractors will be able to cascade information to their delivery drivers by pagers or other means of communication;
- by holding HGVs at the control points (FMF, HPC and Combwich) until further notice;

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- by having a site based delivery management team to act as a contact point for contractors, ASC and SCC. This team will help manage and coordinate EDF Energy's response to an incident in the area;
- by the EDF Energy Delivery Coordinator having the ability to amend or cancel bookings in the DMS at any time and all changes automatically being notified to contractors delivering to the HPC Construction Works;
- Using reliable journey time information will allow operators in the County Council's Traffic Control and Information Centre to detect unusual journey times / delays, and decide what action should be taken to manage the situation, including the use of strategies to set signal timings / Variable Message Signs;
- Variable Message Signs provided by EDF Energy will be utilised by SCC to display messages to drivers to take action as required (i.e. follow diversion route) during an incident; and
- the availability, location and use of diversion routes are set out in detail in the DCO TIMP.

**b) EDF HGV Compliance**

4.4.2 To meet SCC's second requirement, EDF Energy proposes to send information on two compliance types:

- route compliance; and
- threshold compliance.

**ii. Route Compliance**

4.4.3 EDF Energy proposes to send SCC transaction records for all route non-compliance events from the GPS Tracking System to SCCs Common Database. A transaction record is created for all inbound and outbound HGVs; either as soon as the HGV passes the last 'Geofence' on route or after a defined time period (configurable) has elapsed i.e. for an outbound vehicle that is not picked up at Junction 23 or Junction 24 i.e. non-compliant. The transaction record will contain:

- all available Passage Records for that vehicle for their route; and all available Evidential Records for that vehicle for their route. These records comprise the information contained within the Passage Record.

4.4.4 The transaction record will only be passed to SCC when a non-compliance has been identified i.e. where the transaction record is incomplete for the route.

4.4.5 This data will provide SCC with up to date information on all route non-compliances and allow them to conduct their own reporting on such incidents.

**iii. Threshold Compliance**

4.4.6 EDF Energy proposes to send all HGV threshold non compliances from the DMS to SCCs Common Database. The threshold compliance record will contain:

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- total HGV count over the hour/day/quarter; and
  - all transaction records for these HGVs.
- 4.4.7 Thresholds are monitored over hourly (for example 08:00:00 – 08:59:59), daily and quarterly periods. At the end of each period the counter is reset for the next period (rather than a rolling period). All non-compliances identified for the HPC Construction Works will be collated and sent immediately upon breach.

**iv. Exceptions**

- 4.4.8 Upon review of the non-compliance alert, if EDF Energy disputes the validity of the non-compliance the operator will have the opportunity to amend the record in the system. Any amendments must be accompanied by a reason and will log the user ID, time and date of the change. A final compliance report and amendment details can be sent to SCC at the end of each day or week. An amendment will only be made in exceptional circumstances.
- 4.4.9 These integration points are in addition to reports to be provided to the Transport Review Group and do not form part of the formal compliance reporting to SCC. The Transport Review Group will receive compliance reports from EDF Energy in advance of the meetings. The above integration is to enable SCC to be aware of all such incidents in order to be able to investigate complaints from the public. It is expected that SCC will route all such formal complaints to EDF Energy for a formal response, but will have the information available to make their own initial assessment.

## 5. MAINTENANCE

### 5.1 Introduction

5.1.1 This section summarises the maintenance processes proposed for the TMMS.

### 5.2 Maintenance Agreements

#### a) DMS

5.2.1 Subject to final contractual agreement, EDF Energy proposes to specify a 'next day fix' service level for the DMS. It is proposed that in the event of a system failure, the manual booking process will be used as a back-up solution.

#### b) GPS Tracking Device

5.2.2 Subject to final contractual agreement, EDF Energy proposes to specify a 'next day fix' service level for all GPS Tracking Devices. The GPS Tracking Device contractor will need to provide evidence that the service levels can be met through provision of a method statement for the proposed maintenance regime.

5.2.3 Planning and execution of the maintenance regime will be the responsibility of the system provider. GPS system maintenance covers the following areas:

#### ii. GPS System Monitoring and Performance

5.2.4 Independent performance testing of the GPS monitoring system will be undertaken at routine intervals to demonstrate continued high performance. During the first year of operation this monitoring would be undertaken at intervals of six months, with a review of future performance testing frequency based on analysis of performance during the first year of operation.

5.2.5 The performance of the GPS monitoring system will be manually monitored at six month intervals. Manual compliance checks will be checked against those that are automatically generated to ensure that the GPS monitoring system is working accurately.

