

East Anglia ONE
Offshore Windfarm

East Anglia ONE Offshore Windfarm

Travel Plan
DCO Requirement 25(1)(b)
Final for Approval

ID: EA1-CON-R-IBR-010149

Created by / date: IEC / 16th November 2016
Checked by / date: KW / 30th November 2016
Approved by / date: RM / 30th November 2016



REVISION CONTROL

Revision and Approvals					
Rev	Date	Reason for Issue	Originated by	Checked by	Approved by
0B	06-06-2016	For SPR Review	JK	CD	MO
1	14-06-2016	Interim for Consultation	IEC	AS/MC	RM/PS
2	30-11-2016	Final for Approval	IEC	KW	RM

Table of Contents

1.	Introduction	6
1.1	Project Overview	6
1.2	Purpose and Scope	6
1.3	Objectives	6
2.	Local Community Liaison	8
3.	Background	9
3.1	Policy Context	9
3.2	Construction Information	9
3.3	Access by Non Car Modes	10
3.3.1	Walking	10
3.3.2	Cycling	10
3.3.3	Public Transport — Bus	10
3.3.4	Public Transport – Train	11
3.3.5	Summary	11
4.	Administration	12
4.1	Travel Plan Co-ordinator	12
4.2	Monitoring by the relevant Highways Authorities	13
4.3	Funding	13
5.	Targets	14
5.1	Aims – Modal Share Targets	14
5.2	Actions – Milestone Targets	14
5.3	Construction Worker Vehicle Movements	14
6.	Travel Measures	15
6.1	Travel Awareness	15
6.2	Travel Database	15
6.2.1	Public Transport Information	16
6.2.2	Mini-bus Service	16
6.2.3	Cycling	17
6.2.4	Car Sharing Scheme	17
6.2.5	Car Parking Management	17
6.2.6	Timing of Worker Movements	17
6.2.7	Sustainable Travel by Port Workers	18
6.3	Summary of Measures	18
6.3.1	Definite Measures	18
6.3.2	Investigative Measures	19
7.	Monitoring	20

Appendices

Appendix 1
Appendix 2
Appendix 3

Construction Access Routes
Cycle Catchments
Maximum Construction Vehicle Movements

Abbreviations

AC	Alternating Current
CCS	Construction Consolidation Site
CfD	Contract for Difference
DECC	Department for Energy and Climate Change
DC	Direct Current
DCO	Development Consent Order
EAOL	East Anglia One Limited
HGV	Heavy Goods Vehicle
LPA	Local Planning Authority
MW	Megawatts
SCC	Suffolk County Council
SEI	Supplementary Environmental Information – Post Examination Report
SPR	ScottishPower Renewables

1.Introduction

1.1 Project Overview

1. East Anglia ONE Limited (EAOL), was awarded a Development Consent Order (DCO) by the Secretary of State, Department of Energy and Climate Change (DECC) on June 17th 2014 for East Anglia ONE Offshore Wind Farm (EA ONE). The DCO granted consent for the development of a 1200MW offshore windfarm and associated infrastructure.
2. In February 2015 EAOL secured a Contract for Difference (CfD) award to build a 714MW project and ScottishPower Renewables announced its role in leading East Anglia ONE towards construction. In April 2015 EAOL submitted a non-material change application to DECC to amend the consent from direct current (DC) technology to alternating current (AC). In March 2016, DECC authorised the proposed change application and issued a Corrections and Amendments Order.
3. This plan relates to the onshore construction works associated with EA ONE, which based on the AC technology with a capacity of 714MW and transmission connection of 680MW, comprises;
 - A landfall site at Bawdsey, Suffolk
 - Up to six underground cables, approx. 37km in length
 - Up to four cable ducts for future East Anglia THREE project
 - An onshore substation located at Bramford next to existing National Grid infrastructure

1.2 Purpose and Scope

4. This Travel Plan sets out the procedures for managing the impact of travel by construction personnel as a result of the EA ONE onshore construction works (cable route and substation). A separate travel plan has been prepared for the base ports. This document is intended to set out a plan to meet key objectives which will maximise the sustainability of travel methods used to get to and from construction sites and therefore minimise the carbon foot-print generated. This document has been produced to discharge DCO Requirement 25 (1) (b) which states:

25.—(1) No stage of the connection works shall be commenced until for that stage, after consultation with the relevant highway authority, the following have been submitted to and approved by the relevant local planning authority in consultation with the relevant highway authority -

(b) a travel plan which must be in accordance with the outline travel plan—

5. This Travel Plan sets out the approach for reducing the volume of vehicular traffic travelling to and from the onshore construction works to a level that minimises the impact on the environment and surrounding communities. This will involve ensuring that methods of travel used are more sustainable – e.g. mini-buses instead of cars – and that the need for travel to and from site is absolutely required.
6. This Travel Plan is a dynamic, living document that will be updated as required following review of monitoring outputs, to ensure that the aims and objectives represent the up-to-date situation in respect of travel and access. This Travel Plan will be in use for the duration of the construction phase, currently anticipated to be a period of up to two years, and therefore regular monitoring and review will be essential to ensuring that the document remains relevant.
7. This Travel Plan is designed to be flexible to suit the individual site and the local characteristics. Similarly, it has been developed with consideration for the scale of the development and the likely impact on travel behaviour as a result of any potential measures.
8. EAOL will work with the Suffolk County Council (SCC) Highways Authority to ensure appropriate resourcing is in place to monitor compliance with the provisions of this Travel Plan.

