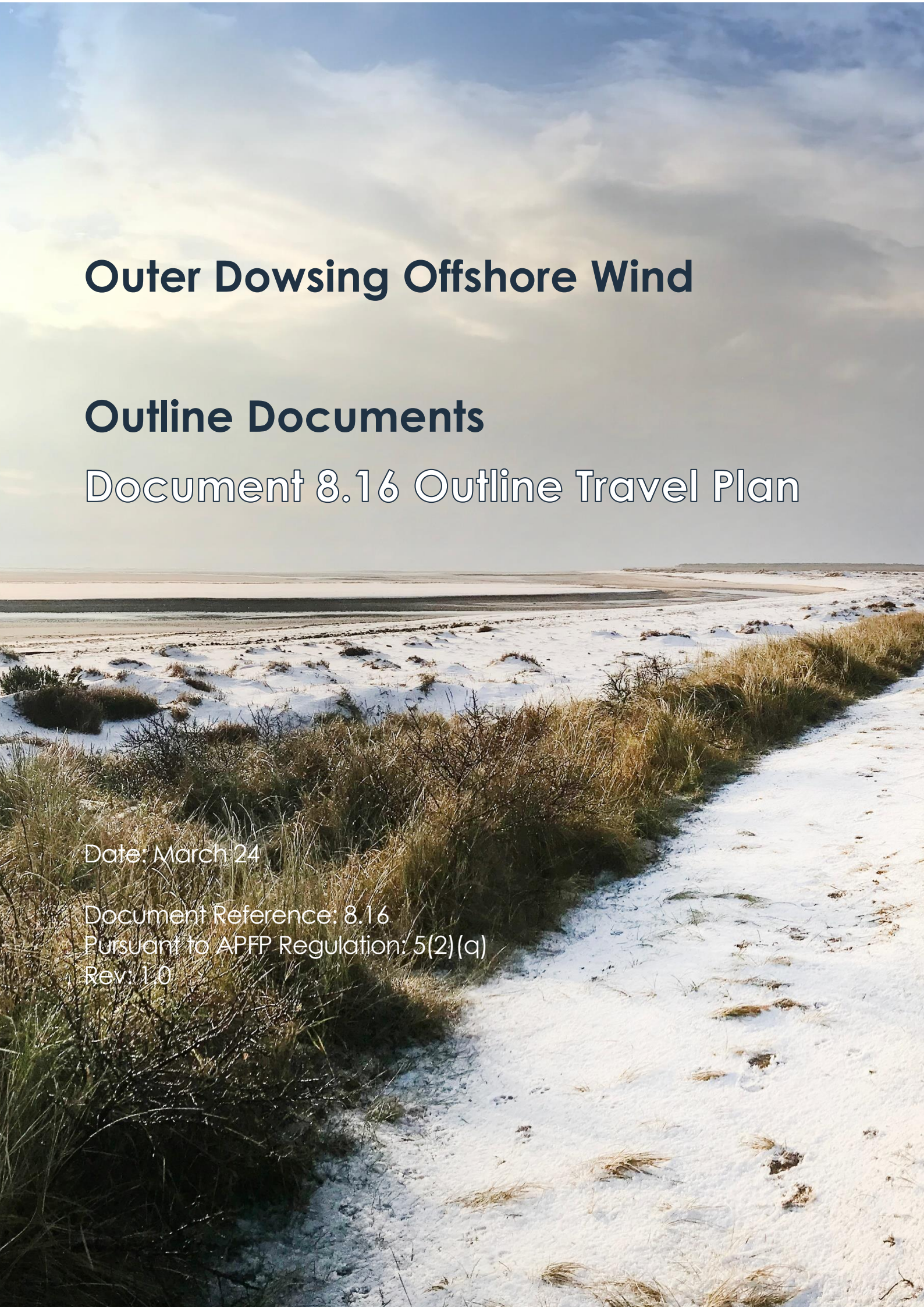

Outer Dowsing Offshore Wind

Outline Documents

Document 8.16 Outline Travel Plan

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Acronyms & Terminology

Abbreviations

Abbreviation / Acronym	Description
DCO	Development Consent Order
ECC	Export Cable Corridor
ES	Environmental Statement
LCC	Lincolnshire County Council
MLWS	Mean Low Water Spring
ODOW	Outer Dowsing Offshore Wind
OnSS	Onshore substation
Outline TP	Outline Travel Plan
OWF	Offshore Wind Farm
PEIR	Preliminary Environmental Information Report
TCC	Temporary Construction Compound
TP	Travel Plan
TPC	Travel Plan Coordinator

