DOGGER BANK D WIND FARM

Outline Construction Traffic Management Plan

Document Reference No: 8.15
Date: June 2025
Revision: V1

sse Renewables equinor

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Document Title:	**Outline Construction Traffic Management Plan**
Document BIM No.	**PC6250-RHD-XX-ON-RP-EV-0113**
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Prepared For:	**Dogger Bank D Offshore Wind Farm**

Revision No.	Date	Status / Reason for Issue	Author	Checked By	Approved By
V1	22/04/2025	Final	RE	AT / GS	RH

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Glossary

Term	Definition
Additional Mitigation	Measures identified through the EIA process that are required as further action to avoid, prevent, reduce or, if possible, offset likely significant adverse effects to acceptable levels (also known as secondary (foreseeable) mitigation). All additional mitigation measures adopted by the Project are provided in the Commitments Register.
Birkhill Wood Substation	The onshore grid connection point for DBD identified through the Holistic Network Design process. Birkhill Wood Substation which is being developed by National Grid Electricity Transmission and does not form part of the Project.
Commitment	Refers to any embedded mitigation and additional mitigation, enhancement or monitoring measures identified through the EIA process and those identified outside the EIA process such as through stakeholder engagement and design evolution. All commitments adopted by the Project are provided in the Commitments Register.
Design	All of the decisions that shape a development throughout its design and pre-construction, construction / commissioning, operation and, where relevant, decommissioning phases.
Development Consent Order (DCO)	A consent required under Section 37 of the Planning Act 2008 to authorise the development of a Nationally Significant Infrastructure Project, which is granted by the relevant Secretary of State following an application to the Planning Inspectorate.
Effect	An effect is the consequence of an impact when considered in combination with the receptor's sensitivity / value / importance, defined in terms of significance.
Energy Storage and Balancing Infrastructure (ESBI)	A range of technologies such as battery banks to be co-located with the Onshore Converter Station, which provide valuable services to the electrical grid such as storing energy to meet periods of peak demand and improving overall reliability.
Environmental Impact Assessment (EIA)	A process by which certain planned projects must be assessed before a formal decision to proceed can be made. It involves the collection and consideration of environmental information and includes the publication of an Environmental Statement.
Environmental Statement (ES)	A document reporting the findings of the EIA which describes the measures proposed to mitigate any likely significant effects.
Evidence Plan Process (EPP)	A voluntary consultation process with technical stakeholders which includes a Steering Group and Expert Topic Group (ETG) meetings to encourage upfront agreement on the nature, volume and range of supporting evidence required to inform the EIA and HRA process.

Term	Definition
Expert Topic Group (ETG)	A forum for targeted technical engagement with relevant stakeholders through the EPP.
Grid Connection	The offshore and onshore electricity transmission network connection to Birkhill Wood Substation.
Heavy Goods Vehicles (HGV)	Heavy Goods Vehicles (HGV) is the term for a commercial vehicle with a gross vehicle weight over 3.5 tonnes. Typically, on a construction project this would entail the use of tippers, articulated lorries and concrete mixer trucks. The terms HV and HGV can be used interchangeably.
Impact	A change resulting from an activity associated with the Project, defined in terms of magnitude.
Jointing Bays	Underground structures constructed at regular intervals along the onshore export cable corridor to facilitate the joining of discrete lengths of the installation of cables.
Landfall	The area on the coastline, south-east of Skipsea, at which the offshore export cables are brought ashore, connecting to the onshore export cables at the transition joint bay above Mean High Water Springs.
Light Vehicle (LV)	The range of vehicles that would be used by construction employees, i.e. cars, vans, pick-ups, minibuses, etc.
Mitigation	Any action or process designed to avoid, prevent, reduce or, if possible, offset potentially significant adverse effects of a development. All mitigation measures adopted by the Project are provided in the Commitments Register.
Monitoring	Measures to ensure the systematic and ongoing collection, analysis and evaluation of data related to the implementation and performance of a development. Monitoring can be undertaken to monitor conditions in the future to verify any environmental effects identified by the EIA, the effectiveness of mitigation or enhancement measures or ensure remedial action are taken should adverse effects above a set threshold occur. All monitoring measures adopted by the Project are provided in the Commitments Register.
Onshore Converter Station (OCS)	A compound containing electrical equipment required to stabilise and convert electricity generated by the wind turbines and transmitted by the export cables into a more suitable voltage for grid connection into Birkhill Wood Substation.
Onshore Converter Station (OCS) Zone	The area within which the Onshore Converter Station and Energy Storage and Balancing Infrastructure will be located in vicinity of Birkhill Wood Substation.

Term	Definition
Onshore Development Area	The area in which all onshore infrastructure associated with the Project will be located, including any temporary works area required during construction and permanent land required for mitigation and enhancement areas, which extends landward of Mean Low Water Springs. There is an overlap with the Offshore Development Area in the intertidal zone.
Onshore Export Cable Corridor (ECC)	The area within which the onshore export cables will be located, extending from the landfall to the Onshore Converter Station zone and onwards to Birkhill Wood Substation.
Onshore Export Cables	Cables which bring electricity from the transition joint bay at landfall to the Onshore Converter Station zone (HVDC cables) and from the Onshore Converter Station zone onwards to Birkhill Wood Substation (HVAC cables).
Principal Contractor(s)	Contractor(s) appointed by the Undertaker to plan, manage, monitor and coordinate the construction of the Project. The Principal Contractor may oversee several subcontractors within their supply chain.
Project Design Envelope	A range of design parameters defined where appropriate to enable the identification and assessment of likely significant effects arising from a project's worst-case scenario. The Project Design Envelope incorporates flexibility and addresses uncertainty in the DCO application and will be further refined during the EIA process.
Scoping Opinion	A written opinion issued by the Planning Inspectorate on behalf of the Secretary of State regarding the scope and level of detail of the information to be provided in the Applicant's Environmental Statement. The Scoping Opinion for the Project was adopted by the Secretary of State on 02 August 2024.
Scoping Report	A request by the Applicant made to the Planning Inspectorate for a Scoping Opinion on behalf of the Secretary of State. The Scoping Report for the Project was submitted to the Secretary of State on 24 June 2024.
Study Areas	A geographical area and / or temporal limit defined for each EIA topic to identify sensitive receptors and assess the relevant likely significant effects.
The Applicant	SSE Renewables and Equinor acting through 'Doggerbank Offshore Wind Farm Project 4 Projco Limited'.
The Project	Dogger Bank D Offshore Wind Farm Project, also referred to as DBD in this PEIR.
The Undertaker	Doggerbank Offshore Wind Farm Project 4 Projco Limited.
Traffic and Transport Study Area	Area where potential impacts from the Project could occur, as defined for the traffic and transport EIA topic.