1.3 Objectives

9. A Travel Plan is an important tool for delivering sustainable access to the development. It provides a strategy that seeks to deliver sustainable transport objectives through positive action. This Travel Plan seeks to establish clear outcomes to be achieved in relation to access and sets out all the measures to be implemented, with an action plan, timescales, targets and responsibilities for implementation, monitoring and review.

-
10. An Outline Travel Plan (EA1-CON-N-IBR-00224, November 2014) was produced to support the EA ONE DCO application. This Travel Plan has been produced in accordance with the principles, objectives and guidance provided within the Outline Travel Plan which provides the necessary guidance to formulate a plan for managing the potential increase in vehicular traffic as a result of EA ONE onshore construction works.
11. There are several drivers for developing an effective Travel Plan:
- Helping to contribute targets to minimising Climate Change.
 - Promoting improved health amongst construction workers.
 - Enhancing the reputation of EAOL in demonstrating consideration for Local Communities.
12. The objectives of this Travel Plan aim to bring a sustainable transport arrangement to the daily construction operations and can be summarised as follows:
- Achieve the minimum number of single car occupancy car traffic movements to and from the development.
 - Reduce the need for travel to and from site.
 - Address the access needs of site users, by supporting cycling and public transport.
13. This plan focuses primarily on construction worker travel and travel in the course of the work. By successfully promoting these types of travel via sustainable modes the above objectives can be achieved.

2. Local Community Liaison

14. EAOL will manage public relations with local residents and businesses that will be affected by construction traffic. Public relations will be co-ordinated on site by a designated member of the construction management team. A proactive public relations campaign will be maintained, keeping local residents informed of the type and timing of works involved, the transport routes associated with the works, the hours of likely construction traffic movements and key traffic management measures. As provided for by the Code of Construction Practice (EA1-CON-F-GBE-008547), a combination of communication mechanisms such as notices, exhibitions, letters, newsletters, website and Parish Council meetings will be employed to keep local residents and businesses informed.
15. A designated EA ONE Local Community Liaison Officer will field and respond to any public concerns, queries or complaints in a professional and diligent manner as set out in the Community Liaison and Public Relations Procedure contained within the Code of Construction Practice (EA1-CON-F-GBE-008547).
16. Parish Councils in the relevant area will be contacted (in writing) in advance of the proposed works and ahead of key milestones in order to advise them of the ongoing works. The information provided to the Parish Councils will include a timetable of works, a schedule of working hours, the extent of the works, and a contact name, address and telephone number in case of complaint or query. Enquiries will be dealt with in an expedient and courteous manner. All complaints will be logged, investigated and, where appropriate, rectifying action will be taken.
17. As part of the Traffic Management Plan (EA1-CON-R-IBR-009583) all transport related to EA ONE onshore construction works will be registered and issued with a unique identification code from which an identification sticker/board will be placed in a prominent position to enable the site management team and members of the public to identify the vehicle and its association to EA ONE. This will be monitored by both contractor Site Managers who shall report into a designated Traffic Management Supervising Officer.

3. Background

3.1 Policy Context

18. Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.
19. Planning Policy Guidance Note 13: Transport (PPG 13) sets out requirements for when travel plans should be submitted. The key policy document that brings together the key principles and mechanisms of PPG13 was published by the Department for Transport in April 2009 entitled “Good Practice Guidelines: Delivering Travel Plans through the Planning Process”. These guidelines offer further impetus to the use of Travel Plans as a means of promoting sustainable transport. They offer assistance in the preparation of a Travel Plan, including when a Travel Plan is required and what it should contain, as well as how Travel Plans should be evaluated, secured, implemented and then monitored and managed.
20. “Guidance on Transport Assessment” provides an important framework for securing Travel Plans, identifying them as the principal output of the assessment process. The hierarchy set out in this document puts sustainable modes as the preferred mitigation with road improvements as the least preferred mitigation measure.
21. The Government requires Local Transport Plans (LTravel Plans) to demonstrate a contribution to delivering “shared priorities” and places emphasis on outcome indicators relating to accessibility, road casualty reduction, public transport patronage, congestion reduction and air quality. Local Authorities must show that their LTravel Plans contribute to the achievement of their broader policy aims and service delivery as set out in their community strategies.

3.2 Construction Information

22. The construction site is spread across a 37km corridor between the Suffolk coast at Bawdsey and the substation at Bramford, passing the northern side of Ipswich. The onshore construction works comprise the installation of electricity transmission cables and ducts, associated with an offshore windfarm, between the landfall location at Bawdsey and a new substation station adjacent to the existing National Grid substation at Bramford. The majority of this route will be constructed using trenching methods while in certain locations trenchless techniques will be used. Further detail can be found in the Cable Installation Method Statement (EA1-CON-R-IBR-021238), provided under a separate cover.
23. The onshore construction works will be supported by the installation of nine Construction Consolidation Sites (CCSs) (referenced A to I). These are compounds which will be utilised to provide welfare, site staff accommodation, parking, and secure storage for materials, plant and equipment. Access to the construction site will be via the CCSs located at intervals along the corridor. These have been designated as Primary CCSs and Secondary CCSs, a list of the locations is provided in Table 3-1 and a plan showing the locations is presented in the Appendix 1. A temporary haul road will be installed along the route between the CCS locations and access points onto the local roads.