Terminology

Term	Definition
400kV cables	High-voltage cables linking the OnSS to the NGSS.
400kV cable corridor	The 400kV cable corridor is the area within which the 400kV cables connecting the onshore substation to the NGSS will be situated.
The Applicant	GT R4 Ltd. The Applicant making the application for a DCO. The Applicant is GT R4 Limited (a joint venture between Corio Generation, Tota Energies and Gulf Energy Development (GULF)), trading as Outer Dowsing Offshore Wind. The Project is being developed by Corio Generation (a wholly owned Green Investment Group portfolio company), TotalEnergies and GULF.
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for a Nationally Significant Infrastructure Project (NSIP).
Environmental Statement (ES)	The suite of documents that detail the processes and results of the EIA.
Haul Road	The track within the onshore ECC which the construction traffic would use to facilitate construction.
Joint Bays	An excavation formed with a buried concrete slab at sufficient depth to enable the jointing of high voltage power cables.
Landfall	The location at the land-sea interface where the offshore export cables and fibre optic cables will come ashore.
Mitigation	Mitigation measures are commitments made by the Project to reduce and/or eliminate the potential for significant effects to arise as a result of the Project. Mitigation measures can be embedded (part of the project design) or secondarily added to reduce impacts in the case of potentially significant effects.

Term	Definition
Onshore Export Cable Corridor (Onshore ECC)	The Onshore Export Cable Corridor (Onshore ECC) is the area within which, the export cables running from the landfall to the onshore substation will be situated.
Onshore substation (OnSS)	The Project's onshore HVAC substation, containing electrical equipment, control buildings, lightning protection masts, communications masts, access, fencing and other associated equipment, structures or buildings; to enable connection to the National Grid.
Outer Dowsing Offshore Wind (ODOW)	The Project.
Pre-Construction and post-construction	The phases of the Project before and after construction takes place.
Preliminary Environmental Information Report (PEIR)	The PEIR was written in the style of a draft Environmental Statement (ES) and provided information to support and inform the statutory consultation process in the pre-application phase.
The Project	Outer Dowsing Offshore Wind, an offshore wind generating station together with associated onshore and offshore infrastructure.
Transition Joint Bay (TJBs)	The offshore and onshore cable circuits are jointed on the landward side of the sea defences/beach in a Transition Joint Bay (TJB). The TJB is an underground chamber constructed of reinforced concrete which provides a secure and stable environment for the cable.
Trenchless technique	Trenchless technology is an underground construction method of installing, repairing and renewing underground pipes, ducts and cables using techniques which minimize or eliminate the need for excavation. Trenchless technologies involve methods of new pipe installation with minimum surface and environmental disruptions. These techniques may include Horizontal Directional Drilling (HDD), thrust boring, auger boring, and pipe ramming, which allow ducts to be installed under an obstruction without breaking open the ground and digging a trench.

Reference Documentation

Document Number	Title
6.1.27	Traffic and Transport
6.3.27.1	Transport Assessment

1 Introduction

1.1 Purpose

1. This Outline Travel Plan (Outline TP) has been prepared and submitted alongside the Environmental Statement (ES) for Outer Dowsing Offshore Wind (the Project).
2. This is an outline document that, by reference to the assessment reported in Volume 1, Chapter 27: Traffic and Transport (document reference 6.1.27), sets out the key elements that would be secured in the Final TP which is required to be submitted to and approved by Lincolnshire County Council (LCC) as the relevant Highway Authority in consultation with the relevant planning authority under the Development Consent Order (DCO). This Outline TP has been updated since the version submitted with the Preliminary Environmental Information Report (PEIR).
3. This Outline TP provides a framework for promoting and encouraging a reduction in private car usage during the construction phase of the Project and is being presented in an outline form to provide the Examining Authority and relevant parties with an outline of the matters that will be addressed within the Final TP for any stage 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 assessment of the Project's construction traffic (see Chapter 27 (document reference 6.1.27)).
5. There may be more than one Contractor working on the Project. The Final TP(s) would be produced by the Principal Contractor(s) appointed to undertake the construction works, once the DCO application has been consented.