Term	Definition
Transition Joint Bay (TJB)	An underground structure at the landfall that houses the joints between the offshore and onshore export cables.
Trenching	Open cut method for cable or duct installation.
Trenchless Techniques	Trenchless cable or duct installation methods used to bring offshore export cables ashore at landfall, facilitate crossing major onshore obstacles such as roads, railways and watercourses and where trenching may not be suitable. Trenchless techniques included in the Project Design Envelope include Horizontal Directional Drilling (HDD), auger boring, micro-tunnelling, pipe jacking / ramming and Direct Pipe.
Vehicle (HV / HGV Traffic) Trips	A vehicle movement (i.e. the arrival or departure from site) for the transfer of employees or delivery of goods. The terms 'trip' and 'movement' are interchangeable.

1 Introduction

1.1 Overview of the Project

1. SSE Renewables and Equinor acting through 'Doggerbank Offshore Wind Farm Project 4 Projco Limited' (hereafter 'the Applicant') is seeking a Development Consent Order (DCO) for the Dogger Bank D Offshore Wind Farm (hereafter 'the Project' or 'DBD').

2. This Outline Construction Traffic Management Plan (CTMP) has been prepared to support all onshore construction activities in relation to the onshore elements of the Project landward of Mean Low Water Springs (MLWS). These works include but are not limited to:

   - Pre-construction surveys and activities across the Onshore Development Area;
   - Installation of accesses, temporary haul roads, construction compounds and other temporary infrastructure such as culverts and drainage across the Onshore Development Area;
   - Landfall trenchless duct installation and pull-in of export cables and jointing at the transition joint bay (TJB);
   - Construction of the TJB, jointing bays and associated link boxes at the landfall and along the onshore export cable corridor (ECC);
   - Installation of cable ducts along the onshore ECC from the landfall to the Onshore Converter Station (OCS) zone and onwards to the grid connection point at Birkhill Wood Substation and pull-in of export cables at jointing bay locations;
   - Construction of the OCS and Energy Storage and Balancing Infrastructure (ESBI) within the OCS zone; and
   - Reinstatement of temporary land across the Onshore Development Area.

3. A full project description is given in the Preliminary Environmental Information Report (PEIR), **Volume 1, Chapter 4 Project Description.**

4. At PEIR stage, two OCS zones (i.e. Zone 4 and Zone 8) and associated onshore ECC routeing to the OCS zone and onwards to Birkhill Wood Substation (i.e. northern and southern corridor sections) remain under consideration in the Project Design Envelope. Both development scenarios have been assessed in **Volume 1, Chapter 26 Traffic and Transport** of the PEIR; however, only one option will be developed. Unless explicitly specified, the measures and controls contained in this Outline CTMP will apply to both OCS zones.

1.2 Purpose of the Outline Construction Traffic Management Plan

5. **Volume 1, Chapter 26 Traffic and Transport** of the PEIR contains an assessment of the potential effects related to the traffic and transport activities and associated mitigation measures for the construction, operation and maintenance (O&M) and decommissioning phases of the Project. Following statutory consultation, the assessment will be updated and refined in the Traffic and Transport Environmental Statement (ES) chapter to be submitted with the DCO application.

6. This Outline CTMP has been developed as a preliminary draft alongside the preliminary Environmental Impact Assessment (EIA) undertaken in the PEIR and provided for statutory consultation. This Outline CTMP will be updated to incorporate stakeholder feedback from the statutory consultation and further developed post-PEIR to reflect the outcomes of the ongoing EIA process and design refinements. An updated Outline CTMP will be included as part of the DCO application.

7. The Outline CTMP contains control measures and monitoring procedures for managing the potential traffic and transport effects from construction activities associated with the onshore elements of the Project. The objective of the Outline CTMP is to define a strategy to ensure that the construction traffic parameters (e.g. traffic numbers and routes) assessed within the ES are managed and not exceeded.

1.3 Structure of the Outline Construction Traffic Management Plan

8. The Outline CTMP is set out as follows:

- **Section 2** defines potential measures to manage HGV demand;
- **Section 3** defines potential measures to manage employee traffic demand;
- **Section 4** sets out access and traffic management proposals; and
- **Section 5** sets out how the Outline CTMP will be monitored and provides an action plan for its implementation.

1.4 Commitments

9. Through the ongoing EIA process, project design and stakeholder engagement, measures have been identified that will be implemented during the Project's onshore construction to avoid, prevent, reduce or, if possible, offset potentially significant adverse environmental effects. These measures are fully detailed in **Volume 2, Appendix 6.3 Commitments Register** of the PEIR.

10. The Commitments Register identifies how each environmental measure will be legally secured, such as through supporting management plans and DCO requirements. **Plate 1-1** provides an indicative illustration of the framework of management plans for the Project's onshore elements.

11. The provision of a CTMP in accordance with this Outline CTMP post-consent and prior to the commencement of the relevant stage of onshore construction works is identified as Commitment ID CO73 in the Commitments Register.

12. Where applicable, the Outline CTMP identifies measures from the Commitments Register by their Commitment ID, which is a unique identification number.

1.5 Implementation of the Outline Construction Traffic Management Plan

13. As stated in **Section 1.2,** this draft version of the Outline CTMP will be updated following statutory consultation and submitted as part of the DCO application. The Outline CTMP and CTMP will also serve as a securing mechanism for the traffic control measures therein.

14. The Outline CTMP, as approved, will be certified by the Secretary of State, and following granting of the DCO, the CTMP be developed post-consent in accordance with the certified Outline CTMP. The certified Outline CTMP will be provided to the Principal Contractor(s) for inclusion in the relevant contracts for the Project's onshore construction works.

15. The Project's onshore construction may adopt a staged approach to the approval of DCO requirements, allowing requirements to be approved in part by stage of works or in whole.

