

Integrated Traffic and Transport Strategy



Our aim

The Integrated Traffic and Transport Strategy (ITTS) sets out our proposals for transporting our construction workers and materials to the Wylfa Newydd Power Station Site, and our plans for improvements to the local road network.

With this strategy we aim to:

- Improve the transport network so we can efficiently and safely transport materials and workers to site, while making sure we minimise any negative effects
- Provide a new efficient transport system that makes use of sustainable forms of travel and minimises the amount of traffic using local roads

Our objectives

- Consider transport as an integrated part of each aspect of the Wylfa Newydd Project
- Enhance road capacity and safety
- Integrate our proposals with existing public transport services
- Improve transport links to the Wylfa Newydd Power Station
- Encourage sustainable travel
- Reduce the need to travel

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Our plans

Our ITTS will help us build the Power Station and make sure we limit the affects of our work on the environment and local people. Our plans include:

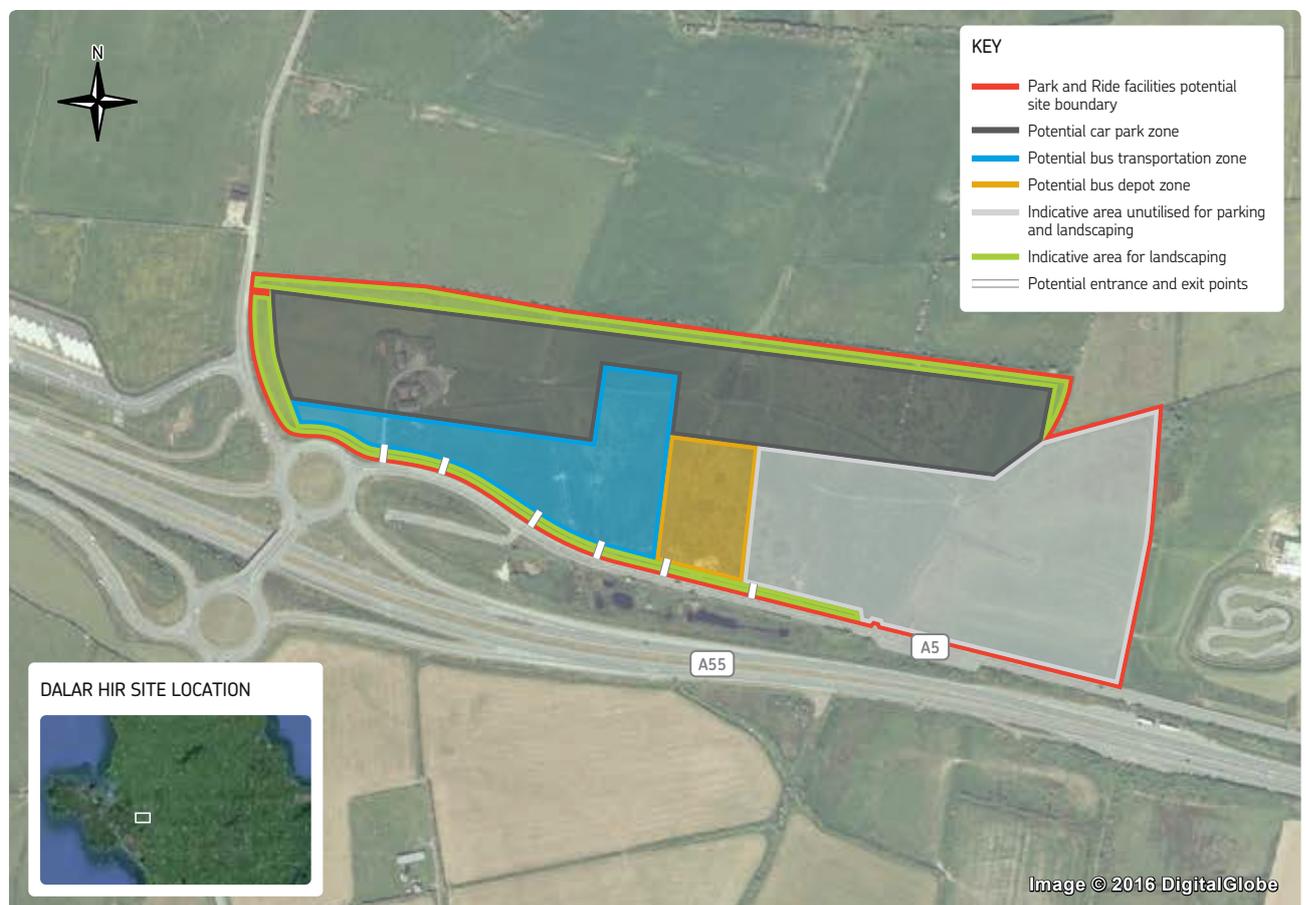
- focusing on reducing the number of private cars that use Anglesey's road network, by introducing park and ride and shuttle bus systems and encouraging people to make sustainable travel choices
- reducing the volume of construction materials transported along the highway network on Anglesey by enabling and promoting sea-based transport where possible
- managing the use of highways through a combination of road improvements and freight management facilities