Table 3-1 Construction Consolidation Site Locations

CCS Ref	CCS Type	Address
A	Secondary	Bullen Lane, Bramford, Ipswich, Suffolk IP8
B	Primary	Paper Mill Lane, Claydon, Ipswich, Suffolk IP6 0AP
C	Secondary	Witnesham Road, Ipswich, Suffolk IP6
D	Secondary	Church Road, Ipswich, Suffolk IP6 9DS
E	Primary	Top Street, Martlesham, Suffolk IP12
F	Secondary	Woodbridge Road, Newbourne, Woodbridge, Suffolk IP12 4PA
G	Secondary	Park Lane, Ipswich, Suffolk IP10
H	Secondary	Sheepgate Lane, Ipswich, Suffolk IP10 0QZ
I	Secondary	Ferry Road, Woodbridge, Suffolk IP12 3AS

24. During the construction of the substation, site establishment and laydown areas will be required, including temporary offices, welfare, car parking, materials and equipment storage. The area directly east of the substation will be used as the temporary works area (referred to as Work No 38 within the DCO).
25. The Primary CCS locations will be the focus of deliveries and workers with efficient means of onwards transport to serve Secondary CCS locations. In order to avoid unnecessary additional mileage, construction workers will be able to travel directly to CCS locations A, B and C, as these movements are more suitable than using Primary CCS B as a hub and as the substation compound. However, those construction workers travelling to all other locations will first travel to Primary CCS location E, with connecting transport provided to the Secondary CCS locations D, F, G, H and I.
26. The onshore construction works are likely to require up to 650 staff per day at their peak. The construction period is anticipated to comprise a total of two years for the construction of the onshore cable route and the substation. The onshore cable route and the substation will be constructed concurrently. It is expected that a high proportion of the staff employed will either live locally to CCSs or stay within the local area to the route throughout the working week and travel home at weekends.

3.3 Access by Non Car Modes

3.3.1 Walking

27. Due to the nature of the onshore construction works, requiring a wide permanent easement for the onshore cable route, it is located away from existing urban areas. The CCS locations are therefore not generally within easy walking distance of major residential areas. On this basis, opportunities for workers to walk to their relevant CCS are considered to be very limited. For example, the distance from Ipswich Railway Station to CCS location 'B' is around 7 km and is not considered to be a reasonable walking distance.

3.3.2 Cycling

28. Cycling is generally an acceptable mode of travel for journeys up to 5km. Based on this distance; Figure 3.02 in Appendix 2 illustrates the potential catchment area for workers to cycle to CCS B and E.
29. As the plan demonstrates, a cycle distance of 5km encompasses large parts of Ipswich and the whole of Woodbridge and Martlesham. This demonstrates that a significant area of Ipswich and its surroundings is accessible by cycle, therefore increasing the opportunity for the workforce residing in the surrounding area to cycle to CCS A, B, C and E.
30. CCS locations A, B, C and E will be the focus of worker arrivals to the construction site. Cycle parking will be provided at each of these locations. For example, Old Ipswich Road and Old Norwich Road provide an ideal cycling route between Ipswich and the Primary CCS at the A14, location 'B'. This route forms part of National Cycle Route 51.

3.3.3 Public Transport — Bus

31. The Primary CCS locations ('B' & 'E') are well located to benefit from access to local bus services. Local services are run by a range of operators providing access to Ipswich, Woodbridge and the surrounding areas. Comprehensive timetable information by area is provided by Suffolk County Council (SCC), covering the relevant areas of north west Ipswich, north east Ipswich and Woodbridge. Table 3-2 shows the most relevant bus services to the Primary CCS locations.

Table 3-2 Bus Services Relevant to Primary CCS Locations

Bus Services Relevant to Primary CCS Locations		
Route	Route Description	Max. Daytime Frequency
Primary CCS B		
87, 88, 89	Ipswich – Needham Market – Stowmarket	60 mins
113 / 114	Ipswich – Mendlesham – Eye – Diss	60 mins
Primary CCS E		
63, 64, 65	Ipswich – Woodbridge – Aldeburgh	60 mins

-
32. The nearest bus stops to Primary CCS B are at Claydon, 900m away from the site entrance, though for services passing along Bramford Road it is considered that there could be an opportunity to provide a temporary bus stop closer to CCS B, subject to discussions with SCC. The nearest bus stops to Primary CCS E are approximately 200m from the proposed site entrance on Top Street, just north of the railway bridge.
33. Collectively, these services provide up to four buses an hour to/from Ipswich at Primary CCS B and up to seven buses per hour to/from Ipswich and Woodbridge at Primary CCS E. These services also provide connections to other towns further afield, such as Wickham Market, Saxmundham and Stowmarket.
34. Further evaluation of the accessibility of CCS B and E by bus based on working hours and current timetables is presented in Section 6.2.1. A review of the requirement to provide a temporary bus stop on Bramford Road has been undertaken. The outcome of this review is discussed in Section 6.2.1.

3.3.4 Public Transport – Train

35. Ipswich rail station is located in the centre of the town, served by routes on the Norwich to London, Ipswich to Lowestoft, Ipswich to Cambridge and Ipswich to Felixstowe lines. These routes include many local stations across Suffolk and Norfolk, offering the opportunity for construction workers to reach Ipswich via train. A minibus shuttle service will be operated to collect and drop off workers for specific shift times between the station and the Primary CCS locations. The exact location and timings will be agreed with Suffolk County Council and local bus companies but further detail is provided in Section 6.2.2.