#### iii. GPS Tracking Device Maintenance

5.2.6 In order to ensure continued high performance of the GPS monitoring system a maintenance regime of both routine preventative maintenance and emergency call out and fault resolution together with regular monitoring of the system will be implemented.



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# APPENDIX A DETAILED GPS TRACKING FUNCTIONALITY

## A.1 Detail of DMS and GPS Tracking System

### a) DMS Overview

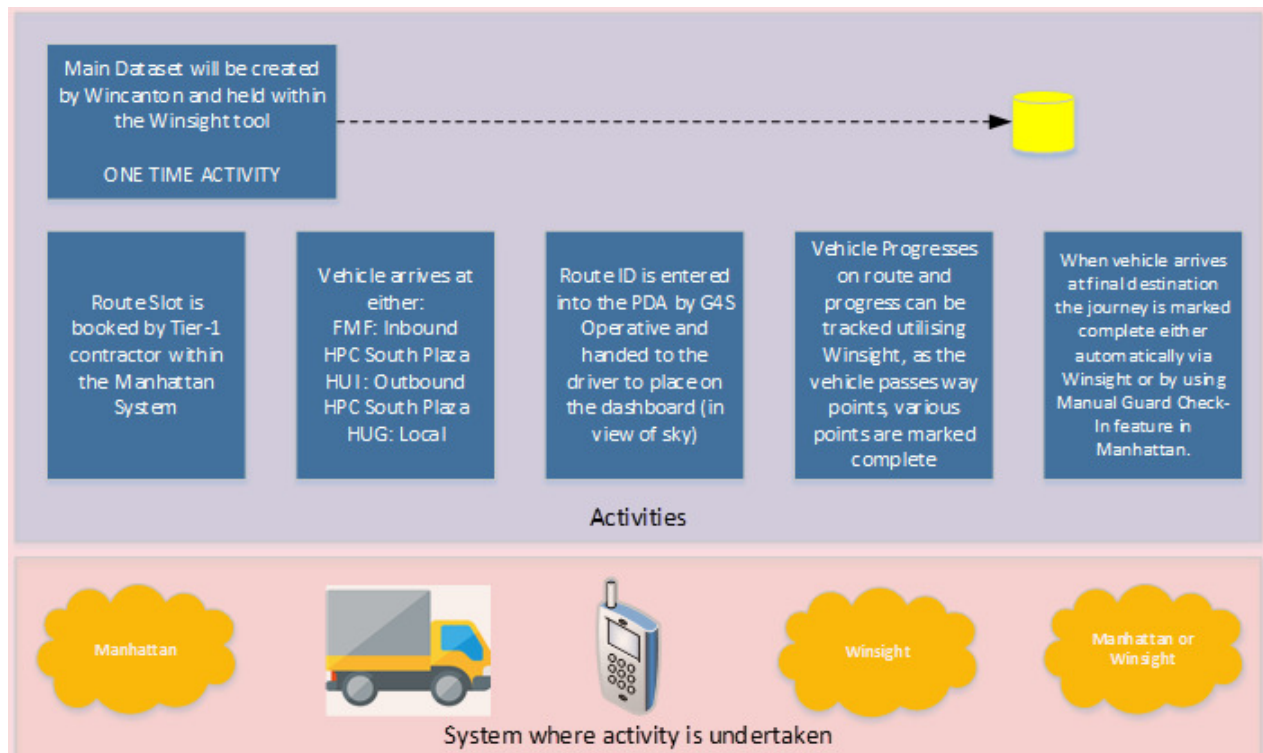
DMS Component	Usage	Hosting Location
Paragon	<p>This system although referenced in various documents should be viewed as a 'tool'. This is routing and scheduling software, which will be utilised by Wincanton to provide a main data set. This data set will be held within Winsight database.</p> <p>Within this data-set the following will be held:</p> <ul style="list-style-type: none"> <li>• Route IDs</li> <li>• Possible Routes</li> <li>• Cached Route Slots</li> </ul>	<p>Utilised by Wincanton therefore accessed by their staff at their offices and not a customer supplied tool</p> <p>Non-customer supplied or customer facing.</p>
EdiTrack	<p>This system although referenced in various documents is an additional 'tool'. This tool is the file-upload (SFTP) solution utilised by Wincanton to load various files to systems.</p>	<p>Cloud Hosted solution, managed and maintained directly by Wincanton.</p> <p>Non-customer supplied or customer facing.</p>
DMS-Booking	<p>The Manhattan software is a Warehouse Management System (WMS) and within this software the appointment diary module will be utilised. The 'booking' diary will be accessed by Tier-1 contractors and NNB staff to book slots for deliveries to HPC Site.</p>	<p>Cloud Hosted Solution, managed and maintained directly by Wincanton with external support from the Manhattan Team.</p> <p>Primary Data Centre: Next Generation Data Centres, Newport.</p> <p>Secondary Data Centre: Wincanton Ltd, Chippenham, Wiltshire.</p>
DMS-Tracker	<p>The Transend solution is the tool that will be used to manage DCO route compliance for HGVs that commence their journeys from the HPC FMFs.</p> <p>A route will be created from a booked slot within the diary, in turn this will generate a route ID which will then be inputted to a PDA. The PDA will then be utilised as the GPS Tracking device and will talk back to the backend during the route, marking off 'way-points' as geo-fences are broken. This tool will be referred to as DMS-Tracking</p>	<p>Cloud Hosted Solution, managed and maintained directly by Wincanton with external support from the Tansend Team.</p> <p>Primary Data Centre: NasStar Data Centres, Telford.</p> <p>Secondary Data Centre: NasStar Data Centres, London.</p>
Mobile Device	<p>PDA's will be provided at defined locations, namely the main Freight Management Facility at HPC Site (South Plaza) and at the FMFs around the HPC Site</p>	<p>The PDA's inclusive of all accessories i.e. rugged cases, charging points will be provided</p>

