

Rampion 2 Wind Farm

Category 7: Other Documents

Outline Construction Workforce Travel Plan

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Executive Summary

This Outline Construction Workforce Travel Plan (CWTP) (Document Reference: 7.7) sets out the principles for managing the impact of travel by construction personnel during the construction phase of Rampion 2 (the Proposed Development).

This Outline CWTP covers onshore construction works associated with the onshore cable corridor installation, construction of a new onshore substation at Oakendene and the existing National Grid Bolney substation extension works. The scope of the Outline CWTP covers all movements of the construction workforce during the working day, including: travel from workers' homes to temporary construction compounds (TCCs) or base port; travel between the TCCs and any other construction site(s) during the day (making use of multi-occupancy vehicles); and travel back home at the end of the working day.

This Outline CWTP is intended to set out a plan to maximise the sustainability of travel methods used to get to and from onshore sites, as well as minimise impacts on the local road network and by association the local communities and road users in West Sussex and beyond.

Detailed CWTP will be provided in accordance with the contents of this Outline CWTP as per the requirements of the **draft DCO** (Document Reference: 3.1).



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1. Introduction

1.1 Background

1.1.1 Rampion Extension Development Limited (hereafter referred to as 'RED') (the Applicant) is developing the Rampion 2 Offshore Wind Farm ('the Proposed Development' or 'Rampion 2') located adjacent to the existing Rampion Offshore Wind Farm ('Rampion 1') in the English Channel off the south coast of England.

1.2 The Proposed Development

1.2.1 The Proposed Development comprises both onshore and offshore infrastructure associated with the proposed offshore wind farm including:

- up to 90 offshore wind turbine generators (WTGs) and associated foundations;
- blade tip of the WTGs will be up to 325m above Lowest Astronomical Tide (LAT) and will have a 22m minimum air gap above Mean High Water Springs (MHWS);
- inter-array cables connecting the WTGs to up to three offshore substations;
- up to two offshore interconnector export cables between the offshore substations;
- up to four offshore export cables each in its own trench, will be buried under the seabed within the final cable corridor;
- the export cable circuits will be High Voltage Alternating Current (HVAC), with a voltage of up to 275kV.
- a single landfall site near Climping, Arun District, connecting offshore and onshore cables using Horizontal Directional Drilling (HDD) installation techniques;
- buried onshore cables in a single corridor for the maximum route length of up to 38.8km using:
 - ▶ trenching and backfilling installation techniques; and
 - ▶ trenchless and open cut crossings.
- a new onshore substation, proposed near Cowfold, Horsham District, which will connect to an extension to the existing National Grid Bolney substation, Mid Sussex, via buried onshore cables; and
- extension to and additional infrastructure at the existing National Grid Bolney substation, Mid Sussex District to connect Rampion 2 to the national grid electrical network.

1.3 Purpose and structure of this Outline Construction Workforce Travel Plan

- 1.3.1 This Outline Construction Workforce Travel Plan (Outline CWTP) sets out the principles for managing the impact of travel by construction personnel during the construction phase of the Proposed Development. This Outline CWTP covers onshore construction works associated with the onshore cable corridor installation, construction of a new onshore substation at Oakendene and the existing National Grid Bolney substation extension works.
- 1.3.2 This Outline CWTP is intended to set out a plan to maximise the sustainability of travel methods used to get to and from onshore sites, as well as minimise impacts on the local road network and by association the local communities and road users in West Sussex and beyond. The objectives of this Outline CWTP are to:
- promote sustainable travel, including to encourage the minimum number of single car occupancy traffic movements to and from construction sites associated with the Proposed Development;
 - minimise the need for travel to and from construction sites associated with the Proposed Development; and
 - address the access needs of site users (construction workforce).
- 1.3.3 This Outline CWTP accompanies the Development Consent Order (DCO) Application. The Detailed CWTP will be developed post-consent, and will be produced in accordance with the principles, objectives and guidance provided in this Outline CWTP. The Detailed CWTP will be submitted post-submission for approval by the local planning authorities prior to the commencement of construction works.
- 1.3.4 This Outline CWTP presents the principle of measures which could be employed to meet the aforementioned objectives and provides a framework for the submission of a Detailed CWTP to be secured as a DCO Requirement and detailed approved at the post-consent stage.
- 1.3.5 The Outline CWTP is a live document, which will remain live post-consent and will be updated as required based on engagement with stakeholders and when further information regarding the key parameters (such as, workforce origins, logistics strategy, construction programme) will have been refined by RED. The outcomes of this engagement will also feed into the Detailed CWTP.

1.4 Scope and interfaces of the Outline CWTP

- 1.4.1 The Outline CWTP covers all movements of the construction workforce during the working day:
- travel of the construction workforce between residential addresses and the temporary construction compounds (TCCs) or base port which they are first required to attend;
 - travel between the TCCs and any other construction site(s) during the day for example landfall, onshore cable corridor, trenchless crossing locations,

Oakendene substation or the existing National Grid Bolney substation extension (i.e., transfers between onshore construction sites); and

- travel back to residential addresses at the end of the working day.

1.4.2 Construction along the cable route will occur in stages, and not simultaneously.

1.4.3 The Outline CWTP does not cover long-distance travel associated with the construction workforce which may have migrated to the area around the Proposed Development for an extended period.

1.4.4 The construction workforce for the Proposed Development will be required to adhere to the Detailed CWTP until the Proposed Development becomes operational, at which point the Detailed Operational Travel Plan (OTP) comes into force.

1.4.5 An **Outline Operational Travel Plan (OTP)** (Document Reference: 7.5) has also been prepared for the operation and maintenance phase of Proposed Development. The Detailed OTP will be developed post-consent before commencement of the operation and maintenance phase and will take account of the transport conditions at that time. The **Outline OTP** (Document Reference: 7.5) has been prepared in accordance with current planning guidance and is subject to the approval of the local planning authorities following consultation with West Sussex County Council (WSCC).