3.3.5 Summary

36. Overall, the accessibility of the development will enable journeys to be made by cycle, bus and train to the construction site from across Ipswich and Woodbridge as well as places further afield. Further details of the travel measures to be implemented are presented in Section 6 of this Travel Plan.

4. Administration

37. This Travel Plan forms a framework for further detailed initiatives to be drawn up between EAOL and contractors/sub-contractors, once appointed. This framework sets out the objectives and principles for achieving sustainable travel and provides details of the targets, responsibilities for implementation and monitoring and review requirements. This framework will be incorporated into agreements drawn up between the developer and contractors.

4.1 Travel Plan Co-ordinator

38. Management of the Travel Plan will be achieved through the identification of a suitable person as the Travel Plan Co-ordinator. The Travel Plan Co-ordinator will provide a key role in delivering a successful Travel Plan. It is proposed that the Travel Plan Co-ordinator role will be undertaken by a senior member of the Contractor's site management team and will be based on site for the duration of the construction works. The name and contact details of the appointed Travel Plan Co-ordinator will be provided to SCC Highways Authority prior to commencement of the works.
39. The Travel Plan Co-ordinator role will be established prior to the occupation of the site and will act as the fulcrum for the development of the Travel Plan measures and the day to day operation of the Plan. Once appointed, the Travel Plan Co-ordinator will act as the main contact for the Travel Plan and will be responsible for implementing measures and monitoring the effects of implementation. The Travel Plan Co-ordinator will regularly attend on site progress meetings in order to influence and engage with construction staff to ensure successful implementation of the Travel Plan.
40. The Travel Plan Co-ordinator is responsible for setting up and launching the Travel Plan in accordance with the schedule set out in Table 4.1.

Table 4-1 Travel Plan Administration Schedule

Travel Plan - Administration Schedule	
Timescales	
2 months before construction start	Exchange contact details with relevant officers (SCC) Collect details of local accommodation Arrange mini-bus provision Research travel information
1 month before construction start	Obtain up-to-date public transport timetables and literature Review walking and cycling facilities within the site Prepare welcome packs for all construction staff Set-up car sharing register
4 weeks after construction start	Begin spot checks to monitor number of staff using the mini-bus pick-up service and average car occupancy
Every month after construction start	Monitor travel patterns through data acquired from minibus drivers and car occupancy checks Undertake Travel Plan audit and modify where appropriate Liaise with relevant officers (SCC) and other groups where appropriate
Every 6 months after construction start	Review adequacy of cycle provision Review maintenance of cycle routes

4.2 Monitoring by the relevant Highways Authorities

41. The Travel Plan Co-Ordinator will liaise with SCC regarding monitoring and enforcement of the Travel Plan measures by them.

4.3 Funding

42. Appropriate funding will be allocated by EAOL at the start of the Travel Plan process to cover the costs involved in administering the Travel Plan over the construction period. This will be incorporated into any tender agreement.
43. The funding will cover all costs relating to the Travel Plan Co-ordinator, implementation of measures and initiatives, marketing of the Travel Plan and monitoring.

5. Targets

44. The setting of targets is essential to ensure that the objectives of this Travel Plan are met. Targets should therefore be linked to the objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). Targets will be measurable through the use of indicators, which represent the results of monitoring. Indicators may also be used to highlight the progress of the Travel Plan without necessarily having a linked target.
45. The two types of target are:
- Aims, which consider modal share.
 - Actions which are non-quantifiable and represent milestones.

5.1 Aims – Modal Share Targets

46. Table 5-1 shows the two modal targets which will be maintained and measured throughout the life of the project. The Travel Plan Co-ordinator will be responsible for collating and reporting the data associated with these. Details of the data to be collected, the monitoring plan and reporting schedule are provided in Section 7 of this Travel Plan.

Table 5-1 Travel Plan Targets

Travel Plan Targets, Indicators & Monitoring Methods			
Target Type	Target	Indicator	Monitoring Method
Average Car Occupancy	Min of two persons	Number of occupants Number of vehicles	Spot check counts
% of trips made by minibus pick-up service	Minimum of 35%	Number of minibus trips	Daily driver record

5.2 Actions – Milestone Targets

47. The Travel Plan Co-ordinator will be responsible for implementing measures throughout the construction works, which will be reviewed monthly, by the Travel Plan Co-ordinator, following the results of monitoring to identify if any changes are required to the minibus service in order to maximise its use by workers.
48. The initial milestone target would be to ensure that all new staff receives a Travel Plan Information Pack. Details of what is to be included in these packs are provided in Section 6.2 of this Travel Plan. Further milestone targets may include providing additional cycle parking, subject to demand.

5.3 Construction Worker Vehicle Movements

49. The transport assessment carried out to complete the Post Submission Report 1 and Supplementary Environmental Information¹ specified the maximum daily vehicle movements along the key access routes identified, these values are presented in Appendix 3. All construction worker vehicle movements will be in compliance with the daily vehicle movements presented in Appendix 3, including peak hour restrictions.
50. The transport assessment included baseline data of traffic on the local highway network and assessed the potential impact of construction traffic on the highway network. The travel measures outlined in Section 6 of this Travel Plan are intended to ensure compliance with the transport assessment and numbers presented in Appendix 3.