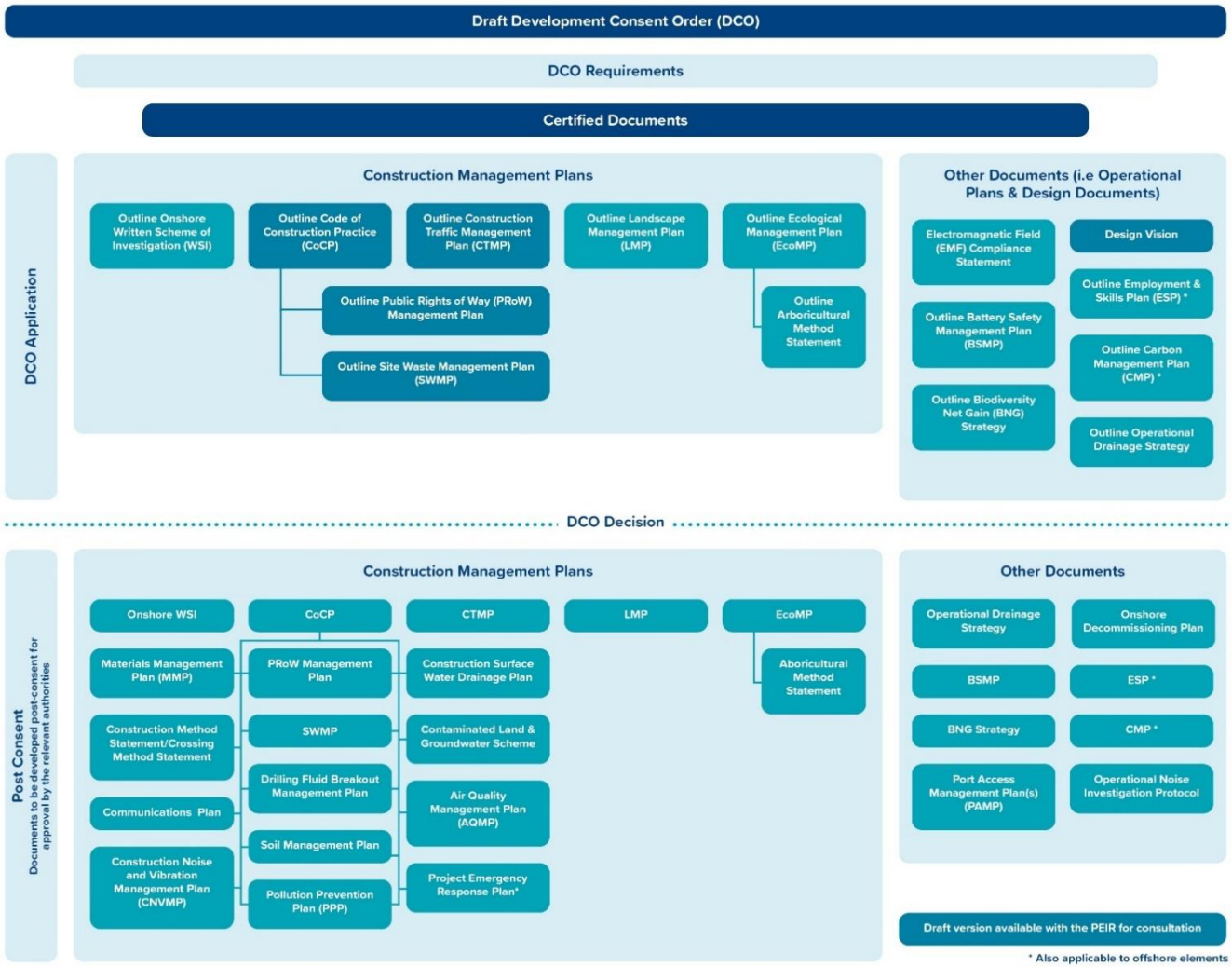
16. Prior to the commencement of the relevant stage of onshore construction works, a stage-specific CTMP will be developed and submitted for approval by ERYC and in consultation with relevant stakeholders (e.g Hull City Council and National Highways) (collectively referred to as the "relevant highway authorities").

17. The CTMP will set the standards and procedures that will be adopted by the appointed Principal Contractor(s), including:

    - Measures to control, monitor and enforce the numbers and routeing of Heavy Goods Vehicle (HGV) movement during construction and localised road improvements that are necessary to ensure the safe passage of HGV traffic via the public highway network;
    - Details on the location and design of construction and operational accesses, such as the frontage, general layout and visibility;

- Detail on how construction employee traffic will be managed and measures to encourage sustainable alternative modes of travel including but not limited to single occupancy car trips during construction;
- Measures to manage peak construction traffic flows and reduce the associated construction traffic noise and vehicle emissions;
- Measures to ensure early and ongoing information provision to road users and emergency and healthcare services with regard to any temporary road or lane closures and diversions; and
- Details on any site-specific additional mitigation measures required to avoid significant effects identified due to construction traffic.

Plate 1-1 Indicative Hierarchy of Management Plans for the Project's Onshore Elements



1.6 Governance of the Construction Traffic Management Plan

18. Prior to the commencement of the relevant stage of onshore construction works, a Traffic Management Coordinator(s) (TMCo) will be appointed by the Principal Contractor(s). Their key responsibilities will include:

- Managing the implementation of the approved CTMP during construction;
- Collating monitoring data and preparing a monitoring report (as outlined in **Section 5**);
- Acting as a point of contact for the local community with respect to construction traffic queries and complaints in conjunction with the Undertaker's appointed Community Liaison Officer(s) (CLO);
- Regular liaison and reporting to the Undertaker;
- Sharing information with emergency and healthcare services, e.g. dates of any road closures, abnormal load movements, etc;
- Supporting the Undertaker with highway stakeholder engagement; and
- Acting as a point of contact for construction workers and subcontractor(s).

19. It is likely that there will be a number of Principal Contractor(s) working concurrently on discrete sections of work (e.g. landfall, cable duct installation along onshore ECC, OCS). Each Principal Contractor(s) will be required to appoint its own TMCo, and in this case, the Undertaker will appoint a representative to liaise with the TMCo to ensure that cumulative traffic impacts from all contracts would not exceed the Outline CTMP parameters and that mitigation and control measures are applied consistently.

20. The TMCo will also be assisted in their role by the CLO. The Undertaker's designated CLO will be responsible for the overall management of the local community liaison framework and serve as the first contact for enquiries and / or complaints received. Local communities will be advised of the likely timetable of works through the CLO. Further details will be provided in a Communications Plan which will be provided as part of the Code of Construction Practice (CoCP). A CoCP is required as set out under Commitment ID CO80 (see **Volume 2, Appendix 6.3 Commitments Register**).

21. To ensure clarity of the responsibilities of the Outline CTMP, its governance structure is set out in **Plate 1-2**.

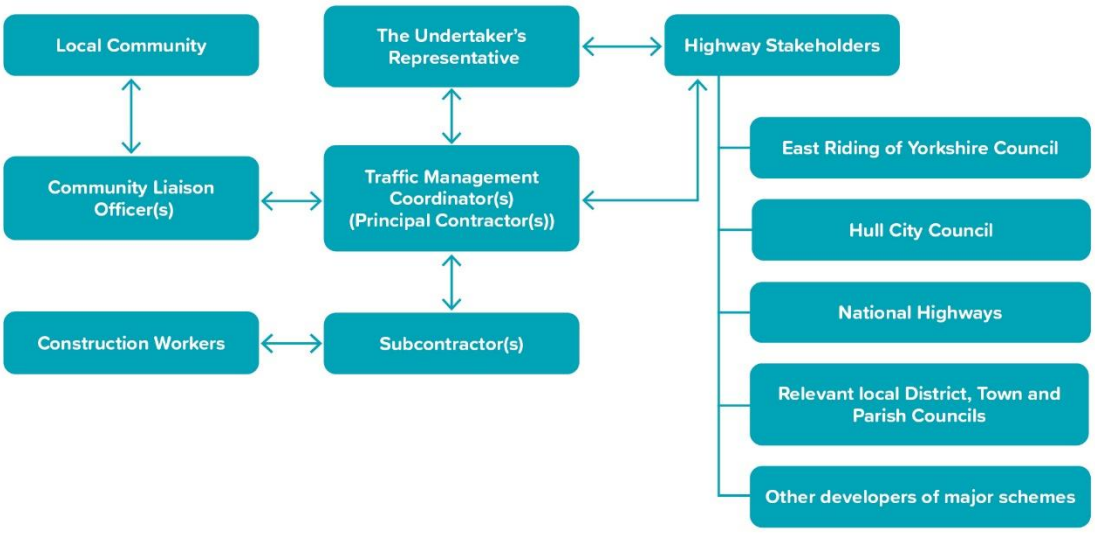


Plate 1-2 Indicative Construction Traffic Management Plan Governance Structure

22. Full details of the responsibilities of the TMCo and CLO and associated timescales are provided in **Section 5.5**.

23. Contact details for the TMCo and CLO will be included in the stage-specific CTMP submitted to the relevant highway authorities prior to the commencement of the relevant stage of construction works.