1.4.6 The Outline CTWP forms part of a package of transport management documents to assist in the control of transport movements for the Proposed Development construction works. Therefore, in addition to the **Outline OTP** (Document Reference: 7.5), the Outline CWTP should also be read in conjunction with the following transport documents which accompany the DCO Application:

- **Outline Construction Traffic Management Plan (CTMP)** (Document Reference: 7.6). This document interacts with the Outline CWTP by setting out a framework to introduce management / measures to minimise the likely effects on existing road users during the construction phase;
- **Chapter 23: Transport, Volume 2** (Document Reference: 6.2.23) of the Environmental Statement (ES);
- **Appendix 23.1: Abnormal Indivisible Loads assessment, Volume 4** (Document Reference: 6.4.23.1) of the ES; and
- **Appendix 23.2: Traffic Generation Technical Note, Volume 4** (Document Reference: 6.4.23.2) of the ES.

1.5 Structure of the Plan

1.5.1 The remainder of this Outline CWTP is structured as follows:

- **Section 2:** Construction;
- **Section 3:** Policy and guidance;
- **Section 4:** Management structure;
- **Section 5:** Targets;

- **Section 6:** Travel plan measures;
- **Section 7:** Monitoring and review;
- **Section 8:** Enforcement;
- **Section 9:** Conclusion;
- **Section 10:** Glossary of terms and abbreviations; and
- **Section 11:** References.

2. Construction

2.1 Construction workforce

- 2.1.1 The onshore construction works for Proposed Development will require a specialist construction workforce, which is likely to be widely dispersed from home locations, and for the purpose of construction, will frequently need to access remote locations often unserved by public transport.

2.2 Construction programme

- 2.2.1 The construction of the onshore elements of the Proposed Development is proposed to occur over an approximately 4-year construction programme. For the purpose of this Outline CWTP, the maximum construction workforce has been assumed, by reference to data for the peak size of the construction workforce.
- 2.2.2 During the construction phase, there will be several stages of onshore works and some of these will have effects on differing elements of the highways network at differing times. It is estimated that the peak of construction works will occur in 2026/2027 as set out in [ES Chapter 23: Transport, Volume 2](#) (Document Reference: 6.2.23) of the ES.
- 2.2.3 This comprises the onshore elements of the Proposed Development being built out in a single phase and all components built simultaneously or overlapping across multiple components. Onshore construction works could result in a construction duration of approximately 3.5 years allocated for the onshore substation and TCCs across an approximately 4.5-year period, although activities may be spatially distinct and will be preceded by pre-construction activities such as borehole investigations at trenchless crossing locations.
- 2.2.4 Indicative core working hours for the construction work and any construction-related traffic movements to or from onshore elements of the Proposed Development are found in the [Outline Code of Construction Practice](#) (Document Reference: 7.2), and as follows:
- 07:00 to 19:00 hours Monday to Friday; and
 - 08:00 to 13:00 hours on Saturday.
- 2.2.5 No activity outside of these indicative hours, including on Sundays, public holidays or bank holidays will take place apart from under the following circumstances:
- where continuous periods of construction work are required, such as concrete pouring or trenchless crossings, and West Sussex County Council (WSSCC) and/or the South Downs National Park Authority (SDNPA) (for any works within the South Downs National Park) have been notified prior to such works 72 hours in advance;
 - for the delivery of AILs to the connection works, which may cause congestion on the local road network, where the relevant highway authority has been notified prior to such works 72 hours in advance;

- where works are being carried out on the foreshore; or
- as otherwise agreed in writing with WSCC and the SDNPA within the South Downs National Park.

3. Policy and guidance

3.1 Introduction

- 3.1.1 This Section presents a review of policies and other relevant documents (such as guidance) to demonstrate how the Proposed Development is consistent with, and will contribute to relevant policies, objectives, and priorities at a national and local level. This Outline CWTP has been developed in accordance with the relevant policy and guidance as outlined in this Section.

3.2 National Policy

Overarching National Policy Statement for Energy (EN-1) (Department of Energy and Climate Change (DECC), 2011)

- 3.2.1 NPS EN-1 (DECC, 2011) sets out policies which should be taken into account when making decisions on Nationally Significant Infrastructure Projects (NSIPs). In respect to Travel Plans, NPS EN-1 states the following at paragraph 5.13.4:

“Where appropriate, the applicant should prepare a Travel Plan including demand management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for car parking associated with the proposal and to mitigate transport impacts.”

Draft Overarching National Policy Statement for Energy (EN-1) (Department for Energy Security and Net Zero (DESNZ), 2023)

- 3.2.2 NPS EN-1 (DESNZ, 2023) sets out policies which should be taken into account when making decisions on Nationally Significant Infrastructure Projects (NSIPs). In respect to Travel Plans, NPS EN-1 states the following at paragraph 5.14.7:

“The applicant should prepare a travel plan including demand management and monitoring measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by active, public and shared transport to:

- *reduce the need for parking associated with the proposal;*
- *contribute to decarbonisation of the transport network;*
- *reduce the need to travel; and*
- *secure behavioural change and modal shift through an offer of genuine modal choice and to mitigate transport impacts.”*

National Planning Policy Framework (NPPF, 2021)

- 3.2.3 Paragraph 111 of the NPPF (Ministry of Housing, Communities and Local Government, (MHCLG), 2021) states that *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*
- 3.2.4 Paragraph 113 of the NPPF states that *“all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”*

National Planning Practice Guidance (PPG, 2014)

- 3.2.5 Guidance on Travel Plans, Transport Assessments and Statements, published by the Ministry of Housing, Communities & Local Government (MHCLG) (2014), is provided within the National Planning Practice Guidance (NPPG).
- 3.2.6 Paragraph 002 of the guidance states:
- “Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets. Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation. Where there may be more effective or sustainable outcomes, and in order to mitigate the impact of the proposed development, consideration may be given to travel planning over a wider area.”*

Department for Transport (DfT) Decarbonising Transport: A Better, Greener Britain (2021)

- 3.2.7 This document (DfT, 2021) summarises UK Government's commitments to contributing to transport decarbonisation. The relevant commitments include:
- the aim that half of all journeys in towns and cities will be cycled or walked by 2030;
 - to deliver a world class cycling and walking network in England by 2040;
 - to deliver the National Bus Strategy's vision of a transformed bus industry and a green bus revolution; and
 - to support transport providers to develop communications campaigns that encourage mode-switch and sustainable transport behaviours.

