



# **Awel y Môr Offshore Wind Farm**

## **Outline Code of Construction Practice**

### **Appendix 9, Outline Travel Plan**

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# Abbreviations and acronyms

TERM	DEFINITION
AyM	Awel y Môr Offshore Wind Farm
CoCP	Code of Construction Practice
DCC	Denbighshire County Council
DCO	Development Consent Order
ECC	Export Cable Corridor
ES	Environmental Statement
HDD	Horizontal Directional Drilling
NRW	Natural Resources Wales
MHWS	Mean High Water Spring
OnSS	Onshore Substation
TP	Travel Plan
OWF	Offshore Wind Farm
PEIR	Preliminary Environmental Information Report
TJB	Transition Joint Bay
TPC	Travel Plan Coordinator
WTGs	Wind turbine generators

# 1 Introduction

## 1.1 Purpose of this Outline Travel Plan

- 1 This outline Travel Plan (TP) is provided as Appendix 9 to the Outline Code of Construction Practice (CoCP) (application ref: 8.13.9) as part of the Environmental Statement (ES).
- 2 This is an outline document that, by reference to the assessments reported in the ES, sets out the key elements that will be secured in the final Travel Plan which Awel y Môr Offshore Wind Farm Limited (The Applicant) will be required to submit to Denbighshire County Council (DCC) for approval under a requirement of the DCO.
- 3 The outline TP provides a framework for promoting and encouraging a reduction in private cars during construction and is an outline of the matters that will be addressed within the agreed final Travel Plan for any stage of works of the onshore works.
- 4 This outline TP relates to the movement of construction personnel to and from each Temporary Construction Compound (TCC) and how this can be achieved in the most sustainable and cost effective manner. This outline TP should be read in conjunction with the Outline CoCP and all of its supporting appendices and the assessment of Awel y Môr offshore wind farm (AyM) construction traffic, which is provided in Volume 3, Chapter 9: Traffic and Transport (application ref; 6.3.9).

## 1.2 Scope of this Outline Travel Plan

- 5 For the avoidance of doubt, this outline TP relates to construction traffic associated with the onshore elements of the AyM comprising:
  - ▲ Export cable installation from the landfall location to the transition jointing bays (TJBs) including Horizontal Directional Drilling (HDD) (or other trenchless crossing technique);
  - ▲ Temporary works associated with landfall HDD (or other trenchless crossing technique); and TJB excavation;
  - ▲ Cable installation along the onshore Export Cable Corridor (ECC) including jointing bays and potential HDD (or other suitable trenchless crossing technique);

- ▲ Temporary works associated with the ECC and onshore substation (OnSS) including establishment of haul roads and Temporary Construction Compounds (TCCs);
  - ▲ Proposed OnSS, and access;
  - ▲ Connection to existing National Grid infrastructure; and
  - ▲ Reinstatement and mitigation works enacted during the construction phase
- 6 This document does not relate to construction traffic associated with offshore works seaward of Mean High Water Spring (MHWS), that are principally marine activities.

## 2 Travel patterns and sustainable travel options

- 7 It is expected that a high proportion of the construction workers employed will either live locally or stay within the local area throughout the working week and travel home at weekends (although working hours will include Saturday for some workers).
- 8 Construction workers will travel between their accommodation and the TCC locations at landfall, onshore ECC and proposed OnSS site. Depending on their location of residence, a range of modes of travel may be available to workers, as set out in Volume 5, Annex 9.1 Baseline Technical Report (application ref: 6.5.9.1).
- 9 Full details of the sustainable access options for journeys to and from each TCC will be provided in the final Travel Plan.
- 10 The length of the construction period will ensure that efficient travel patterns can be established by workers between their place of residence and the relevant TCC.

# 3 Travel plan objective and target

## 3.1 Objective

- 11 This main objective of the Travel Plan is to seek to reduce travel by single occupancy vehicle and to provide awareness of travel choice to construction workers.

## 3.2 Target

- 12 The principal target of the Travel Plan will be to reduce as far as practicable daily car and light goods vehicles (light vehicles) arrivals at each construction access for AyM during the construction period.
- 13 The specific worst case number of light vehicles arrivals per day at each of the construction accesses taken forward for the DCO application will be confirmed in the final Travel Plan which will be prepared post consent.