2 Control of HGV Trips

2.1 Introduction

24. The section outlines traffic management measures that will be implemented by the Principal Contractor(s) to control HGV trips during the construction phase. Compliance with these measures, where relevant to the works being undertaken, will be demonstrated in the CTMP.

2.2 HGV Traffic Generation

25. **Volume 1, Chapter 26 Traffic and Transport** sets out preliminary forecasts for the number of peak and average daily construction HGV trips for all identified links within the Traffic and Transport Study Area for the Project.

26. The Outline CTMP submitted with the DCO application will include an annex with details of the assessed number of HGV per link and therefore the maximum allowable traffic demand.

2.3 HGV Numbers

27. To ensure compliance with the realistic worst-case scenario for HGV trips assessed in the EIA, a booking system for deliveries will be established by the TMCo. The booking system will enable a daily profile of deliveries to be maintained and allow the TMCo to ensure that the required deliveries are forecasted and planned.

28. To provide the relevant highway authorities with an indication of when peak deliveries may occur within the construction programme, the CTMP will also be updated to include indicative profiles for monthly deliveries per link for the construction duration.

2.4 HGV Timings

29. Onshore construction works for the Project must be undertaken in accordance with the working hours as identified in **Table 2-1**.

Table 2-1 Commitment Relevant to Working Hours

Commitment ID	Proposed Commitment	How Commitment Will Be Secured
CO69	Core working hours for onshore construction activities will be 07:00 to 19:00 Monday to Saturday. Outside of these hours, including Sunday and bank holidays, no construction activities will be undertaken apart from in the following circumstances: • Where extended and continuous periods (up to 24 hours a day, seven days a week) of working are required such as trenchless installation works, concrete pouring and cable pull-in and jointing operations; • Deliveries of abnormal indivisible loads that may otherwise cause congestions on the public highway network; • Testing and commissioning of installed onshore electrical infrastructure; • Daily start-ups and shut-downs, limited to site inspections, housekeeping, briefings, toolbox talks and safety checks; • Emergency works; and • Works as otherwise agreed in writing with the relevant local authority. Vehicle movements on the public highway network and employees' arrival and departure to/from site may occur outside of the core working hours	DCO Requirement - Onshore Construction Hours

30. With the exception of the construction activities outlined in **Table 2-1**, HGV construction traffic movements will not be permitted to arrive or depart site accesses outside of the core working hours (07:00 to 19:00 Monday to Saturday).

31. Any HGV which are projected to arrive on site outside of core working hours will be required to park at an appropriate lorry park, services and other designated overnight parking locations until they can complete their journey within appropriate restrictions. These locations will be agreed with the relevant highway authorities prior to the commencement of the relevant stage of construction works and will be communicated to drivers within their delivery instructions (outlined within **Section 2.4**).

2.5 Control of HGV Routes

32. The proposed routes identified at PEIR stage to be used by HGV have been carefully selected to minimise effects upon sensitive receptors and are shown on **Figure 1**. These routes will be updated and confirmed at ES stage in the updated Outline CTMP submitted with the DCO application.

33. **Table 2-2** outlines commitments relevant to HGV routeing and access.

Table 2-2 Commitments Relevant to HGV Routeing and Access

Commitment ID	Proposed Commitment
CO75	Routeing of construction Heavy Goods Vehicles (HGV) and employee traffic will be directed to and managed at temporary construction compounds where possible to reduce vehicle movements on the public highway network. Onwards travel to the works site will be via the installed temporary haul roads to reduce the number of access points required and construction vehicle movements along the public highway network.
CO76	Temporary construction compounds will utilise the most suitable roads as access points and be located close to main A roads and away from population centres where practicable to minimise impacts on local communities.
CO111	The Project's Heavy Good Vehicles (HGV) construction traffic accessing the site via construction accesses AP2 and AP3 will not be routed from the south via Atwick and Hornsea.

34. The following measures are proposed to ensure compliance with the HGV delivery routes:

- Direction signing (including any proposed temporary diversion signage) will be implemented to direct construction traffic to the respective accesses along the assessed delivery routes (the location and design of these signs will be agreed with the relevant highway authorities prior to the commencement of the relevant stage of construction works);
- The delivery routes, prohibited routes and delivery timings will be communicated by the TMCo through the issuing of delivery instructions to all companies and / or drivers involved in the transport of materials and plant to and from site by HGV construction vehicles;
- The registration numbers for all HGV making deliveries will be recorded by the TMCo. This will allow for checking and enforcement of any reported breaches of the agreed delivery routes;

- It will be a requirement where vehicle tracking is fitted to vehicles, the systems are operational and that suppliers / drivers make tracking data available to the TMCo. Vehicle tracking will allow the TMCo to investigate any breaches; and
- An 'identifier' will be required to be placed in the window of all delivery vehicles which are to transport bulk deliveries (e.g. stone) to enable residents to identify if an HGV is engaged on work on the Project. It is not appropriate to provide vehicle identifiers for the local supply chain that may undertake multidrop deliveries to other businesses in the area. Details of the identifier will be submitted to, and approved by, the relevant highway authorities as part of the CTMP.

Figure 1 HGV Routes

2.6 Driver Inductions

35. All HGV drivers for the Project will undergo formal induction during which a clear set of responsibilities will be established that all drivers must follow. A draft of the indicative content for such inductions is outlined below:

- Timings;
- Briefing of the approved HGV routes;
- Highway safety concerns;
- Adherence to speed limits;
- Details of reporting accidents and 'near misses';
- A plan showing the delivery routes and the location of the site access;
- Details of appropriate lorry park, services and other designated overnight parking locations where drivers are permitted to stop;
- Details of restrictions on delivery hours (set out in **Section 2.4**); and
- Details of disciplinary measures for non-compliance (set out in **Section 5.4**).

36. Compliance with the agreed HGV delivery routes will be subject to monitoring and enforcement measures set out in **Section 5**.

2.7 Abnormal Loads

2.7.1 Special Order Abnormal Loads

37. **Volume 1, Chapter 26 Traffic and Transport** identifies that the construction of the OCS and ESBI will require the delivery of large electrical plant items such as transformers. Each transformer delivery would be classified as a Special Order Abnormal Indivisible Load (AIL) delivery due to the size of the vehicle required.