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	Namely Junction 23 and Junction 24.	under a managed service and leasing agreement from Wincanton.
SeeBurger	SeeBurger is the Business Integration tool utilised to send/receive all technical back-end process data between the systems. The use of SeeBurger and an overview of these interfaces is described with Section 3.2 Application Architecture.	On-Premise Solution, managed and maintained directly by Wincanton with support contract in place with SeeBurger technical support.  Primary Data Centre: Next Generation Data Centres, Newport.  Secondary Data Centre: Wincanton Ltd, Chippenham, Wiltshire.
Soti	Soti will be utilised as the Mobile Device Management (MDM) tool to control the useability and management of the Samsung PDA/Smartphone devices.	Cloud Hosted Solution, managed and maintained by service agreement with a 3 <sup>rd</sup> party provided by Wincanton who are responsible for the leasing agreement of mobile devices.

**b) DMS Overview Diagram**

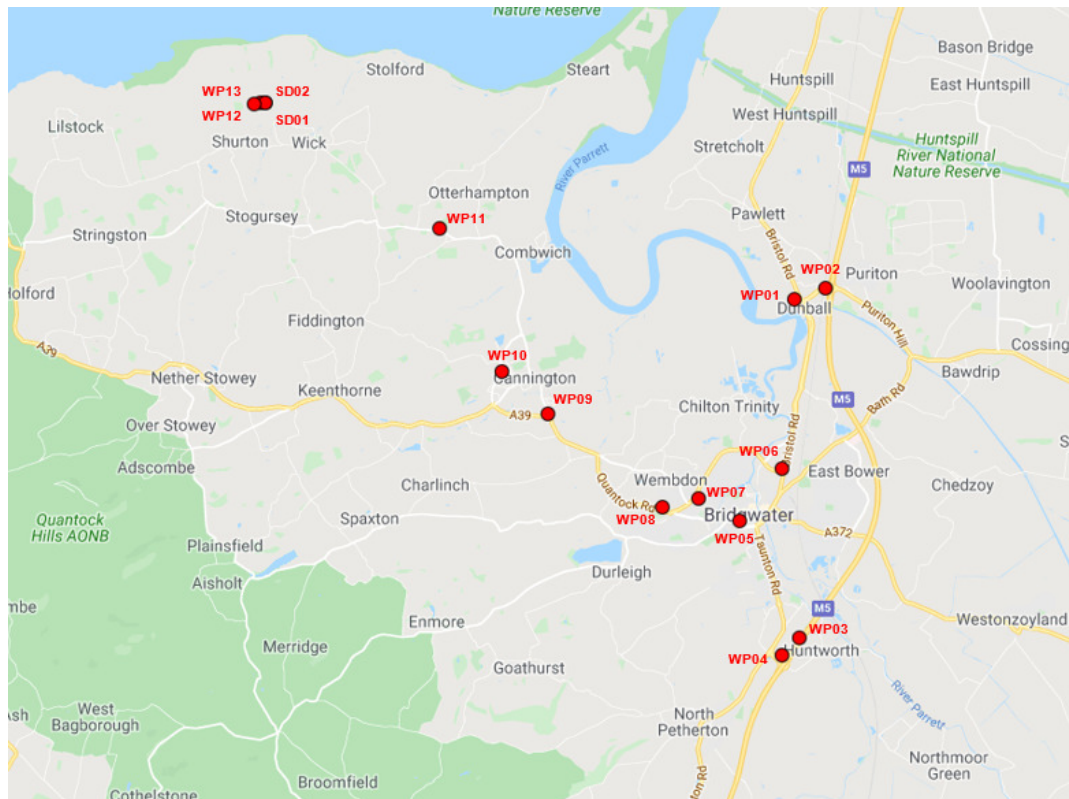
The following diagram is a high-level overview of the activities described in the solution components table above and where these activities take place i.e. on which system.