¹ East Anglia Offshore Wind Limited, May 2013, *Post-Submission Report 1 and Supplementary Environmental Information*

6.Travel Measures

51. Implementation of this Travel Plan will require consultation with construction workers as the project progresses to establish which measures are the most effective, prove difficult to implement or may be unpopular. This will be the responsibility of the Travel Plan Co-ordinator.
52. The following sections in this Travel Plan outline the measures to be promoted by the Travel Plan Co-ordinator. They are set out under the following general headings:
- Travel awareness.
 - Travel database.
 - Public transport information.
 - Minibus service.
 - Cycling.
 - Car sharing scheme.
 - Car parking management.
 - Timing of worker movements.

6.1 Travel Awareness

53. Good accurate information on the range of services and travel initiatives available at the construction compounds is a critical element of a successful Travel Plan.
54. The Travel Plan Co-ordinator will make new employees and sub-contractors aware of the existence of the Travel Plan by providing them with an information leaflet summarising the Travel Plan as part of a Travel Plan Information Pack, which will be issued to all employees on appointment of their position. Any parking management policies will be explained to members of staff during the recruitment process.
55. The Travel Plan Information Pack will include, though not exclusively, the following:
- A map showing the location of the CCSs in relation to the local area, highlighting the nearby bus stops and associated times of bus services using these stops.
 - Details of services that stop at Ipswich railway station, highlighting the minibus pick-up service.
 - Information relating to traffic-related environmental concerns, congestion problems and car sharing to raise awareness.
 - Details of local accommodation available.
 - Details of mini-bus collection points and frequencies.
 - Details of provisions made for cyclists.
 - Details of the “guaranteed ride home scheme”.
56. The Travel Plan Co-ordinator will ensure that any changes to the Travel Plan or any relevant information are passed on to members of staff in the form of leaflets.
57. Information will be provided to new staff about the range of facilities available on site and this will be posted on noticeboards at the CCSs.

6.2 Travel Database

58. The Travel Plan Co-ordinator will collate data on a monthly basis, having been recorded by drivers of minibuses and through spot checks of vehicle occupancy, to calculate the proportions of staff travelling by mini-bus and average car occupancy. The information recorded will be put into a database to monitor the monthly figures and identify any trends that may lead to targets being missed.
59. Information contained within the database will inform the review process which will be carried out in conjunction with the Local Planning Authorities and SCC Highways Authority.

6.2.1 Public Transport Information

60. The Travel Plan Co-ordinator 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.
 - Provide regular minibus collection and drop-off at Ipswich rail station.
 - Provide secure lockers to allow tools and equipment to remain on-site.
 - Liaise regularly with local public transport operators to ensure that information remains valid.
 - Liaise with local public transport operators to attempt to negotiate a discount for site workers.
 - 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).
61. The Primary CCS locations ('B' & 'E') are well located to benefit from access to local bus services. Local services are run by a range of operators providing access to Ipswich, Woodbridge and the surrounding areas. Details of bus timetables can be found on the 'Suffolk on Board' website (<http://www.suffolkonboard.com/http-www-suffolkonboard-com-buses/bus-timetables-by-area/>). Following a review of the timetables available, and the likely construction worker arrival and departure times, Table 6-1 below presents the most relevant bus services to CCS B and E.

Table 6-1 Bus Services to CCS B and CCS E

Bus Services Relevant to Primary CCS Locations		
Route	Route Description	Notes
Primary CCS B – nearest stop 'The Greyhound' / 'The Crown'		
87, 88, 89	Ipswich – Bramford – Claydon – Needham Market – Stowmarket	First bus leaves Ipswich – 06:30 Last bus from CCS B towards Ipswich – 18:44
113 / 114	Ipswich – Mendlesham – Eye – Diss	First bus leaves Ipswich – 07:40 Last bus from CCS B towards Ipswich – 17:57
Primary CCS E – nearest stop opposite 'The Nursery'		
63, 64, 65	Ipswich – Woodbridge – Aldeburgh	First bus leaves Ipswich – 06:15 Last bus from CCS E towards Ipswich -19:54

62. The nearest bus stop is within walking distance of CCS E, however the nearest bus stop to CCS B is approximately 900m away. Following a review of the requirement to provide an additional bus stop during construction, it has been decided that a temporary bus stop on Bramford Road will not be taken forward, however it is intended that 'The Greyhound' and 'The Crown' bus stops will be included on the minibus collection service in order to transport workers from the bus stop to CCS B.

6.2.2 Mini-bus Service

63. The contractor will provide a minibus collection service that will transport construction workers from pre-arranged points to the CCS locations. The collection points will be determined from the location of local accommodation and will primarily cover Ipswich and Woodbridge, including key destinations such as Ipswich bus and rail stations and key bus stops in proximity to CCSs. The minibus pick up locations will be further developed when details of locations of accommodation of workers are available. Details of these collection points will be provided within Travel Plan Information Packs for all staff. The locations will be reviewed, based on demand, and could result in wider coverage in order to meet demand.
64. In addition, those workers arriving at Primary CCS E will be transported to relevant Secondary CCS's at D, F, G, H and I via minibus using the public road connections. This will reduce the number of vehicle movements travelling to and from Secondary CCS's. Mini-buses will also be allocated to service the substation works.