3.3 Regional policy

Transport for South East (TfSE), Transport Strategy for the South East (2020)

- 3.3.1 The key aim of Transport Strategy for the South East (2020) is to deliver a safe, sustainable and integrated transport system that makes the South East more productive and competitive, improving the quality of life for all residents.
- 3.3.2 The Transport Strategy for the South East (2020) outlines that the longer-term sustainable approach for the South East region, with a need to focus on planning for people and places first, before planning for vehicles. This includes encouraging modal shift, integrated transport policy, high quality street environments, integrated transport, and land use planning. Planning for vehicles typically includes capacity enhancements.

TfSE Strategic Investment Plan for the South East (2022)

- 3.3.3 Strategic Investment Plan for the South East vision is:

"By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality. A high-quality, reliable, safe, and accessible transport network will offer seamless door-to door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life."

- 3.3.4 The TfSE Strategic Investment Plan (2022) underpins its vision with three strategic goals. These are:
- economic: Improve productivity and attract investment to grow our economy and better compete in the global marketplace;
 - social: Improve health, safety, wellbeing, quality of life and access to opportunities for everyone; and
 - environmental: Protect and enhance the South East's unique natural and historic environment.

3.4 Local policy

Road Safety Framework 2016 – 2026

- 3.4.1 This framework for road safety in West Sussex (WSCC, 2016) therefore sets the context within which such work will be carried out. It sets out a target of Vision Zero which is a philosophy of road safety that eventually no one will be killed or seriously injured within the road transport system. Vision Zero is not a target to be achieved by a certain date.
- 3.4.2 The framework sets out how road safety and the outcomes for those involved in collisions could be improved with road safety interventions which focus on:

- engineering a safer road environment;
- changing behaviours; or
- technological solutions.

West Sussex Transport Plan (2022 – 2036)

- 3.4.3 The West Sussex Transport Plan (WSTP) (WSCC, 2022) sets out the county's vision for transport. WSCC have developed seventeen objectives that need to be achieved, and these have been used to develop the five thematic and eight area transport strategies contained within the WSTP that will make West Sussex healthy, protected, connected and prosperous.
- 3.4.4 The active travel strategy is intended to facilitate greater use of active travel modes (e.g., walking and cycling). The priorities are to extend and improve the network of active travel facilities, providing segregation where necessary, which will require funding and partnership working to identify priorities and deliver improvements. If opportunities arise, WSCC will work with partners to deliver skills training and promotion initiatives.
- 3.4.5 The shared transport strategy (i.e., buses, community transport and mobility solutions) is intended to facilitate a more efficient and customer focused bus network, using community transport and new mobility solutions where possible and viable.
- 3.4.6 The rail strategy is intended to set out how WSCC wants the railway to be improved. This includes identifying priorities that will help the rail network to perform a strategic role in the transport network.
- 3.4.7 The road network strategy seeks to address the fact that travel behaviour in West Sussex is currently dominated by private car use. The approach is to improve the efficiency of the most strategically important local roads and provide facilities for active travel and shared transport services, supported by use of demand management techniques as well as encouraging uptake of electric vehicles. These improvements are also expected to contribute to improving road safety and resilience.

West Sussex Walking and Cycling Strategy (2016 – 2026)

- 3.4.8 The West Sussex Walking and Cycling Strategy (WSCC, 2020a) is a document that sets out the aims and objectives for walking and cycling during the strategy period and sets out guidance and information for developers.
- 3.4.9 The objectives of this walking and cycling strategy are:
- to ensure that cycling and walking are recognised as important travel modes and therefore part of the transport mix;
 - to make cycling and walking the natural choice for shorter journeys (such as journeys to school), or as part of a longer journey;
 - to reduce the number of cyclists and pedestrians that are killed or seriously injured on our roads;

- to support economic development by facilitating travel to work and services without a car;
- to reduce congestion and pollution by encouraging and enabling people to travel without a car;
- to increase levels of physical activity to help to improve physical health;
- to help to maintain good mental health and staying independent later in life;
- to increase the vitality of communities by improving access by bicycle and on foot; and
- to help people to access rural areas and enjoy walking and cycling.

West Sussex Climate Change Strategy (2020 – 2030)

- 3.4.10 In recognition of the climate emergency, WSCC launched its Climate Change Strategy during 2020 (WSCC, 2020b). This underpins their corporate plan, making climate change a fundamental consideration of all actions going forward. This document outlines the opportunity to improve air quality by reducing carbon emissions from road-based transport. WSCC have committed to reducing these emissions by using technological solutions to avoid the need for travel, prioritising sustainable transport options, and reducing the impact of any remaining road travel.

Arun Local Plan 2011-2031 (July 2018)

- 3.4.11 An objective of the Arun Local Plan is 'To reduce the need to travel and promote sustainable forms of transport'.
- 3.4.12 Policy ECC DM1: 'The Council will support renewable energy development subject to the criteria in this Policy. Schemes will be expected to contribute to the social, economic and environmental development and overall regeneration of the District.'
- 3.4.13 Arun's Local Plan strategic objectives for Transport are to: "Reduce the need to travel and promote sustainable forms of transport."

Horsham District Planning Framework 2015

- 3.4.14 A special objective of the Horsham District Planning Framework 2015 is to: Ensure that new development minimises carbon emissions, adapts to the likely changes in the future climate and promotes the supply of renewable, low carbon and decentralised energy.
- 3.4.15 Policy 24: 'The most common source of air pollution in Horsham District is from vehicle emissions. Due to the existing areas of poor air quality and the potential for traffic increases arising from new development the Council has taken the decision to declare the whole District an 'Emission Reduction Area'. This means all developments in Horsham district must make reasonable endeavours to minimise emissions'.
- 3.4.16 Policy 33: 'Ensure that [developments are] designed to avoid unacceptable harm to the amenity of occupiers/users of nearby property and land, for example

through overlooking or noise, whilst having regard to the sensitivities of surrounding development’.