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# APPENDIX B: GPS GEOFENCE LOCATION DRAWINGS

Location	Latitude	Longitude	WP
FMF Junction 23	51.164722	-2.99264	WP01
A38 Junction 23	51.166672	-2.984272	WP02
FMF Junction 24	51.106201	-2.991514	WP03
A38 Junction 24	51.103032	-2.996153	WP04
A39 Broadway	51.126429	-3.007752	WP05
The Drove	51.135351	-2.996069	WP06
Homberg Way	51.130187	-3.019295	WP07
Quantock Road	51.12876	-3.029239	WP08
Main Road Bypass	51.144954	-3.060607	WP09
Cannington Bypass	51.152298	-3.073258	WP10
Wick Road (Wick Moor Drove)	51.176872	-3.09048	WP11
Hinkley Point C In (HUG In)	51.198644	-3.138717	SD01
Hinkley Point C In (HUI In)	51.198551	-3.141827	WP12
Hinkley Point C In (HUI Out)	51.198727	-3.140069	WP13
Hinkley Point C In (HUG Out)	51.198644	-3.138717	SD02



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# APPENDIX C: SYSTEMS SERVICE LEVEL AGREEMENTS (SLA) AND SUPPORT

## C.1 Support Hours

Overview of Geofence Locations Service Provider	Day	Start	Finish	Applicable SLAs
Wincanton IT Support Desk	Monday – Friday (excluding UK Bank Holidays)	09:00	17:00	Incident Management, Problem Management, Change Management
Junction 24 Wincanton Support team Junction 24 Wincanton Support team	Monday – Saturday (excluding UK Bank Holidays)	06:00	09:00	Incident Management
		09:00	17:00	Device Management, Incident Management
		17:00	22:00	Incident Management
	Sunday and English Public holidays	06:00	19:00	Incident Management

## C.2 Incident Priorities

Wincanton Incident Priority	EDF Incident Priority
P1 - Critical Business Service totally unavailable	P1 - A complete loss of service for both or either of the two elements. And/or an incident that impacts greater or equal to 10 users. P2 - An incident that impacts 2-9 users. See section 4 for PDA hardware incident prioritisation.
P2 - Critical functionality inaccessible or interruption to a Business Service causing a severe impact	N/A
P3 - Functionality interrupted, degraded or unusable causing an impact	P3 - An incident that impacts 1 user or a product function deemed to be low impact
P4 - Non-critical functionality interrupted, degraded or unusable causing a minor impact	
P5 - Non-urgent service Request (Request for pre-approved change or information)	

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V1.0-2012		Accountable	Wincanton Resolver Groups		
Wincanton Priority	Category	Description	Response	Resolution	Support Hours
			Target	Target	
1	Critical	Critical Business Service totally unavailable	15 minutes	4 hours	24hrs 365 days a year
2	Severe	Critical functionality inaccessible or interruption to a Business Service causing a severe impact	30 minutes	6 hours	Core Hours Monday-Friday  Excluding UK Bank Holidays
3	Medium	Functionality interrupted, degraded or unusable causing an impact	2 hours	8 working hours	
4	Minimal	Non-critical functionality interrupted, degraded or unusable causing a minor impact	2 working days	5 working days	
5	Request	Non-urgent service Request (Request for pre-approved change or information)	2 working days		

**C.4 Business Criticality and Availability**

The following table defines the criticality of each of the individual service components in the solution.

Service	Application	Criticality
Planning	Paragon	Non- Critical
Booking Diary	DMS-Booker	Business Critical
Route Execution	DMS-Tracker	Business Critical
Integration	Seeburger	Business Critical
Mobile Devices*	PDA App/SOTI (Nos > Buffer Stock) Hardware (Nos > Buffer Stock)	Business Critical Business Critical

These service classifications are then mapped to operational service objectives that will be used to drive the infrastructure architecture.

Class/Service	Recovery Time Objective (RTO)	Recovery Point Objective	Remote Replication
Business Critical	2 Hours <sup>1</sup>	<1 day	Yes
Business Important	4 Hours <sup>2</sup>	<1 day	Yes
Operational Productivity	< 1day	<1 day	No
Non-Critical /Archive	> 1day	>1 day	No