6.2.3 Cycling

65. The Travel Plan Co-ordinator will encourage cycling as an alternative mode of travel to work by implementing the following initiatives:
- Provide secure cycle parking for construction workers at CCS A, B, C, E and substation compound.
 - Provide secure lockers to allow tools and equipment to remain on-site.
 - Provide up to 20 bikes across CCS A, B, C and E for construction worker use.
 - Provide a communal toolbox, to include puncture repair kit, cycle tools, oil, etc.
 - Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website (<http://www.sustrans.org.uk/ncn/map?lat=52.9399536226057&lng=-2.3247582499999453&zoom=6&route-type=all-routes®ion=England>).
 - Promote implementing a Bicycle Users Group to help encourage non-confident or new cyclists.
 - Investigate the potential for staff to hire bikes on a short term basis for those staying locally.
 - Establish contact with the senior cycling officer of the Local Planning Authorities to ensure that up-to-date information is available regarding cycle routes and other facilities for cyclists in the vicinity of the site.

6.2.4 Car Sharing Scheme

66. The majority of construction workers will work in teams and therefore, if they require temporary accommodation in the area, are likely to reside in the same location. This will naturally lead to car sharing as frequently occurs on any construction project.
67. However, for those who do not benefit from the above circumstances, the Travel Plan Co-ordinator will set up a car sharing scheme / register. Staff will be consulted by the Travel Plan Co-ordinator to allow potential car sharers to register an interest and provide details of their journey to and from work. The Travel Plan Co-ordinator will then identify suitable matches for staff that may be able to share their journeys to and from work.

6.2.5 Car Parking Management

68. Parking for staff, visitors and minibuses will all be contained within the CCSs. The management of car parking associated with the development will be considered alongside other initiatives to make efficient use of the site. This will ensure sufficient space is available for visitors.
69. The demand and supply of the car parking area will also be monitored on a monthly basis. Any additional parking requirements would be identified in advance by prior notification and provision made where possible. Use of the local Park & Ride facilities will be an important measure for controlling worker arrivals to site. Use of these facilities has been discussed with SCC and provision is being discussed for 40 spaces at the London Road facility and 20 spaces at the Martlesham facility. Final details will be approved prior to implementing this solution during construction.
70. To support the Travel Plan, 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.
 - Reallocation of spaces for cycle storage (as required).
 - Provide priority spaces for mini-bus use.

6.2.6 Timing of Worker Movements

71. Timing for worker movements will be managed so as to ensure movements adhere to the parameters assessed in the Environmental Statement and clarified in the Post-Submission Report 1 and Supplementary Environmental Information (SEI) Details of the previous transport assessment and the maximum daily construction worker vehicle movements are provided in Appendix 3 of this Travel Plan. The Cable Installation Method Statement (EA1-CON-R-IBR-021238), provided under a separate cover, provides details of the phasing of cable construction works. The majority of worker movements will take place in the morning, as workers arrive to the CCSs and are then transferred to site, and in the evenings as workers leave site. As such, the transport assessment provided in the SEI included a peak hour assessment which gives details of the maximum

peak hour construction vehicle movements (HGV and construction workers). Peak hours are considered to be 08:00-09:00 and 17:00-18:00, the peak hour movements are presented in Appendix 3.

6.2.7 Sustainable Travel by Port Workers

72. Travel Plan measures relating to movements of port workers associated with the Marshalling and Base Ports are detailed within the relevant Port Travel Plan. A Port Travel Plan has been developed for each of the ports to be utilised: Great Yarmouth and Lowestoft, and are provided under separate cover.

6.3 Summary of Measures

6.3.1 Definite Measures

Table 6-3 Measures to be implemented

Measures to be Implemented	
Sub- Heading	Measure
Travel awareness	Travel Plan Information Pack
	On site facilities
Travel database	Monitoring
Public Transport information	Staff notice boards
	Mini-bus collection
Cycling	Secure cycle parking
	Pool of bicycles for worker use
	Communal toolbox
Car sharing	Set up car share register
Managing worker movements	Shift patterns would be managed so as to adhere to worker movements assessed in the application for the DCO.