38. The movement and deliveries of Special Order AIL would be outside of the restrictions (routes and times) contained within this Outline CTMP and will be subject to separate agreement with the relevant highway authorities and police through the Electronic Service Delivery for Abnormal Loads (ESDAL) system.

2.7.2 Non-Special Order Abnormal Loads

39. There will also be a potential requirement for Non-Special Order abnormal load movements related to the delivery of cable drums and construction plant and equipment. However, these abnormal load deliveries would not be classified as Special Orders.

40. The final size of cable drums has not been determined at this stage and will be subject to further detailed design and procurement decisions post-consent. It is therefore proposed that the Principal Contractor(s) will consult with the relevant highway authorities prior to the movement of the load, in regard to routes to be used and size of vehicles.

41. The movement of the Non-Special Order abnormal loads would be subject to the same delivery route restrictions as HGV (outlined in **Section 2.5**). However, the timing of movements may be outside the core working hours (outlined in **Section 2.4**) and subject to separate agreement with the relevant highway authorities and police through the ESDAL system.

42. Prior to the movement of any AIL or abnormal loads, the TMCo will ensure that stakeholders are notified through ESDAL and agree with the relevant highway authorities, police and Network Rail (where applicable) suitable timings, routes and asset protection measures appropriate to the type of load.

3 Control of Employee Trips

3.1 Introduction

43. The section outlines traffic management measures that will be implemented by the Principal Contractor(s) to control employee trips during the construction phase. Compliance with these measures, where relevant to the works being undertaken, will be demonstrated in the CTMP.

44. **Volume 1, Chapter 26 Traffic and Transport** assesses a precautionary worst-case scenario of all employees travelling by car on their own (i.e. single-occupancy LV trips). No allowance for employees to car-share or use other sustainable modes of transport was applied to the assessment.

45. Employee vehicle trips are expressed as light vehicles (LV) trips. The term LV is a collective term used to describe the range of vehicle types that could be used by construction employees (e.g. cars, vans, pick-ups, minibuses, etc).

46. However, it should be noted that the LV numbers do not include trips that would be irregular or unscheduled and therefore not easy to forecast or estimate between the site accesses (e.g. site supervision) or off-peak deliveries / servicing to site (e.g. small plant deliveries, office cleaning) as these are considered incidental and unlikely to lead to significant effects.

47. Potential measures which could be applied to secure the adoption of more sustainable travel options (compared to single occupancy LV trips) are presented below.

3.2 LV Vehicle Numbers

48. To ensure compliance with any limits on LV trips along identified sensitive links, the TMCo will create a resource forecast of the number of employees that could be travelling to the Project's construction sites. This resource forecast will help the TMCo take proactive measures to prevent exceedances. The forecast will be regularly reviewed and updated throughout the construction phase to ensure continued compliance.

49. Where potential exceedances are identified, the TMCo will need to either:

- Reschedule activities to reduce the overlap or intensity of trips; or
- Implement 'enhanced travel planning' measures, e.g. car-sharing, private multi-occupancy vehicle transport.

50. **Table 3-1** outlines a range of best practice measures that could be adopted to encourage a reduction in the quantity of single occupancy vehicle trips and to create a shift towards more sustainable transport modes. These types of measures would also form the basis for enhanced travel planning, if necessary.

Table 3-1 Personnel Travel Plan Measures

Measure	Rationale
Identify car-share, pickup locations	The TMCo will identify and group employees who are in nearby accommodation and explore opportunities for car-sharing including the assignment of crew vans and designated drivers. It is anticipated that the Principal Contractor(s) would promote car-sharing among employees and suppliers and provide assistance where needed. This may include offering minibuses to transport staff between accommodation, temporary construction compounds, and work areas.
Drivers required to park within designated areas	All drivers will be required to park within designated areas with non-compliance subject to enforcement action as set out in **Section 5.4**.
Walking / cycling facilities	It is recognised that the transient nature of the construction workforce will reduce the potential opportunities for walking and cycling. However, the TMCo will encourage employees to walk and cycle by providing changing facilities and secure cycle parking. The level of cycle parking requirements will be established by the TMCo based upon personnel origins and kept under review throughout construction.
Guaranteed lift home	A guaranteed lift home service will be provided to personnel who car-share, ensuring they can get home in an emergency.

Measure	Rationale
Staff communications	Staff notice boards will be provided in communal areas or through digital platforms. These will include information on car-sharing options, on-site parking requirements, the guaranteed lift home service, and local walking and cycling routes. It will also provide details on the locations of cycle parking and shops in the area, as well as public transport information such as bus stops, destinations, and timetables, local rail stations, including routes and destinations served (where available) and local taxi numbers.
Welfare facilities	Welfare facilities will be available where workers can store, prepare and eat lunch which will minimise the need for employees to drive off site during the workday.
Supporting the local economy	It is likely that a large number of staff would be locally based and there will be an emphasis on using locally sourced support services. Local traffic will be directed to the works from various locations within the Traffic and Transport Study Area, and overall, this will not impact baseline conditions, as the majority of these trips are already an established part of the local economy.

3.3 LV Timings

51. Onshore construction works for the Project must be undertaken in accordance with the working hours commitment as identified in **Table 2-1.**

52. The assessment of driver delay (capacity) presented within **Volume 1, Chapter 26 Traffic and Transport** is predicated on industry experience, which indicates that most of the construction workforce would arrive before the morning network peak (07:30 to 09:00) and leave after the evening peak (after 18:00).

53. The TMCo will encourage staff to arrive before 07:30 and depart after 18:00 in the evening. However, some employees may work shorter hours or make trips outside of these core working hours. To minimise any adverse effect upon capacity, the TMCo will limit these movements to no more than 25% of the peak daily LV demand.

54. Should the Undertaker wish to change the profile of traffic during the network peak hours, full consultation would be undertaken with the relevant highway authorities prior to submission of the CTMP post-consent.

3.4 LV Routeing

55. In consultation with the relevant highway authorities, certain routes may be designated for restricted use by LV associated with the Project. To support any future enforcement measures, these routes will be categorised as follows:

    - Black routes: No construction traffic from the Project permitted. Any violations will be subject to the formal enforcement measures set out in **Section 5**; and

- Red routes: Employees will be advised not to use these routes. any violations will be subject to review and may result in an informal warning if necessary.

56. Exemptions to the route restrictions are:

- Activities which provide an economic benefit to the local area, e.g. food retail shops (red routes only);
- Emergency trips through the restricted area;
- Employees travelling from a point of residence within the restricted area; and
- Service suppliers with a business origin within the restricted area.

4 Traffic Management

4.1 Introduction

57. This section sets out the standards and procedures for managing the interaction between construction traffic, existing highway users and local communities. Compliance with these measures, where relevant to the works being undertaken, will be demonstrated in the CTMP.

4.2 Control of Material on the Highway

58. To prevent debris and other material being deposited on the public highway the Principal Contractor(s) will implement a series of site-specific measures. Prior to the commencement of the relevant stage of construction works, the details of the measures that will be used for each access will be submitted to and agreed with the relevant highway authorities as part of the CTMP.