- 3.4.17 Policy 35: ‘Development will be supported where it makes a clear contribution to mitigating and adapting to the impacts of climate change and to meeting the district’s carbon reduction targets as set out in the Council’s Acting Together on Climate Change Strategy, 2009.’
- 3.4.18 Policy 37: ‘Be designed to encourage walking, cycling, cycle storage and accessibility to sustainable forms of transport;’.

Draft Horsham District Local Plan 2019-2036

- 3.4.19 Strategic policy 41 (Horsham District Council, 2019) – Infrastructure Provision. This policy states that development will only be supported if local infrastructure has adequate capacity to support the development. Suitable mitigation should be proposed where local infrastructure does not have the capacity to accommodate development.
- 3.4.20 Strategic policy 42 – Sustainable Transport. This policy sets out the conditions in which development will be supported for sustainable transport. The policy states “*development will be supported if it:*
- *provides safe and suitable access for all vehicles, pedestrians, cyclists, horse riders, public transport and the delivery of goods.*
 - *minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians.*
 - *prioritises and provides safe and accessible walking and cycling routes and is integrated with the wider network of routes, including public rights of way and cycle paths.*
 - *includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.*
 - *develops innovative and adaptable approaches to public transport in the rural areas of the District.*
 - *maintains and improves the existing transport system (pedestrian, cycle, rail and road).*
 - *is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development of the wider area, or as a result of needing to address an existing local traffic problem.”*

Mid Sussex District Plan 2014-2031

- 3.4.21 Policy DP20 (Mid Sussex District Council, (2018): Securing Infrastructure requires development to be provided with necessary infrastructure such as efficient and sustainable transport networks.
- 3.4.22 Policy DP21: Transport requires developments, depending on their size or impact to prepare a Transport Statement or Transport Assessment to be submitted with

the planning application. The policy also requires submission of a travel plan statement or full travel plan alongside the transport statement or transport assessment which will be submitted with the planning application.

- 3.4.23 Policy DP22: Rights of Way and other Recreational Routes aims to protect existing rights of way, cycle and recreational routes from any adverse effects that might come from development. It also states that where a route is likely to be affected an alternative must be provided which is equivalent in value to the route affected.

Worthing Borough Council Local Plan 2020 – 2036

- 3.4.24 Policy DM15 Sustainable Transport and Active Travel (Worthing Borough Council, 2023) sets out that Worthing Borough Council will support development which encourages use of public and sustainable transport and reduces the number of car journeys. Where development is likely to generate demand for travel or have other implications it is required to be supported by a Transport Statement or Assessment and a sustainable travel plan. The policy further states that it will *“support measures that promote improved accessibility, create safer roads, reduce the environmental impact of traffic movements, enhance the pedestrian environment, or facilitate highway improvements”*.



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4. Management structure

4.1 Introduction

4.1.1 This Section sets out the proposed management structure for the Detailed CWTP and the responsibilities of each stakeholder.

4.1.2 The overall management and implementation of the Detailed CWTP will be the responsibility of RED and the submission of the Detailed CWTP which will be in accordance with the Outline CWTP.

4.1.3 The following groups and individuals will be involved:

- Transport Review Group;
- Travel Plan Coordinator; and
- Stakeholders and local groups.

4.2 Transport Review Group

4.2.1 A Transport Review Group (TRG) will be established post consent with members taken from the key transport stakeholders and Proposed Development. The scope of the TRG in relation to the Detailed CWTP is proposed to be as follows:

- receive transport monitoring reports from Proposed Development relating to the implementation and operation of the Detailed CWTP;
- monitor the implementation of and compliance with the Detailed CWTP;
- consider the views and opinions of the stakeholders and local groups;
- consider the case for, and approve amendments to the Detailed CWTP put forward by the Travel Plan Coordinator; and,
- advise RED on potential enhancements to the Detailed CWTP.

4.2.2 The TRG will have further duties with regards to the **Outline CTMP** (Document Reference: 7.6) and **Appendix 23.1: Abnormal Indivisible Loads assessment, Volume 4** (Document Reference: 6.4.23.1) of the ES, which are set out in those documents respectively.

4.2.3 The TRG members will comprise:

- the Travel Plan Coordinator;
- one representative to be nominated by WSCC;
- one representative to be nominated by National Highways;
- one representative to be nominated by each of South Downs National Park Authority (SDNPA), Arun District Council, Adur and Worthing Council and Horsham District Council, Mid Sussex; and

- two representatives, in addition to the Travel Plan Coordinator to be nominated by RED.

4.2.4 Membership of the TRG does not limit the members' planning and other statutory duties.

4.2.5 In addition to the TRG members, specialist ad-hoc attendance can be called upon by the TRG from transport providers, emergency services and lead contractors. However, these invitees will not have any voting rights.

4.2.6 The TRG will be formed prior to commencement of construction and will meet every three months unless the TRG decides to meet at a different frequency. The TRG will be able to delegate issues or functions to a sub-group if it decides to.

4.3 Travel Plan Co-ordinator

4.3.1 A travel plan co-ordinator (TPC) will be appointed by RED and be in place prior to commencement of construction and throughout the construction phase of Proposed Development. The TPC will be responsible for the management, development and implementation of the detailed CWTP and the other transport management plans (such as the CTMP).

4.3.2 The TPC will have the following responsibilities related to the Detailed CWTP:

- promote the objectives and benefits of the Detailed CWTP to encourage compliance with its contents;
- monitor the success of the Detailed CWTP against the modal share targets;
- report the monitoring of the Detailed CWTP to the TRG to allow consideration of appropriate mitigation action if required;
- report to the TRG on relevant feedback from the stakeholder and local groups;
- propose Detailed CWTP updates to the TRG as required and make any approved amendments; and
- resolve issues and problems through liaison with other parts of RED and its contractors.