Travel planning – movement of people

We plan to produce and implement an overarching Travel Plan throughout construction and operation of the Power Station. The Travel Plan would be managed by a dedicated Travel Plan Coordinator who, during construction, would be supported by Travel Plan Representatives at each Temporary Workers' Accommodation site. Our initial proposals for the

Travel Plan include:

- **Provision of travel information** – members of the construction and operational workforces would receive travel information packs outlining the range of transport options available at various locations, covering shuttle buses, park and ride facilities, rail services, walking and cycling routes and connections. This would be supported by sustainable travel information on our intranet system
- **Rail use** – the Travel Plan Coordinator would be responsible for collecting and analysing data about use of the rail network by workers, as well as sharing timetable information. This would inform the timetabling of shuttle bus services between railway stations and the Power Station
- **Management of parking** – a car park permit allocation system would be managed by the Travel Plan Coordinator, taking account of the mobility needs of workers and the availability of sustainable transport options based on home addresses. An internet based car share scheme could also be implemented, offering users access to preferential parking at the Power Station Site or Park and Ride facilities



Illustrative layouts only. The preferred layouts will be developed within the site boundary to take account of environmental and other site constraints

- **Park and Ride facilities** – these would operate during the Main Construction stage. A site has been identified at Dalar Hir with capacity for between 2,000 and 3,000 parking spaces, as well as cycle parking and waiting facilities
 - **Shuttle bus services** – these would be provided between the Temporary Workers' Accommodation sites and the Power Station Site, as well as dedicated services along routes serving settlements in the north and east of Anglesey. The Travel Plan Coordinator would collate and analyse data, to identify demand for shuttle bus connections to key transport interchanges including Anglesey Airport and Holyhead and Valley railway stations
 - **Walking and cycling** – our developments would include facilities to support walking and cycling, including secure and covered parking, showers and lockers. Bicycle User Groups would be established to encourage cyclists to share route information and experiences, as well as exploring the potential for us to support cycle to work schemes
- Movement of freight**
- We will introduce a designated freight route, requiring all road transport to travel along the A55, A5 and A5025. The ITTS includes three key facilities that will contribute towards the effective management of freight traffic across the Island:
- **Marine Off-Loading Facility (MOLF)** – a coastal facility that comprises of two quays, enabling the delivery of construction materials and very large construction components, called 'Abnormal Indivisible Loads' (AILs) to be delivered directly to the Power Station Site by sea. This development is estimated to offer the potential for up to 80% of the construction materials to be delivered by sea, avoiding 180,000 HGV trips during the Main Construction stage of the Wylfa Newydd Project and accepting around 800 AILs
 - **Logistics Centre** – this facility will receive the vast majority of incoming deliveries for the Power Station Site during the Main Construction stage. The facility would provide a stopping point for around 100 HGVs, together with a warehouse, to allow deliveries to be registered and, if appropriate, unloaded for storage or consolidation. Onward transport from the Logistics Centre to the Power Station along the A5025 would be strictly controlled, providing a means of controlling congestion, particularly at peak periods
 - **Off-Site Stores** – these would provide a similar function to the Logistics Centre, once the Power Station is operational