59. It is envisaged that, as a minimum, measures would include the following:

- All accesses and crossings will be provided with a bound surface (e.g. asphalt / concrete) to prevent mud and dirt being tracked onto the highway;
- Regular inspections of the public highway in the vicinity of the active site accesses to ensure cleanliness; and
- Road sweepers will be deployed to clear any debris and other material from the public highway.

4.2.1 Accesses and Road Crossings

60. A preliminary suite of construction accesses and road crossing concept designs have been developed for the Project, including concept designs of OCS Zone 4 and 8 construction / operational accesses and are detailed within **Section 26.1.6** of **Volume 2, Appendix 26.2 Transport Assessment** of the PEIR.

61. It is proposed that the Outline CTMP submitted with the DCO application will include the OCS zone access concept designs and a full suite of individual construction accesses and road crossing designs.

62. It is proposed that these construction access and crossing designs will be refined post-consent and included in the CTMP for the relevant stage of construction works.

63. Prior to the commencement of the relevant stage of construction works, the technical approvals for the construction access and crossing designs specific to the works will be submitted to and agreed with East Riding of Yorkshire Council (ERYC).

64. The technical approval process will include submission of finalised drawings, showing full details of construction access and crossing designs, including drainage, lighting, signing, and standard construction details.

65. The technical approval documentation will also include a Stage 1 and 2 Road Safety Audit (RSA) undertaken by an independent RSA team and a Road Safety Audit Response Report (on behalf of the designers).

66. In addition to any powers set out in the draft DCO, relevant powers under the Road Traffic Regulation Act 1984 will be sought to implement any temporary speed limit changes required.

67. The majority of accesses and crossings identified for construction are temporary and, following completion of construction works, will be reinstated to their former state unless otherwise agreed with ERYC and the relevant landowner. The exception to this would be the access(es) to the OCS zone which will remain permanently in-situ for O&M purposes.

68. To construct each of the construction accesses and crossings, temporary traffic management will be implemented to maintain highway safety and ensure minimal delays to existing road users. Prior to the commencement of the relevant stage of construction works, details of traffic management at accesses and crossings will be developed by the TMCo in liaison with ERYC and included in the CTMP.

69. **Table 4-1** outlines the commitment relevant to accesses and road crossings.

Table 4-1 Commitment Relevant to Accesses and Road Crossings

Commitment ID	Proposed Commitment
CO72	Temporary access points off the public highway will be installed to facilitate vehicular access from the road to temporary works areas for construction. The access points will be constructed prior to the main construction activities for each stage of construction works and in accordance with the principles established in the Outline Construction Traffic Management Plan (CTMP).

4.3 Access Management Measures

70. **Section 26.7.1.7** of **Volume 1, Chapter 26 Traffic and Transport** assesses the effect of increases in construction traffic upon driver delay - highway geometry.

71. The assessment for PEIR identified 11 links within the Traffic and Transport Study Area of constrained width which will prevent two vehicles from passing, potentially affecting driver delay.

72. **Section 26.7.1.7** of **Volume 1, Chapter 26 Traffic and Transport** sets out a range of mitigation measures that could be adopted including:

- Timed arrivals and departures of HGV to / from access points;
- Traffic lights to manage the flow of vehicles;
- Road / junction widening;
- Extending existing passing places;
- Providing new and / or formalising existing informal passing places; or
- Using mobile traffic management, such as:
  - An escort vehicle to guide HGV along roads and past oncoming traffic;
  - 'Stop-works' signage to hold traffic back (for up to two minutes in any 15 minutes) whilst HGV travel along routes; or
  - 'Temporary obstruction' signage to hold traffic (for up to 15 minutes with a subsequent gap of at least one hour) whilst HGV travel along routes.

73. It is proposed that prior to the commencement of the relevant stage of construction works, the TMCo will formalise and agree the measures to be adopted for each road. The access management measures will be agreed in liaison with ERYC and detailed within the CTMP.

74. Should road / junction widening or new / improved passing places be required, they would be contained within the public highway and the technical approvals for the designs will be submitted to and agreed with ERYC under Section 62 or 278 of the Highways Act 1980.

75. The technical approval documentation would also include a Stage 1 Road Safety Audit and a Road Safety Audit Response Report (on behalf of the designers) to be provided within the CTMP post-consent.

76. All road / junction widenings are proposed to be temporary and, following completion of construction, will be reinstated to their former state unless otherwise agreed with ERYC.

4.4 Cable Crossings

77. **Table 4-2** identifies commitments relevant to where construction activities along the onshore ECC require crossing of roads.

Table 4-2 Commitments Relevant to Cable Crossings

Commitment ID	Proposed Commitment
CO77	To avoid disruption to transport users of road and rail infrastructure from the installation of cable ducts during construction, trenchless installation techniques will be used for all A and B roads, the Hull-Scarborough railway line and the following local roads: Dunnington Lane, Grange Road, Frodingham Road, Hempholme Lane, Scorborough Lane, Leconfield Road, Finchcroft Lane, Little Weighton Road, Walkington Heads and Risby Lane.
CO78	Temporary road diversions will be established to provide safe and available access during onshore export cable construction works. Public road diversions will be undertaken through agreed routes via the public highway network and existing private tracks, and where required, constructed temporary access tracks within the Onshore Development Area.

78. **Volume 1, Chapter 26 Traffic and Transport** outlines that installation of cable ducts within the onshore ECC will require the use of open cut trenching techniques at six minor public roads crossings. All other roads are proposed be crossed using trenchless installation techniques (as described in **Table 4-2**). The location of all roads to be crossed by the Project's onshore export cable construction works and the proposed crossing type (i.e. open cut trenching or trenchless installation techniques) are shown on **Figure 26-3** of **Volume 1, Chapter 26 Traffic and Transport** and detailed in **Volume 2, Appendix 4.3 Crossing Schedule – Onshore**.

79. Currently, it is likely that four roads (i.e. Bewholme Lane, Dunnington Lane, Rootas Lane and Dunflat Road) will need to be temporarily closed to vehicular traffic for approximately a two-to-four-week period during open-cut trenching works. To minimise disruption to existing road users, the following measures are proposed:

- A safe route will be maintained for pedestrians and cyclists through the works area;
- Implementation of advanced signing to assist drivers in finding alternative routes;
- The closures will be staggered to ensure that nearby roads are not closed at the same time to ensure alternative diversions exist; and
- The TMCo and CLO will engage with affected local communities and stakeholders to provide advance notification and identify any periods which could be avoided.

80. Currently, an alternative traffic management strategy is likely to be needed for Burshill Carr Lane and Middlehow Road where access would be maintained either through the use of trenchless installation techniques (subject to further site investigation works) or shuttle working (e.g. the use of traffic signals to alternate flows on a one-way section of road).