4.3.3 This role will be appointed prior to commencement of the construction of the Proposed Development.

4.4 Construction Communications Plan

4.4.1 Prior to commencement of construction, RED will produce a Construction Communications Plan (CCP). This will include the stakeholders and local groups including those focused on traffic and transport and set out plans for engagement going forward. The TPC will attend meetings these groups which are expected to include focus on the onshore substation and onshore cable corridor.

5. Objectives and targets

5.1 Introduction

5.1.1 This Section summarises the objectives of the Outline CWTP and the proposed targets.

5.2 Objectives

5.2.1 One of the prime objectives of an active Outline CWTP is to set clear and realistic targets. The main targets to be achieved during the construction of Proposed Development are:

- minimise the volume of traffic associated with the construction of Proposed Development so far as reasonably practicable; and
- maximise the sustainable movement of the construction workforce required for the construction of Proposed Development so far as reasonably practicable.

5.2.2 The TPC will monitor parking utilisation at each of the temporary construction compound (TCC) sites along the onshore cable route, and anywhere else where significant numbers of construction staff vehicles may be expected to park. This monitoring will include the split between cars, vans and minibuses. Meeting this target (**Table 5-1**) is dependent on the contractors encouraging workers to travel to and from work by sustainable options provided in the detailed Outline CWTP. If the monitoring finds that the target is not being met, this will result in the implementation of additional measures to help to facilitate the Outline CWTP staying on course to meet its overall objectives.

5.3 Type of targets

5.3.1 The targets which will be included in the Outline CWTP will be 'SMART', outlined as:

- **S**pecific;
- **M**easurable;
- **A**chievable;
- **R**ealistic; and
- **T**ime-related.

5.3.2 There are two types of targets, namely: '*aim*' and '*action*' targets. Aim targets are generally based on the percentage share of each travel mode used and are measured over a specific time frame. Action targets are task specific and are typically consolidated into an Action Plan.

5.4 Aim targets

- 5.4.1 This Outline CWTP provides a series of mode share aim targets for the construction phase of Proposed Development.
- 5.4.2 First and foremost, the principal aim is to achieve the mode share targets that have been assessed as part of the Development Consent Order (DCO) Application as set out in [Appendix 23.2: Traffic Generation Technical Note, Volume 4](#) (Document Reference: 6.4.23.2) of the ES.
- 5.4.3 It is recognised that for certain aspects of [Appendix 23.2: Traffic Generation Technical Note, Volume 4](#) (Document Reference: 6.4.23.2) of the ES, the assessment includes some worst-case assumptions (for example, a ratio of one worker to one car i.e., no car sharing) used in order to provide a robust assessment of the impact on the highway network.
- 5.4.4 Therefore, the mode share targets are:
- mode share assessment targets – these targets are based on the assumptions included in [Appendix 23.2: Traffic Generation Technical Note, Volume 4](#) (Document Reference: 6.4.23.2) of the ES and which the traffic modelling is based (i.e., no workers will walk or cycle as part of their journey to work); and
 - mode share aim targets – these targets are based on RED’s aim to encourage workers to walk and cycle to TCCs.
- 5.4.5 There are a number of factors which limit the opportunity to work towards mode share aim targets with a significantly higher mode share for sustainable modes as compared to the assessment targets, including that the onshore construction phase will only last approximately 3.5 years, the staggered construction activity during this time (which reduces opportunity for integration across construction sites) and the overall rural location. Therefore, it is important to establish good practices which encourage sustainable travel from the outset of the construction phase, in order to work towards achieving the mode share targets.
- 5.4.6 **Table 5-1** compares the assessment targets and aim targets for mode share at the peak of construction activity. These comprise journeys between home and the TCCs, but not between TCCs and the construction location(s), which will be undertaken by multi-occupancy vehicle.

Table 5-1 Mode Share Assessment and Aim Targets

	Car Driver	Car Passenger	Bus	Walk	Cycle	Motorcycle
Assessment Target	100%	0%	0%	0%	0%	0%
Aim Target	95%	3%	1%	0%	1%	0%

- 5.4.7 As shown in **Table 5-1**, the assessment targets are based on a worst-case assumption that construction staff will drive to the TCCs. It is the aim that up to 5% of journeys could be undertaken by a combination of sustainable travel modes.
- 5.4.8 As part of the early monitoring of the Outline CWTP, the mode share split will be derived and reviewed by the Travel Plan Coordinator and reported to the TRG. Any proposed changes to the mode share targets will be put forward by the Travel Plan Coordinator to the TRG. The mode share targets will only be adjusted in agreement with the TRG.
- 5.4.9 The mode share will be monitored by means of on-site surveys at the TCCs. The number of cars will be counted as they enter, together with the number of passengers they are carrying. The number of pedestrians, cyclists and motorcyclists will also be counted at site entrances.
- 5.4.10 It is proposed to undertake these counts during the TCCs' opening hours on one weekday every three months. Traffic count data will also be collected at the same sites as used in the **Chapter 23: Transport, Volume 2** (Document Reference: 6.2.23) of the ES separately by automatic counters for traffic monitoring purposes and can be cross-checked against the manual counts at the site entrances to enable an adjustment to be applied if necessary. A count of passengers on the bus, if set up (**Section 6.3**), and workers arriving at the port for offshore construction, can be undertaken on the same day.

5.5 Proposed Development journey to work

Mode share assessment targets

- 5.5.1 The implementation of the Outline CWTP measures is designed to achieve a realistic level of non-car modes of transport for the journey to work at the Proposed Development for the construction workforce.

5.6 Action targets

- 5.6.1 **Table 5-2** below provides an initial list of early actions to be implemented for the Outline CWTP. Early actions include appointing the Travel Plan Coordinator and develop travel input for the induction process.