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Improvement and enhancement measures

We have already identified four specific off-line road improvement schemes to improve traffic flow and suitability of the A5025 to meet the transport needs of the Wylfa Newydd Project:

- **Valley junction** – the creation of a new junction to bypass the existing crossroads
- **Llanfachraeth** – the creation of a section of bypass around the village
- **Llanfaethlu** – the creation of a section of bypass around the village
- **Cefn Coch bends** – the realignment of the road to remove the existing tight bends

Road improvements are also proposed along the full length of the A5025 from Valley to the Power Station Site. These would include widening of the road at existing narrow points and resurfacing along the full length, including the sections that would be bypassed by the off-line road improvement schemes.

A5025 Power station to Amlwch

We recognise that the Project will potentially increase journeys along the A5025 between the Power Station Site and Amlwch. The Construction Worker Accommodation Strategy has now identified the potential to house some construction workers in the Amlwch area, which would have an additional effect on the road. Work to assess this impact is ongoing and, until this is complete, it is not clear how significant it will be.

In advance of the completion of this work, we are considering a range of localised improvements, focusing on areas where the road width is constrained and where there are existing safety risks such as Llanbadrig, near Burwen, and in Amlwch.

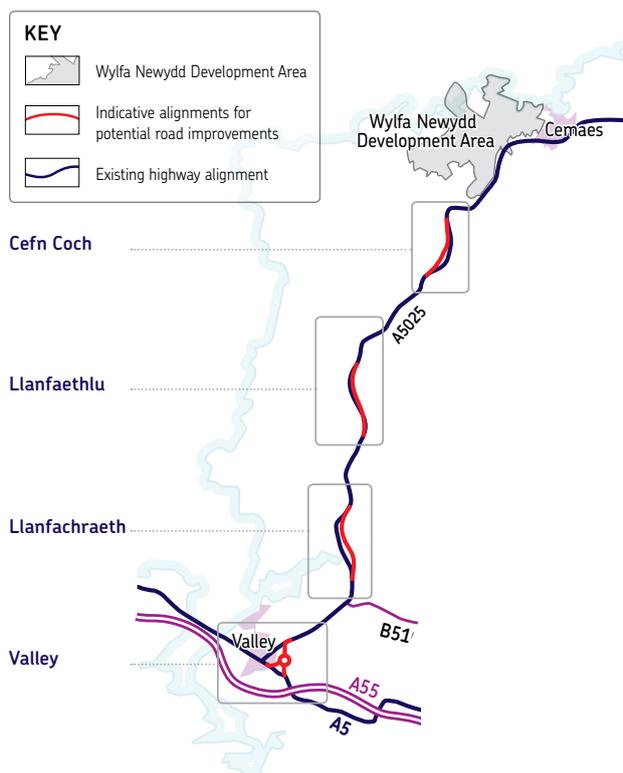
Britannia Bridge

Studies are ongoing to investigate potential impacts on the Britannia Bridge. We are working closely with the Welsh Government and the Isle of Anglesey County Council to consider the issue.

The next steps are to undertake further traffic modelling to identify the potential delays caused by an increase in vehicle traffic on the bridge. On completion of this work, we will investigate ways to minimise any identified impacts during peak hours and this may include changes to the layout for some junctions of the A55 and green travel planning for journeys to the park and ride facility.

We have also been working with Isle of Anglesey County Council to develop road improvement proposals for Nanner Road, which will become the main access between the A5025 and Cemlyn Bay once Cemlyn Road is shut to through traffic. These improvements would include the creation of additional passing points at least 16.5m in length, which is enough for three cars, the careful dismantling and reinstatement of dry stone walls lining the route, and the potential for the Copper Trail cycle route to be redirected alongside the improved road.

Please let us know what you think about our plans - you can give us your feedback at this event or visit our website: www.horizonnuclearpower.com/consultation



Overview of locations for potential road improvements