81. If trenchless installation techniques cannot be used at Burshill Carr Lane or Middlehow Road, the following additional mitigation measures in addition to the use of shuttle working are also proposed:

- Temporarily widening of the road to allow the works to be undertaken in two stages, thereby maintaining one lane for traffic, with traffic controlled via signal control;
- Working with ERYC and local stakeholders to agree an appropriate time to undertake the works (e.g. during school holidays); and
- Ensuring all road closure works are staggered to minimise disruption within close geographical areas.

4.5 Junction Assessments

82. **Section 26.7.1.6** of **Volume 1, Chapter 26 Traffic and Transport** details a proposed approach to assessment of driver delay (capacity) impacts to be undertaken at ES stage.

83. Should potentially significant effects be identified in the ES, where appropriate, additional mitigation measures will be proposed and captured within the Outline CTMP submitted with the DCO application.

4.6 Road Safety

84. **Section 26.7.1.5** of **Volume 1, Chapter 26 Traffic and Transport** identifies potentially significant road safety effects along Links 17, 31, 38, 39, 41, 51 and 52 (refer to **Figure 26-1** of **Volume 1, Chapter 26 Traffic and Transport**).

85. The Undertaker will undertake further engagement with the relevant highway authorities to agree potential additional mitigation measures to ensure residual effects are not significant.

86. Noting the temporary nature of the Project's construction phase, it is proposed that mitigation measures would focus upon demand management measures, rather than physical highway improvements. Measures could include:

- Limiting the numbers of peak vehicle movements via these links;
- Restricting hours during which traffic travels via these links, i.e. to avoid particularly sensitive hours (e.g. school start and finish times); and / or
- Enhanced driver inductions and training to make drivers aware of the risks at these locations;
- Restricting the routes utilising Links 31, 38 and 39 from transporting potentially hazardous loads associated with ESBI; and
- Link 52 to include a speed limit reduction from 60mph to 40mph in the vicinity of the proposed OCS Zone 8 access (AP42). This speed limit reduction will cover the bend south of the access where there has been a pattern of frequent loss- of-control collisions south of the access.

87. This section will be updated in the Outline CTMP submitted with the DCO application to confirm the appropriate mitigation measures.

4.7 Parking and Loading

88. Appropriate loading / unloading and parking areas for construction vehicles will be designated within the construction sites to avoid the need for parking or waiting on the highway. The planning of deliveries via a booking system will assist the TMCo to allocate sufficient space to accommodate the planned number of deliveries.

4.8 Traffic Incident Management

89. To reduce the potential for construction traffic to have an adverse impact upon the highway network during planned and unplanned events, the measures set out in **Table 4-3** will be adopted.

Table 4-3 Traffic Incident Management Measures to be Adopted During Events

Measure	Rationale
Managing traffic demand during major events that impact on the highway (e.g. bike races, parades, etc.) and around public holidays.	The CLO and TMCo will liaise with local stakeholders to understand when major events may occur. To ensure there are limited HGV trips during planned major events, the TMCo will undertake advanced planning to reschedule activities and stockpile of materials in advance.
Managing traffic demand during major incidents such as accidents on the highway.	The TMCo will monitor traffic conditions. Should the TMCo become aware of an incident, then the Principal Contractor(s) will liaise directly with suppliers to suspend HGV deliveries along affected routes where required.
Managing traffic demand during road closures.	In the event that the TMCo becomes aware that the agreed delivery routes (**Figure 1**) are unavailable (e.g. due to road closures by others), the TMCo will initially seek to reschedule works utilising the affected links. Where this may not be possible, the following approach is proposed: • The TMCo will identify contingency diversion routes having regard for the road hierarchy (e.g. where possible utilising A and B roads); • The TMCo will submit details of the proposed contingency diversion routes to the relevant highway authorities, requesting their feedback on whether the routes are suitable or if further assessment is required; and • If further assessment is required, the TMCo will undertake the required assessment utilising the methodology detailed in the ES and request the relevant highway authorities to review the outputs and confirm whether they accept them.
Incidents involving Principal Contractor(s) HGV traffic blocking the highway (e.g. breakdowns, accidents, etc)	The Principal Contractor(s) and their suppliers' fleets will have arrangements with recovery companies to allow breakdowns and accidents to be cleared as quickly as possible. All breakdowns and accidents will be reported to the TMCo.

4.9 Highway Condition Surveys

90. **Table 4-4** identifies the commitment relevant to highway condition surveys.

Table 4-4 Commitment Relevant to Highway Condition Surveys

Commitment ID	Proposed Commitment
CO74	Highway condition surveys will be undertaken to determine reinstatement requirements for roads affected by the Project's construction. The timings, specification and scale of the survey for each road link will be agreed with the relevant highway authorities prior to implementation and will be proportional to the Project's impacts using recognised UK Pavement Management Systems. Any damage to roads on the public highway network as a result of Heavy Goods Vehicles (HGV) movements directly attributable to the Project's construction activities will be repaired to pre-construction conditions in agreement with the relevant highway authorities and in accordance with the Construction Traffic Management Plan (CTMP).

91. Highway condition surveys will be undertaken by the TMCo prior to the commencement of the relevant stage of construction works and after the substantial completion of the relevant construction works. The surveys will include all roads and verges within the Traffic and Transport Study Area that are not specifically designated for HGV movements, i.e. excluding all A roads.

92. Any damage to the existing highway network as a direct consequence of the Project will be repaired by the Principal Contractor(s), or a financial contribution made to ERYC to cover the cost of remedial works.

93. The survey would most likely comprise of a Coarse Visual Inspection survey (in accordance with the UK Pavement Management System standard). Prior to the commencement of the relevant stage of construction works, the timings, geographical extent and scope of surveys will be agreed between the TMCo and ERYC and outlined within the CTMP.

94. In addition to undertaking surveys prior to and on completion of the construction works, the Principal Contractor(s) will also undertake regular inspections of the highway network to identify any defects (such as damage to verges or the formation of potholes). The Principal Contractor(s) will be assisted in this function by the CLO who will provide feedback on local highway condition issues gathered through community engagement.

95. Where defects are identified as a direct result of the Project's construction traffic, the Principal Contractor(s) will notify ERYC and either agree the repair works or the financial contribution required by ERYC to cover the cost of remedial works.

5 Monitoring, Enforcement and Action Plan

5.1 Introduction

96. The following section sets out how the targets and measures in this Outline CTMP will be monitored to ensure compliance during construction.

5.2 Monitoring

5.2.1 Community Engagement

97. The CLO will be the first point of contact for the local community to provide feedback and report issues such as non-compliance with the CTMP, with the aim of addressing potential issues before they become larger problems. Regular communication with the community ensures that local residents understand the control measures included in the CTMP and are aware of what is being monitored.

98. In accordance with the requirements of 'Safety at Street Works and Road Works: A Code of Practice' (Department for Transport, 2013), signs will also be erected at road works with the relevant contact number clearly displayed for public enquiries.

99. All enquiries will be recorded and responded to in a timely manner for intervention where applicable. The enquirer will receive a written response detailing what action (if necessary) has been taken.