2 Scope

6. This Outline TP relates to construction traffic associated with the onshore elements of the Project comprising:
   - Export cable installation at the landfall including HDD (Horizontal Directional Drilling) works;
   - Temporary works associated with the landfall HDD and TJB excavation;
   - Cable installation along the Onshore Export Cable Corridor (Onshore ECC) including Joint Bays and trenchless crossings;
   - Temporary works associated with the Onshore ECC and Onshore substation (OnSS) including establishment of haul roads and TCC;
   - OnSS construction and related access;
   - Installation of 400kV Cables to National Grid substation (NGSS); and
   - Reinstatement and mitigation works enacted during the construction phase.
7. This document does not consider construction traffic associated with offshore works seaward of Mean Low Water Spring (MLWS), that are principally marine activities. Transportation of offshore workers is not considered and shall be via hubs (such as heliports) that are situated outside of the Onshore ECC and OnSS construction areas and such travel will be highly dispersed.

3 Travel Patterns and Sustainable Travel Options

8. 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).
9. Construction workers will travel between their accommodation and the TCC locations at landfall, along the Onshore ECC and at the OnSS. Depending on their location of residence, a range of modes of travel may be available to workers, as set out in Volume 3, Appendix 27.1 Transport Assessment (document reference 6.3.27.1).
10. Full details of the sustainable access options for journeys to and from each TCC will be provided in the Final TP(s).
11. 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.

4 Travel Plan Objective and Target

4.1 Objective

12. The main objective of the TP is to seek to reduce travel by single occupancy vehicles and to provide awareness of travel choices to construction workers.

4.2 Target

13. The principal target of the TP will be to not exceed the worst-case daily car and light goods vehicles (light vehicles) at each construction access or TCC for the Project during the construction period, as set out in Table 4.1.

Table 4.1 Maximum (Target) Daily Workforce Two-Way Vehicle Movements

Access	Location	Maximum (Target) Daily Workforce Vehicle Movements
AC-01	Roman Bank (Enabling and Reinstatement Phases only)	Enabling and Reinstatement Phases only
AC-02 or AC-03	A52 west of Hogsthorpe	**27**
AC-04 or AC-05	Listoft Lane	**4**
AC-06 or AC-07	Sloothby High Lane	**4**
AC-08 or AC-09	South Ings Lane	**4**
AC-10 or AC-11	Marsh Lane	**12**
AC-12 or AC-13	A158	**19**
AC-15	A52 (East of Croft)	**7**
AC-16 or AC-17	Church Lane	**7**
AC-18 or AC-19	B1195 Wainfleet Road	**14**
AC-20 or AC-21	Brewster Lane	**13**
AC-22 or AC-23	Collision Gate	**13**
AC-24	Mill Lane	**13**
AC25 or AC26	Scald Gate	**13**
AC-27 or AC-28	Fen Bank	**13**
AC-29	Howgarth Lane	**9**
AC-30 or AC-31	Common Road	**28**
AC-32 or AC-33	Ings Road	**30**
AC-34 or AC-35	A52	**29**
AC-36 or AC-37	Cut End Road	**5**
AC-38	Pinfold Lane	**5**
AC-39 and AC40 or AC-41	TCC / Wyberton Roads	**12**
AC-42 or AC-43	Marsh Road	**24**
AC-44	Cravens Lane	**12**
AC-45 or AC-46	Wash Road	**12**
AC-47	A17	**16**
AC-48	A16	**92**

Access	Location	Maximum (Target) Daily Workforce Vehicle Movements
AC-49 or AC-50	Marsh Road	**16**

5 Package of Measures

5.1 Travel Awareness

14. Good accurate information on the range of services and travel initiatives available at the sites will be critical elements of a successful TP.
15. A Travel Plan Coordinator (TPC), (see Section 6.2) which will be appointed by the Principal Contractor(s), will make new employees and subcontractors aware of the existence of the TP 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 TCC and access locations for landfall, Onshore ECC and OnSS in relation to the local areas in which those employees are likely to reside whilst working on the construction of the Project, highlighting the location of walking, cycling and bus routes;
    - The construction vehicle access routes plan;
    - Information relating to traffic-related environmental concerns, congestion problems and car sharing to raise awareness; and
    - Details of local accommodation available.
16. An employee 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.

5.2 Public Transport Information

17. 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 employee notice-boards;
    - Provide details of local taxi companies;
    - Liaise regularly with local public transport operators to ensure that information remains valid; and
18. Provide details of the websites and telephone advice services to enable employees to obtain details on their individual journey requirements, including the Transport Direct journey planner and Traveline (Tel 0871 200 2233).

5.3 Cycling Facilities

19. The transient nature of the construction workforce for a linear project is likely to reduce the potential opportunities for cycling. However, cycle parking, changing facilities, and lockers would be provided at TCCs. The level of cycle parking requirements will be established by the TPC based upon employee origins and demand and will be reviewed throughout the construction period.

