

# Outer Dowsing Offshore Wind

## Outline Travel Plan

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## Abbreviations

Acronym	Definition
DCO	Development Consent Order
Onshore ECC	Export Cable Corridor
LCC	Lincolnshire County Council
ODOW	Outer Dowsing Offshore Wind
OnSS	Onshore Substation
OWF	Offshore Wind Farm
PEIR	Preliminary Environmental Impact Report
TCC	Temporary Construction Compound
TP	Travel Plan
TPC	Travel Plan Coordinator

## Terminology

Term	Definition
Baseline	The status of the environment at the time of assessment without the development in place.
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for a Nationally Significant Infrastructure Project (NSIP) from the Secretary of State (SoS) for Department for Energy Security and Net Zero (DESNZ).
Haul Road	The track within the onshore ECC which the construction traffic would use to facilitate construction.
Landfall	The location at the land-sea interface where the offshore export cable will come ashore.
Mitigation	Mitigation measures, or commitments, 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.
Onshore Export Cable Corridor (Onshore ECC)	The Onshore Export Cable Corridor (Onshore ECC) is the area within which the export cable running from the landfall to the onshore substation will be situated.
Onshore substation (OnSS)	The Project's onshore substation, containing electrical equipment to enable connection to the National Grid
Preliminary Environmental Information Report (PEIR)	The PEIR is written in the style of a draft Environmental Statement (ES) and provides information to support and inform the statutory consultation process in the pre-application phase. Following that consultation, the PEIR documentation will be updated to produce the Project's ES that will accompany the application for the Development Consent Order (DCO).
The Applicant	GT R4 Ltd. The Applicant making the application for a DCO.

Term	Definition
	The Applicant is GT R4 Limited (a joint venture between Corio Generation, TotalEnergies 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.
The Project	Outer Dowsing Offshore Wind including proposed 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.

# 1 Outline Travel Plan

## 1.1 Introduction

### Purpose of this Outline Travel Plan

- 1.1.1 This Outline Travel Plan (TP) (document reference: 8.1.6) has been prepared as part of the Preliminary Environmental Information Report (PEIR) for Outer Dowsing Offshore Wind (the Project).
- 1.1.2 This is an outline document that, by reference to the assessments reported in the PEIR, sets out the key elements that will be secured in the Final TP which will be submitted to and approved by Lincolnshire County Council (LCC) as a requirement of the Development Consent Order (DCO).
- 1.1.3 The Outline TP provides a framework for promoting and encouraging a reduction in private cars during construction and is being provided in an indicative form to provide the Examining Authority and parties to the examination with an outline of the matters that will be addressed within the agreed Final TP for any stage of works of the onshore works.
- 1.1.4 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 construction traffic, which is provided in Volume 1, Chapter 27: Traffic and Transport.
- 1.1.5 There may be more than Contractor working on the Project. The Final TP(s)<sup>1</sup> would be produced by the Principal Contractor(s) appointed to undertake the construction works, once the DCO application has been consented.

### Scope of this Outline Travel Plan

- 1.1.6 For the avoidance of doubt, this Outline TP relates to construction traffic associated with the onshore elements of the Project comprising:
- Export cable installation from the landfall location to the transition joint bays (TJBs) including the use of a trenchless technique);
  - Temporary works associated with landfall trenchless crossings and TJB excavation;
  - Cable installation along the onshore Export Cable Corridor (ECC) including jointing bays and potential trenchless crossings;
  - Temporary works associated with the Onshore 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

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<sup>1</sup> There is potential to be more than one Final TP, with such documents being prepared for different work areas (such as the Onshore Onshore ECC and the OnSS).

- Reinstatement and mitigation works enacted during the construction phase.

1.1.7 This document does not relate to construction traffic associated with offshore works seaward of Mean High Water Spring, that are principally marine activities, as the Port from which this activity would occur has not been identified.

## **1.2 Travel Patterns and Sustainable Travel Options**

1.2.1 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).

1.2.2 Construction workers will travel between their accommodation and the TCC locations at landfall, Onshore ECC and proposed OnSS. Depending on their location of residence, a range of modes of travel may be available to workers, as set out in Volume 1, Appendix 27.1: Baseline Traffic and Transport Technical Report.

1.2.3 Full details of the sustainable access options for journeys to and from each TCC will be provided in the Final TP(s).

1.2.4 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.

## **1.3 Travel Plan Objective and Target**

### **Objective**

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

### **Target**

1.3.2 The principal target of the TP will be to not exceed the worst case daily car and light goods vehicles (light vehicles) arrivals at each construction access or TCC for the Project during the construction period. These are set out in Volume 1, Appendix 27.2: Trip Generation and Distribution Calculations (Appendix 02, for Weston Marsh Onshore ECC south of the A52, Appendix 03 for Weston Marsh Onshore ECC north of the A52, and Appendix 04 for Lincolnshire Node Onshore ECC).

1.3.3 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 set out in a revised Outline TP, and the Final TP(s), which will be prepared post consent.

## **1.4 Package of Measures**

### **Travel Awareness**

1.4.1 Good accurate information on the range of services and travel initiatives available at the site will be critical elements of a successful TP.

- 1.4.2 A Travel Plan Coordinator (TPC) will be appointed by the Principal Contractor(s) and 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 landfall, Onshore ECC and proposed OnSS working sites in relation to the local areas in which those employees and likely to reside whilst working on the construction of the Project, 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.
- 1.4.3 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.

### Public Transport Information

- 1.4.4 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 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, including the Transport Direct journey planner and Traveline (Tel 0871 200 2233).

### Minibus Service

- 1.4.5 The Applicant 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 welcome packs for all staff.

### Car Sharing Scheme

- 1.4.6 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.



## Car Parking Management

- 1.4.7 Parking for staff, 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.
- 1.4.8 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.
- 1.4.9 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 mini-bus use.

## 1.5 Management and Monitoring

### Introduction

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

### Travel Plan Coordinator

- 1.5.2 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.
- 1.5.3 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.
- 1.5.4 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 LCC officers;
    - Collect details of local accommodation;
    - Arrange minibus provision (if required); and
    - Research travel information.
  - During construction:
    - Liaise with the LCC TP Officer and other groups where appropriate.

## Monitoring

- 1.5.5 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.

## Monitoring Reports

- 1.5.6 Data recorded from the monitoring processes outlined above, would be collated to produce a quarterly monitoring report.
- 1.5.7 In compiling the monitoring report, effective/ ineffective measures will be identified, and the requirement for any remedial action to achieve the agreed targets.
- 1.5.8 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 as part of the Final TP.
- 1.5.9 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.