Table 5-2 Action Plan

Element	Action
Cycling	Provide cycle parking at the TCCs
	Provide cycle repair equipment at the TCCs
Walking	Prepare walking routes and benefits of walking information
Bus	Engage with bus service providers on service provision

Element	Action
Rail	Prepare rail service information
Motorcycle	Prepare motorcycle parking guidance packs
Parking	Provide on-site car parking
Communication	Hold induction session before commencing work to cover transport strategy
	Provide driver rules and code of conduct information
Travel Information Pack	Prepare and issue to workforce
Monitoring	Prepare for transport monitoring reports
Travel Plan Co-ordinator	Appoint a travel plan co-ordinator

- 5.6.2 As part of the quarterly TRG monitoring report, an Action Plan will be provided, which will set out the proposed actions put forward by the Travel Plan Coordinator for the subsequent quarter with regards to the Outline CWTP.
- 5.6.3 Some of the actions will be associated with the continued implementation of the Outline CWTP but others may be proposed as refinements / remedial actions to be agreed by the TRG at the quarterly meeting to ensure that the mode share targets set within the Outline CWTP are met.
- 5.6.4 This is a standard approach for implementing Travel Plans as not all of the measures will be delivered upon commencement of construction and there will be ongoing implementation and refinements. There may be additional measures or refinement to measures that are needed to those set out in the Outline CWTP in order to meet the mode share aim targets.
- 5.6.5 The approved Outline CWTP actions at each TRG meeting to ensure that the mode share targets are met are to be funded by RED and managed by the transport co-ordinator.

6. Construction Workforce Travel Plan measures

6.1 Introduction

- 6.1.1 This Outline CWTP identifies a framework of measures which would be implemented for Proposed Development to seek to reduce travel by single passenger vehicles and to increase awareness of travel choices within the construction workforce.
- 6.1.2 As set out above, the contractor will optimise this framework post-consent and develop a Detailed CWTP. This will include specific targets relating to workforce trip rates and mode share.

6.2 Walking and cycling measures

Cycle parking

- 6.2.1 RED will provide secure, sheltered cycle parking for the construction workforce at the TCCs and the port in order to encourage cycling to work. The number of spaces is to be agreed with WSCC prior to commencement of construction.
- 6.2.2 Cycle parking utilisation will be monitored by the TPC, and further cycle parking will be provided, where necessary. Amendments to the provision of cycle parking will be subject to the review process set out in this Outline CWTP.

Storage and shower facilities

- 6.2.3 Shower, changing, and storage facilities are proposed for construction workers at the TCCs. The facilities would mean that any worker who walks or cycles directly to the TCCs would be able to wash, change, and store their clothes.

Cycle repair equipment

- 6.2.4 Cycle repair equipment will be provided at the TCCs and offshore construction base in case a cyclist needs to make an emergency repair to their bicycle.

Walk and cycle information

- 6.2.5 RED will provide the Proposed Development construction workforce with information about walk and cycle facilities as well as the benefits of active travel. This is set out in the Communication Strategy in **Section 6.9**.

6.3 Bus measures

Bus service

- 6.3.1 Given the rural location of the TCCs, it is unlikely that construction workers will be able to reach them using existing public transport services in significant numbers.
- 6.3.2 It is therefore proposed that RED could provide a dedicated bus service linking the TCCs and suitable nearby towns, at least one of which could also have a rail connection (e.g., Haywards Heath) to facilitate onward travel. However, this is subject to further investigation post-DCO Application before a decision is made.
- 6.3.3 The precise routes, frequencies and timings would be discussed at the TRG and subsequently monitored and reviewed based on ongoing demand.

6.4 Rail measures

Rail information

- 6.4.1 The Proposed Development will provide information regarding available rail services, including onward bus connections between rail stations, the TCCs, and offshore bases to all workers within the travel information.

6.5 Motorcycle measures

Motorcycle parking

- 6.5.1 RED will provide motorcycle parking at the TCCs for workers who choose to motorcycle to work.
- 6.5.2 The number of motorcycle parking spaces will be determined once the detailed design of the TCCs has been finalised, and following discussion with WSCC.
- 6.5.3 Motorcycle parking utilisation will be monitored by the TPC, and increased parking provision considered where appropriate.

Motorcycle information

- 6.5.4 RED will provide information regarding motorcycle rules and provision to all workers within the Proposed Development Travel Information. This is set out in the Communication Strategy in **Section 6.9**.

6.6 Car share measures

Car share scheme

- 6.6.1 The fundamental component of any car sharing scheme is how to match potential sharers. A car share scheme will be implemented by RED allowing workers to search for matches amongst their colleagues.

6.7 Multi-occupancy vehicles

- 6.7.1 Multi-occupancy vehicles will be utilised to transport construction workers from cluster locations to the temporary construction compounds, or to a particular construction site. Such vehicles may comprise mini-buses or vans which have capacity for multiple occupants including tools and equipment.
- 6.7.2 The construction workforce will report to one of the TCCs and be transferred to the appropriate construction workfront by a multi-occupancy site transfer vehicle. This may comprise a transfer to the appropriate cable section of the onshore cable route, the onshore substation etc.
- 6.7.3 It is anticipated that these vehicles will be made available throughout the day, focusing on arrival and departure times at the start and end of a working day.
- 6.7.4 It has been assumed that the use of multi-occupancy vehicles will be contractor-led (i.e., the contractor will arrange transport between the TCCs and the construction locations). The route to site will be developed with due consideration to the local road network, avoiding sensitive locations wherever possible. These pick-up locations, and routes to site, will be developed alongside the Outline CTMP.
- 6.7.5 In the event construction workers residing in the same area, this might also lead to temporary car sharing between home and the TCCs; however, in order to adopt a worst-case scenario, it has been assumed that no car sharing takes place on these journeys.

6.8 Knowledge sharing

- 6.8.1 The contractor will provide travel information packs to the construction workforce. These packs will include site-specific travel information to compounds or the port, or method of transport to particular cable sections. Information may include:
- summary of the reasons why sustainable transport measures have been identified and should be implemented where possible (for example, information identifying traffic-related environmental impacts, congestion etc.);
 - travel options provided by the measures set out in the Outline CWTP (such as multi-occupancy vehicle pick-up points and centralised arrival locations etc.);
 - public transport options, routes and timetables;
 - local cycle and public rights of way routes;
 - local accommodation options; and
 - parking provisions for both car and bicycle.
- 6.8.2 The contractor will be responsible for briefing new employees and sub-contractors about the detailed CWTP, through the provision of an information leaflet summarising the key features of the Outline CWTP within the travel information packs (**Section 6.9**).
- 6.8.3 At the TCCs, a staff notice board will be provided allowing an opportunity for organising shared travel, as well sharing information on travel choices.