5.4 Minibus Service

20. The Principal Contractor(s) may choose to provide a minibus collection service that could transport construction workers from pre-arranged points to construction accesses or TCCs. Details of these collection points would be provided within information packs for all employees.

5.5 Car Sharing Scheme

21. The TPC will set up a car sharing scheme/ register. Employees 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 employees that may be able to share their journeys to and from work.

5.6 Car Parking Management

22. Parking for employees, visitors and minibuses will all be contained within the TCCs. The management of car parking associated with the Project will be considered alongside other initiatives to make efficient use of the TCCs. This will ensure sufficient space is available for visitors and deliveries.
23. The demand and supply of the car parking areas will also be monitored to identify any overspill of car parking throughout the day. Should any overspill parking be identified, the TPC will review options for addressing this through a focus on existing or additional TP measures.
24. To support the TP, a combination of the following measures will be implemented in order to minimise travel by car:
    - Effective reduction in number of spaces compared to number of employees combined with a pro-rata reduction in parking towards the end stages of the build; and
    - Provide priority spaces for minibus use (if required).

6 Management and Monitoring

6.1 Introduction

25. This Outline TP forms a framework for detailed initiatives to be drawn up between the Applicant and its selected Principal Contractor(s) once the tender process is complete. This framework will be incorporated into any agreement drawn up between the Applicant and its selected Principal Contractor(s).

6.2 Travel Plan Coordinator

26. Management of the TP 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 TP. The TPC role could be undertaken either by the Applicant's project manager or a similar post within the contracting organisation.
27. 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 TP and will be responsible for implementing measures and monitoring the effects of implementation.
28. The TPC will be responsible for setting up and launching the TP in accordance with the following schedule, which will be agreed with LCC:
    - Pre-construction:
        - Provide contact details with relevant planning authority officers;
        - Collect details of local accommodation;
        - Arrange minibus provision (if required); and
        - Research travel information.
    - During construction:
        - Liaise with the relevant planning authority TP Officer and other groups where appropriate.

7 Monitoring

7.1 Workforce Mode Share

29. To ensure compliance with the workforce vehicle movements assessed in Chapter 27 (document reference 6.1.27), the TPC will require all employees and visitors to sign in and out at TCCs and construction access points. This process will capture details of the total numbers of employees and the employees' method of travel.

7.2 Road Safety

30. A safety observation, near miss and incident reporting system for all undesirable events involving workforce vehicles will be established. The TPC will ensure that all undesirable events are recorded within this system and that employees are reminded during inductions to report all issues through this system. Any accidents or near misses will be recorded, investigated, and reported to transport stakeholders by the TPC. The TPC will retain records of all incidents and submit to LCC upon request. If emerging issues are identified, the TPC will initiate discussions with highway stakeholders to identify potential opportunities for improvement.

7.3 Monitoring Reports

31. Data recorded from the monitoring processes outlined above, would be collated to produce a quarterly monitoring report.
32. In compiling the monitoring report, effective/ ineffective measures will be identified, and the requirement for any remedial action to achieve the agreed targets.
33. The monitoring reports will be made publicly available on a quarterly basis. The method of publishing and sharing the monitoring report will be agreed with LCC through approval of the Final TP.
34. 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 TP have been implemented;
- Summary – detailing whether the TP is on track to meet its target and if not, why not; and
- Future Plan – this will detail the TP for the next period to include any specific outcomes or desired results with any additional measures that are to be included to remediate action.

7.4 Enforcement

35. To ensure that the final TP can be effectively enforced, it is important to define what will constitute not meeting its requirements or targets. The following actions are where corrective measures may be required:

- Construction workers overspill parking on a public highway;
- Exceedance of the assessed/target daily workforce vehicle numbers at any of the construction access or TCCs;
- Not following the defined construction vehicle access routes; and
- Construction vehicles being driven inappropriately, such as excessive speed.

8 Action Plan

36. An action plan for the delivery of the Final TP is set out in Table 8.1.

Table 8.1 Action Plan

Action	Timescale	Responsibility
Appoint a Travel Plan Coordinator	6 months prior to commencement of construction	Principal Contractor
Submit final TP to LCC for approval in consultation with the Local Planning Authority.	Prior to commencement of construction of relevant stage of works	Principal Contractor
Prepare and distribute Travel Packs	Prior to commencement of construction of relevant stage of works	Principal Contractor
Provide employee notice boards		
Provide cycle parking		
Implementation of TP measures	Throughout construction period	TPC
Monitoring of TP measures		