6.3.2 Investigative Measures

Table 6-4 Investigative Measures

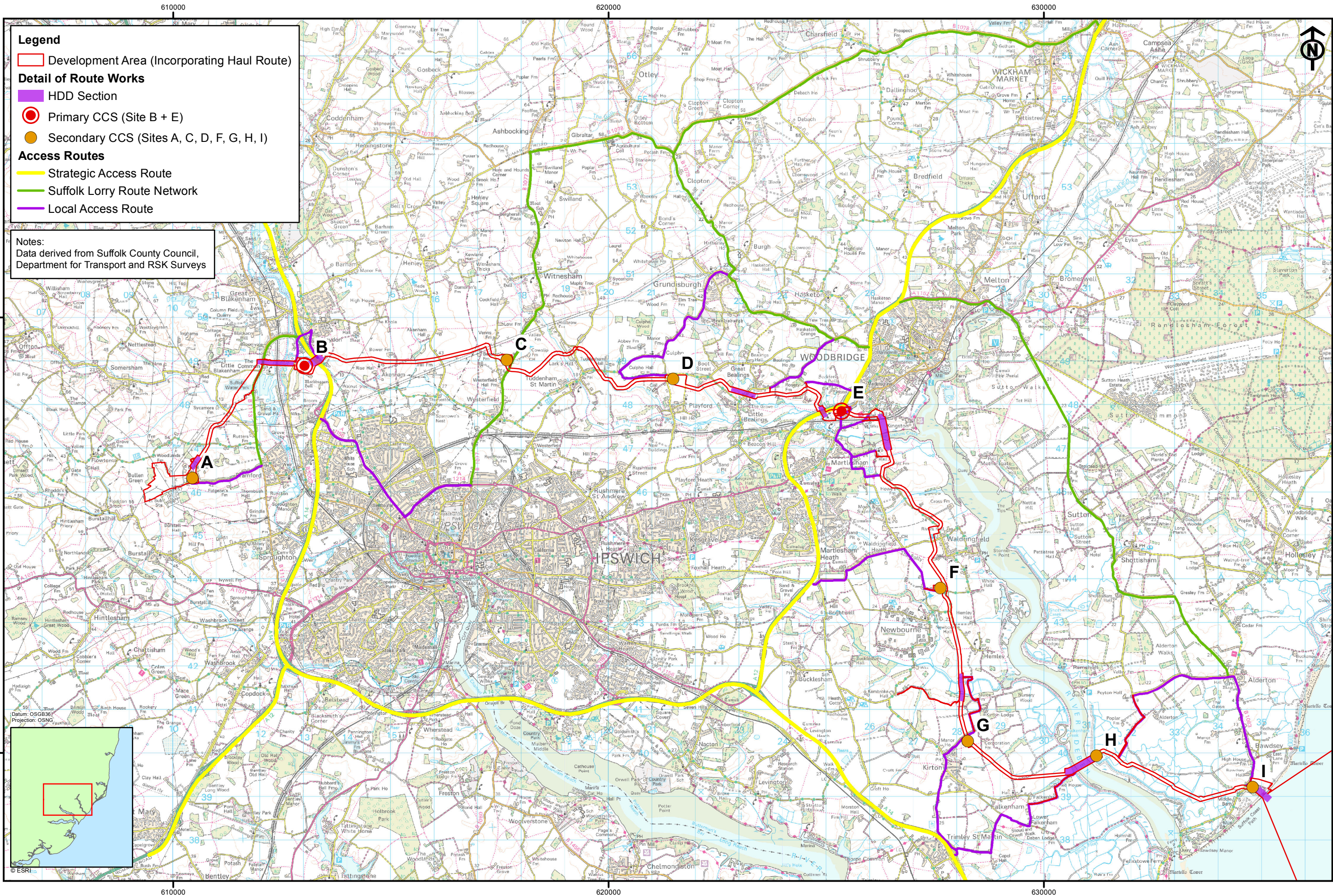
Measures to be Investigated	
Sub- Heading	Measure
Car Parking Management	Level of parking to be reviewed during construction programme
	Reallocate spaces for cycling
Public Transport	Potential for additional or revised mini-bus pick-up points following feedback from monitoring and staff
Cycling	Monitor cycle parking use and increase provision if necessary
	Investigate potential for bike hire for short term staff

7. Monitoring

73. The Travel Plan Co-ordinator will monitor travel on a monthly basis throughout the construction period and will report to the Local Planning Authorities and SCC every three months. The monitoring of the Travel Plan is important for the following reasons:
- It will demonstrate to the Local Planning Authorities that the aims and objectives of the Travel Plan are being achieved
 - It justifies the commitment of the Travel Plan Co-ordinator and of other resources
 - It maintains support for the Travel Plan by reporting successes
 - It identifies any measures that are not working or problems with the approach of the Travel Plan.
74. Surveys and on site records will be used to monitor travel to and from the site. The surveys will be used to monitor the number of staff using the mini-bus service and measure the average car occupancy, while spot checks will identify any deficiencies in cycle parking provision. The results will then be compared with the mode share targets identified in Section 5 of this Travel Plan.
75. On arrival to site each day, workers will be required to sign in. Provision will be made on the sign in sheet for workers to record their mode of transport taken that day. This will provide a large amount of important data for the Travel Plan Co-ordinator to review and evaluate which measures of the Travel Plan are successful and where amendments may need to be made.
76. The Travel Plan Co-ordinator will develop the monitoring programme in conjunction with SCC Highways Authority to ensure that the monitoring procedures are appropriate. The Travel Plan Co-ordinator will maintain a monitoring table of progress to key Travel Plan targets based on the results of the monitoring travel surveys.
77. This Travel Plan is a dynamic, living document that will be updated as required following review of monitoring outputs, to ensure that the aims and objectives represent the up-to-date situation in respect of travel and access. Through monitoring, should it become apparent that the aims of the Travel Plan are not being achieved through the measures identified in this document, then additional measures will be identified, discussed with SCC Highways Authority and implemented where possible.