# 4 Package of measures

## 4.1 Travel awareness

- 15 Good accurate information on the range of services and travel initiatives available at the site will be a critical element of a successful travel plan.
- 16 A Travel Plan Coordinator (TPC) will make new employees and subcontractors aware of the existence of the travel plan by providing them with an information pack as part of their appointment. The information pack could include, for example, the following:
- ▲ A map showing the location of the landfall, onshore ECC and proposed OnSS working sites in relation to the local areas in which those employees are likely to reside whilst working on the construction of AyM, highlighting the location of walking, cycling and bus routes;
  - ▲ Information relating to traffic-related environmental concerns, congestion problems and car sharing to raise awareness; and
  - ▲ Details of local accommodation available.
- 17 A staff notice board will also be provided, within communal areas. This will include details of the car-sharing options including details of parking requirements. The notice boards will also include details of local cycling routes.

## 4.2 Public transport information

- 18 The TPC will encourage use of public transport as a mode of travel to work by implementing the following initiatives:
- ▲ Provide up-to-date public transport information, including route maps and timetables, with welcome packs and on staff notice-boards;
  - ▲ Provide details of local taxi companies;
  - ▲ Liaise regularly with local public transport operators to ensure that information remains valid; and
  - ▲ Provide details of the websites and telephone advice services to enable staff to obtain details on their individual journey requirements.

### 4.3 Minibus service

- 19 The Applicant will consider provision of a minibus collection service that could transport construction workers from pre-arranged points to the site. Details of these collection points would be provided within welcome packs for all staff.

### 4.4 Car sharing scheme

- 20 The TPC will set up a car sharing scheme/ register. Staff will be consulted by the TPC to allow potential car sharers to register an interest and provide details of their journey to and from work. The TPC will then identify suitable matches for staff that may be able to share their journeys to and from work.

### 4.5 Car parking management

- 21 Parking for staff, visitors and minibuses will all be contained within the TCCs. The management of car parking associated with the development will be considered alongside other initiatives to make efficient use of the TCCs. This will ensure sufficient space is available for visitors and deliveries.
- 22 The demand and supply of the car parking area will also be monitored to identify any overspill of car parking throughout the day.
- 23 To support the Travel Plan, a combination of the following measures will be implemented in order to minimise travel by car:
- ▲ Consider a pro-rata reduction in parking towards the end stages of the construction programme; and
  - ▲ Provide priority spaces for mini-bus use.

## 5 Management and monitoring

24 This outline TP forms a framework for detailed initiatives to be drawn up before construction commences. This framework will be incorporated into any agreement drawn up between the Applicant and the selected contractor(s).

### 5.1 Travel Plan Coordinator

25 Management of the Travel Plan will be achieved through the identification of a suitable person or organisation as the TPC. The TPC will provide a key role in delivering a successful Travel Plan. The TPC role could be undertaken either by the Applicant's project manager or a similar post within the contracting organisation.

26 The TPC role will be established prior to the use of the TCCs. Once appointed, the TPC will act as the main contact for the Travel Plan and will be responsible for implementing measures and monitoring the effects of implementation.

27 The TPC will be responsible for setting up and launching the Travel Plan in accordance with the following schedule, which will be agreed with DCC:

- ▲ Pre-construction
  - Provide contact details with relevant DCC officers;
  - Collect details of local accommodation;
  - Arrange minibus provision (if required); and
  - Research travel information.
  
- ▲ During construction
  - Liaise with the DCC Travel Plan Officer and other groups where appropriate.

## 5.2 Monitoring

28 All employees and visitors will be required to sign in and out at TCCs. This process will capture details of the total numbers of employees and the employees' method of travel in order to identify the number of light vehicle arrivals and the proportion of employees travelling by car alone.

## 5.3 Monitoring Reports

29 Vehicle movements will be collected and data will be available on request.

30 The method of publishing and sharing the monitoring report will be agreed with DCC as part of the final Travel Plan.

31 The monitoring report could include:

- ▲ Introduction and Background – this will provide detail with regards to the types of works being undertaken and number of construction workers;
- ▲ Results of Surveys and Monitoring – the TPC will collate the results of surveys and monitoring that have been undertaken. The results of the surveys undertaken will be compared to the defined targets
- ▲ Achievements – this will include the work undertaken over the previous period with evidence and examples;
- ▲ Specific Measures – this will detail how all measures from the Travel Plan have been implemented;
- ▲ Summary – detailing whether the Travel Plan is on track to meet its target and if not, why not; and
- ▲ Future Plan – this will detail the Travel Plan for the next period to include any specific outcomes or desired results with any additional measures that are to be included to remediate action.



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