6.9 Communication Strategy

Induction process

- 6.9.1 All workers involved in the construction of the onshore elements of the Proposed Development will be required to attend an induction session prior to commencing work.
- 6.9.2 The induction process is proposed to cover a number of security and safety aspects of working on Rampion 2. A specific session during the induction process will cover transport issues and in particular will:
- explain the overall transport strategy being adopted for Rampion 2, including the use of a strategy combining parking at TCCs plus transfer onto multi-occupancy vehicles for the movement of the construction workforce;
 - explain the on-site parking that would be available at the TCCs;
 - explain the Driver Rules and Worker Code of Conduct, to be produced by RED; and
 - explain the importance of compliance with the detailed CWTP.

Travel Information

- 6.9.3 It is proposed that at induction, each worker will also be issued with a Rampion 2 information pack in electronic and paper format which will contain the following information:
- a summary of the information on the Outline CWTP presented at induction;
 - information on local bus services and rail timetables;
 - information on walk and cycle routes;
 - information on motorcycling and where people can park;
 - information to encourage and facilitate car sharing arrangements, including details of the car share scheme;
 - promotional literature within the Rampion 2 travel information covering such things as the benefits of walking and cycling and cost saving associated with car sharing; and
 - information for non-home-based workers undertaking journeys to and from their permanent residence and how this could be undertaken using sustainable travel modes and/or avoiding peak periods of congestion.
- 6.9.4 Travel information for Rampion 2 is proposed to be updated on a regular basis to ensure it continues to be accurate and relevant to the needs of the construction workforce. Updated information will be circulated electronically to the construction workforce and displayed at compounds. The TPC will be responsible for the updates.
- 6.9.5 During the course of the construction phase, regular information will be made available to construction workers electronically, both via email and on the Rampion

2 intranet. Any other relevant information, news, or alerts with regards to the Outline CWTP is also proposed to be provided to the construction workforce electronically. The information supplied will not only enhance adherence to the Outline CWTP but will also assist in encouraging the use of sustainable modes in respect of non-work trips made by the construction workforce while resident in the local area.

- 6.9.6 A facility will be provided at the TCCs to enable construction workers to make queries about transport issues and arrangements. Updates and initiatives relating to travel will also be communicated in person to the workforce through means such as toolbox talks which are to be held periodically.

6.10 Contractual conditions

- 6.10.1 All staff employed by RED, and their Contractor(s) will receive training to ensure they are fully aware of their responsibilities in ensuring the measures outlined in the Outline Code of Construction Practice (CoCP) and supporting management plans (including this Outline CWTP) are complied with.

6.11 Summary

Taken together, these measures demonstrate RED's commitment to the delivery of the transport strategy associated with Rampion 2 and effective implementation of the Outline CWTP thus providing confidence that the approach proposed will operate successfully in practice. The approach adopted will continue to be refined as the Proposed Development progresses and in the light of experience. The review procedures which will be adopted are set out in **Section 7**.



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7. Monitoring and review

7.1 Introduction

7.1.1 The Outline CWTP will require monitoring, review, and revision so that it remains effective. All monitoring will be the responsibility of RED, through the appointed Travel Plan Coordinator. The review of the Outline CWTP will be undertaken in consultation with the TRG.

7.2 Monitoring strategy

7.2.1 Monitoring may include:

- the extent to which all of the mode share and other targets set out in the detailed Outline CWTP have been achieved and/or are reasonably likely to be achieved;
- prior to a bus service being set up, the potential level of demand amongst the construction workforce for a bus service serving one or more TCCs;
- if a bus service is set up, the level of usage of the bus service; and
- provision of a Travel Plan Report to the TRG every calendar quarter, unless otherwise agreed by the TRG in accordance with this Outline CWTP.

Data collection

7.2.2 The following data is proposed to be collected for the Proposed Development in order to monitor the Detailed CWTP:

- mode share;
- car, cycle and motorcycle parking utilisation; and
- car share scheme enrolment.

7.2.3 It is anticipated that the Outline CWTP data will be reported in the quarterly TRG report and collected as follows:

- mode share: travel plan workforce survey data; and
- cycle and motorcycle space utilisation: quarterly surveys to monitor use against supply.

7.2.4 All information captured will need to be subject to compliance with any relevant data protection legislation.

7.2.5 In addition to the data collection set out above, a formal annual staff travel survey will be undertaken. The survey format will be agreed with the TRG. The results will be shared with the TRG as part of the monitoring report.

Monitoring frequency

- 7.2.6 A monitoring report will be produced every three months from the commencement of the construction works, unless otherwise agreed by the TRG. The format of the monitoring report will be agreed with the TRG prior to commencement of the Proposed Development.
- 7.2.7 The monitoring report will be available to TRG members at least three working days in advance of the TRG meeting.

Transport Monitoring Reports

- 7.2.8 RED will prepare a transport monitoring report and submit it to the TRG for review along with the TRG meeting agenda. The monitoring report will be available to TRG members at least five working days in advance of the TRG meeting.
- 7.2.9 The TRG members will be able to notify the Travel Plan Coordinator if there are any additional members of their organisation that should be issued the TRG monitoring report.
- 7.2.10 For the first three months of the construction phase, transport monitoring reports will be submitted on a monthly basis and thereafter every three months unless otherwise agreed with the TRG.
- 7.2.11 The format of the monitoring report will be agreed with the TRG prior to commencement of the construction phase.
- 7.2.12 The transport monitoring reports as well as TRG meeting minutes will be made publicly available on the West Sussex County Council website.