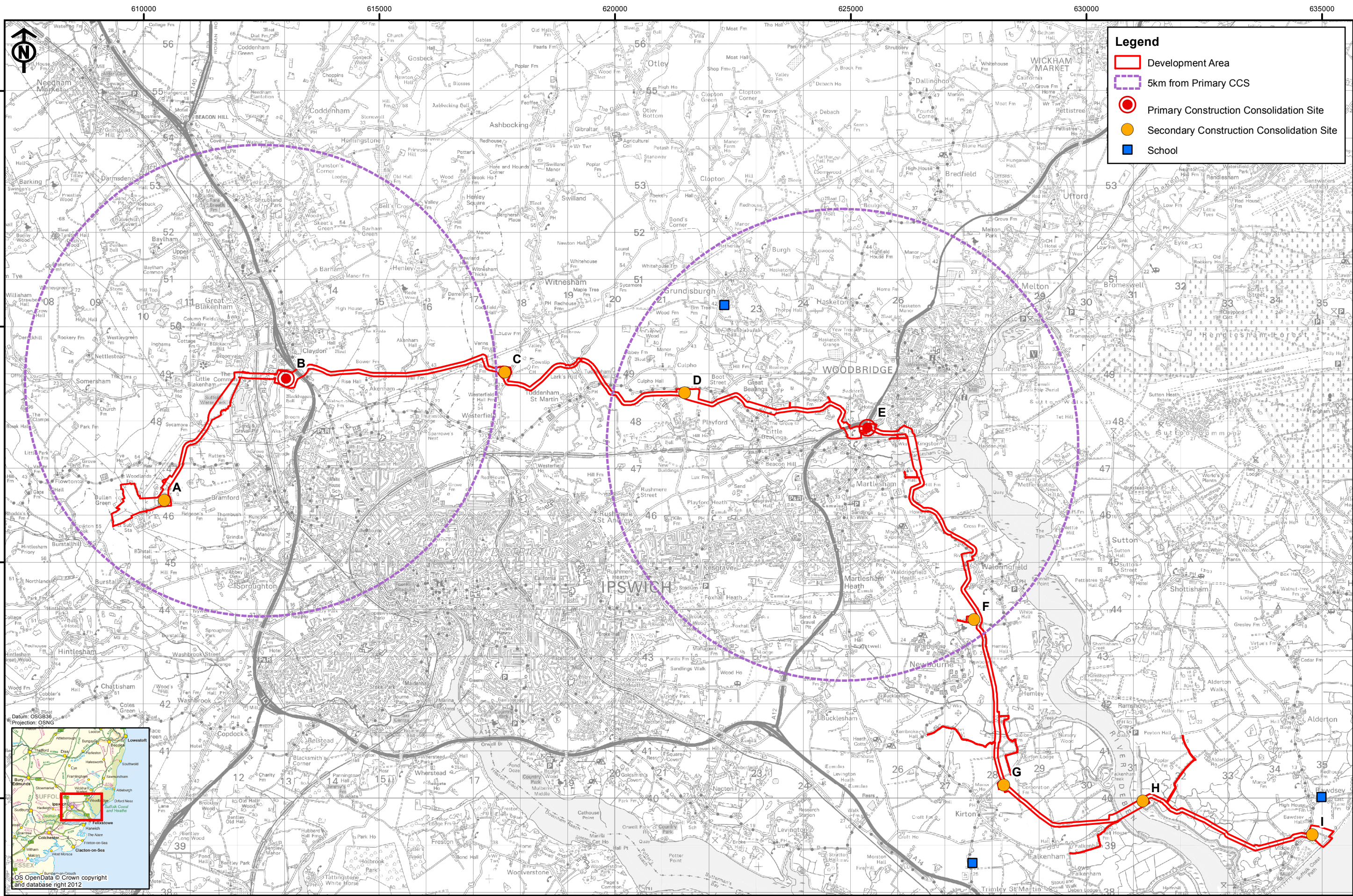
Appendix 1 Construction Access Routes

(Supplementary Environmental Information Figure 2.1 Construction Access Routes)



Appendix 2 Cycle Catchments

(Outline Travel Management Plan Figure 3.02)



VATTENFALL



01	24/03/13	AJ	Key updated
00	21/03/13	LG	First issue
Rev	Date	By	Comment

Original A3
Plot Scale
1:75,000

0 0.95 1.9 km

© Crown copyright. All rights reserved. 2012 Licence number 0100031673.
© East Anglia Offshore Wind Limited 2012

East Anglia ONE Offshore Windfarm

5km Cycle Catchment Area

Drg No	41388-TTRA-3.2
Rev	01
Date	24/04/13
Layout	N/A

Appendix 3
Figure 3.02

Appendix 3 Maximum Construction Vehicle Movements

EA ONE Maximum Construction Vehicle Movements

Location	Maximum Daily All Construction Movements	Maximum Daily HGV Movements	Maximum Peak Hour All Construction Movements (AM/PM)	Maximum Peak Hour HGV Movements (AM /PM)
A14 - junctions 51 to 52	254	113	35 / 47	11
B1113, Bramford	484	126	62 / 92	3
Paper Mill Lane, Bramford	442	388	32 / 37	23
A14 - south of Claydon	857	344	114 / 157	29
A1156, Castle Hill	353	58	49 / 74	0
A14 - south of junction 52	567	286	75 / 99	29
A12 - south west of A14	624	342	81 / 105	34
A14 - east of River Orwell	675	339	90 / 118	34
A14 - east of A12	348	192	44 / 58	15
Trimley Road, Kirto	151	136	5 / 7	0
Ipswich Road, Waldringfield	71	58	4 / 7	0
A12 - between A1214 and A14	1025	603	116 / 153	41
A1214, Kesgrave	538	0	90 / 135	0
B1438, Woodbridge	141	0	24 / 35	0
Top Street, Woodbridge	1,635	734	195 / 274	35
B1083, Sutton	150	134	5 / 8	0
A12 - Woodbridge Bypass	340	311	22 / 27	12
A12 - south of Wickham Market	190	177	16 / 18	12
B1078 - west of Wickham Market	71	58	4 / 7	0
Ipswich Road, Grundisburg	71	58	4 / 7	0
B1077 - north of Westerfield	216	58	26 / 26	0