5.2.2 HGV Numbers

100. To ensure compliance with the daily HGV trips as assessed in the EIA (described in **Section 2.2**), the TMCo will operate a booking system for all deliveries. The booking system will be continuously monitored by the TMCo to ensure the assessed number of trips are adhered to.

5.2.3 HGV Routeing

101. Each HGV associated with the Project will be required to display an easily recognisable marker (i.e. a unique identifier) that helps distinguish project-related vehicles from others. This will help the community, project staff, and authorities quickly recognise and differentiate vehicles associated with the Project and allow reporting of any concerns such as driver behaviour or the use of unapproved routes via a publicised telephone contact number.

102. The procurement process will ensure that weighting is given to the selection of suppliers with vehicle tracking software. Vehicle tracking software, together with delivery records, will help with real-time monitoring, ensure compliance with designated routes and schedules, improve safety, and allow for better planning and communication with stakeholders.

5.2.4 Employee Monitoring

103. All employees and visitors entering a site will be required to sign in and out. By capturing employee and visitor travel data, including the method of travel and arrival / departure times, the TMCo can effectively monitor and assess compliance with the CTMP.

5.2.5 Road Safety

104. The TMCo will operate a 'near miss' reporting system for all highways incidents. During inductions, drivers will be briefed about the system and informed of the requirement to report all incidents to the TMCo who will then record them in the system.

105. The TMCo will retain records of all incidents and submit them to the relevant highway authorities on request. If emerging issues are identified, the TMCo will initiate discussions with stakeholders to promote a 'Zero Harm Culture'.

5.3 Monitoring Reports

106. Data recorded from the monitoring processes outlined above will be drawn together by the TMCo to produce a monthly monitoring report, which will be made available to the relevant highway authorities on request.

107. In compiling the monitoring report, the TMCo will be able to identify effective / ineffective measures and the requirement for any remedial action to achieve the agreed targets. A typical structure for the monitoring report will be as follows:

- Introduction and Background – this will provide details with regards to the types of works being undertaken and number of construction workers;
- Results of Surveys and Monitoring – the TMCo will collate the results of surveys and monitoring that have been undertaken. Where appropriate, the results of the surveys undertaken will be compared to the targets defined in the Outline CTMP. Data obtained from the surveys will be included as an appendix;
- 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 CTMP have been implemented;

- Summary – the TMCo will detail whether the CTMP is on track to meet its targets and if not, why not; and
- Future Plan – this will detail the CTMP for the next period to include any specific outcomes or desired results with any additional measures that are to be included to remediate action.

5.4 Enforcement

108. To ensure effective enforcement of the CTMP, it is essential to define what would be considered a breach. The following actions are examples which would be deemed a breach of the CTMP, which would require corrective measures:

- Exceedance of target daily vehicle numbers;
- Construction workers parking on the public highway outside designated areas;
- Construction traffic operating outside the agreed working hours; or
- Construction HGV not following the agreed routes / times.

109. Upon receiving a report of a potential breach, the TMCo will investigate the circumstances and prepare a report for the Undertaker to share with the relevant highway authorities as soon as reasonably possible. The report will detail the findings of the investigation and any corrective actions taken if necessary.

110. If the breach is found to be material, the TMCo will take appropriate action within the scope of the contract and provide a report to the relevant highway authorities.

111. Any breaches by individual employee will be addressed in accordance with UK employment law, with the process outlined above serving as the basis for disciplinary proceedings.

5.5 Action Plan

112. The action plan set out in **Table 5-1** summarises the commitments and measures that will be implemented by the Undertaker, Principal Contractor(s) and TMCo.

113. **Table 5-1** also provides an indicative timescale for the implementation of each of the measures. The exact details and associated timescales will be established in consultation with the relevant highway authorities as part of the preparation of the CTMP.

114. It is expected that the Principal Contractor(s) will be responsible for briefing all operatives on the specific details of the CTMP before the start of the works. These briefings should be conducted by a qualified team member, such as the Site Supervisor, Construction Manager, or Environmental Manager.

Table 5-1 Indicative Action Plan

Measure ID	Measure	Responsibility	Indicative Timescales
M001	Appointment of a CLO	The Undertaker	Prior to the commencement of the Project's construction
M002	Appointment of a TMCo	Principal Contractor(s)	Prior to the commencement of the relevant stage of construction works
M003	Appointment of Undertaker's Representative	The Undertaker	Prior to the commencement of the Project's construction
M004	Obtain technical approval for construction of accesses and crossings	The Undertaker	Prior to the commencement of the relevant stage of construction works
M005	Obtain technical approval for construction of road widening, passing places, etc.	The Undertaker	Prior to the commencement of the relevant stage of construction works
M006	Implement direction signing	TMCo	Prior to the commencement of the relevant stage of construction works
M007	Agree timing, diversion routes and reinstatement details for cable crossings	TMCo	Prior to the commencement of the relevant stage of construction works
M008	Establish monitoring systems: • Delivery booking system; • Highway condition; • Unique vehicle identifies where appropriate; and • Telephone reporting system	TMCo	Prior to the commencement of the relevant stage of construction works
M009	Agree scope of and undertake pre-commencement highway condition surveys	TMCo	Prior to the commencement of the relevant stage of construction works
M0010	Agree and implement measures for each access to control the deposition of debris on the public highway	TMCo	Prior to the commencement of the relevant stage of construction works
M011	Inspect the highway for debris and request regular cleaning as needed	TMCo	Ongoing throughout construction

Measure ID	Measure	Responsibility	Indicative Timescales
M012	Undertake ongoing liaison with communities and stakeholders	TMCo and CLO	Ongoing throughout construction
M013	Monitoring of CTMP measures: • HGV trips; • Accidents and near misses; • Employee mode share; and • Complaints	TMCo	Ongoing throughout construction
M014	Produce monthly monitoring reports	TMCo	Ongoing throughout construction
M015	Site checks and inspections of signage	TMCo	Ongoing throughout construction
M016	Encourage staff to 'speak up' about non-compliance, raise concerns and promote good practice ideas	TMCo	Ongoing throughout construction
M017	Update condition surveys and agree any remedial works	TMCo	Following completion of construction

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List of Acronyms

Acronym	Definition
AIL	Abnormal Indivisible Load
AP	Access Points
CLO	Community Liaison Officer
CoCP	Outline Code of Construction Practice
CTMP	Construction Traffic Management Plan
DBD	Dogger Bank D
DCO	Development Consent Order
EIA	Environmental Impact Assessment
EPP	Evidence Plan Process
ERYC	East Riding of Yorkshire Council
ESBI	Energy Storage and Balancing Infrastructure
ESDAL	Electronic Service Delivery Abnormal Loads
ETG	Expert Topic Group
HGV	Heavy Goods Vehicle
HV	Heavy Vehicles
Km	Kilometre
LV	Light Vehicles
NCN	National Cycle Network
NCR	National Cycle Route
OCS	Onshore Convertor Station
TJB	Transition Joint Bay