7.3 Review

TRG review

- 7.3.1 The Travel Plan Coordinator will monitor progress against the mode share targets set out in this Outline CWTP. Mode shares will be reported to the TRG and the review by the TRG will consider whether:
- Rampion 2 is meeting or on track to meet the mode share targets and no amendments to the Action Plan or mode share targets are required;
 - Rampion 2 is not on track to meet the mode share targets and additional measures are needed; and
 - Rampion 2 is not on track to meet the mode share targets but no further action should be taken either because there are remedial actions already in train or because any reasons for divergence from the mode share split are reasonable and legitimate.
- 7.3.2 The TRG and stakeholder and local groups will also play an important role in providing feedback on the implementation of the Outline CWTP and any issues associated with it.

- 7.3.3 Where it is considered by RED, in the light of monitoring information or feedback from the TRG or stakeholders and local groups, there is a need to amend or update the Outline CWTP, RED will submit an amended Outline CWTP to the TRG for approval.

Proposed Development review

- 7.3.4 In addition to the TRG review process, internal meetings will take place to discuss the Outline CWTP. Continual monitoring and review will be particularly important for a range of reasons. For example, it will be necessary to continually monitor the overall level of demand for and frequency of bus services, the demand for parking, and to consider any emerging issues of compliance, as well as monitoring the overall level of efficiency of implementation of the Outline CWTP as a whole.

7.4 Travel database

- 7.4.1 The construction workforce will be asked to record their form of travel as they sign in at the TCC. Provision will be made on the sign in sheet for construction workers to record their mode of transport taken that day. This will enable data to be collated on a monthly basis and allow the identification of any trends which may indicate targets are not appropriate, and or alternative measures should be identified.
- 7.4.2 The demand and supply of car parking at the main construction compound, and secondary construction compounds will be monitored on a month basis so that single-person occupancy vehicles are not encouraged.
- 7.4.3 The findings of this monitoring will be reported to WSCC (as the local highways authority) every three months. The purpose of this reporting is to:
- demonstrate that the aims and objectives of the Travel Plan are being achieved;
 - identifies any measures that are not working as anticipated; and
 - offers an opportunity for ongoing consultation with WSCC to identify improvements to the Travel Plan.

7.5 Parking

- 7.5.1 The Travel Plan Co-ordinator will monitor the total number of construction workers on-site and the number of parking spaces provided (for each type of vehicle) to help achieve the proposed car occupancy targets. It is anticipated that monitoring will be undertaken quarterly throughout construction.



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8. Enforcement

8.1 Introduction

- 8.1.1 This section provides a summary of the mechanisms that will facilitate compliance with the Outline CWTP.
- 8.1.2 The enforcement of the Outline CWTP is considered under the following headings:
- Best practice: Rampion 2 will instigate management practices with its contractors in order to deliver the best outcomes for all stakeholders, which includes the local community;
 - Contractual conditions: Rampion 2 will use contractual conditions that require compliance with the Outline CWTP;
 - Default mechanisms: Should the Outline CWTP fail to meet the targets then corrective measures will be taken; and

8.2 Best practice

- 8.2.1 Proposed Development will use internal management procedures to achieve compliance with the requirements of the Outline CWTP including:
- contractor kick off meetings: contractors reminded of RED's standards and expectations as set out in contract documentation;
 - induction: worker induction to include briefing on Outline CWTP and Worker Code of Conduct; and
 - learning reports: incidences of potential breaches or non-compliance with the Outline CWTP will be investigated and acted upon.

8.3 Contractual conditions

- 8.3.1 Upon appointment, each contractor will have within their contract a condition of contract to comply with the Outline CWTP. Non-compliance could lead to sanctions and enforcement measures by the RED, which could lead to workers being removed from the project.

8.4 Remedial actions

- 8.4.1 RED is committed to implementing a comprehensive transport strategy and package of travel plan measures in order to meet the mode share 'assessment' targets and will use best endeavours to meet the mode share 'aim' targets that go beyond the mode share assessed in [Appendix 23.2: Traffic Generation Technical Note, Volume 4](#) (Document Reference: 6.4.23.2).
- 8.4.2 Notwithstanding this, it should be recognised that Rampion 2 is a major and complex construction project within a rural location and the mode share

assessment and aim targets are ambitious. As such, there may be a need to implement further measures in order to meet the targets.

- 8.4.3 As set out in **Section 7**, as part of the TRG review process, actions will be agreed for the Travel Plan Coordinator to implement. Some of the actions will be associated with the continued implementation of the Outline CWTP but others may be proposed as refinements / remedial actions to be agreed by the TRG at the quarterly meeting to ensure that the targets set within the Outline CWTP are met. The approved actions at each TRG meeting are to be funded by RED and managed by the Travel Plan Coordinator.

9. Conclusion

- 9.1.1 This Outline CWTP sets out the principles for managing the impact of travel by the construction workforce associated with the Rampion 2 construction works (onshore cable corridor installation, onshore substation and offshore work).
- 9.1.2 It is intended that this document will provide the basis for a Detailed CWTP at the post-consent stage. Thus, the Detailed CWTP will be submitted for approval by WSCC (in consultation with the relevant planning authorities) prior to the commencement of construction works.
- 9.1.3 The Detailed CWTP will be developed post-consent, but will be produced in accordance with the principles, objectives and guidance provided in this Outline CWTP. This Outline CWTP therefore presents the principle of measures which could be employed to meet the aforementioned objectives and provides a framework for the submission of a Detailed CWTP to be secured as a DCO Requirement which requires approval by WSCC at the post-consent stage. It is likely that overseeing the coordination and delivery of the Detailed CWTP will be the responsibility of the Principal Contractor at the post-consent stage. The Detailed CWTP will be a living document which will be updated as required based on engagement with stakeholders and when further information regarding the key parameters (for example, workforce origins, logistics strategy, construction programme) will have been refined by the appointed contractors.



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10. Glossary of terms and abbreviations

Table 10-1 Glossary of terms and abbreviations

Term (acronym)	Definition
CWTP	Construction Workforce Travel Plan
DCO Application	An application for consent to undertake a Nationally Significant Infrastructure Project made to the Planning Inspectorate who will consider the application and make a recommendation to the Secretary of State, who will decide on whether development consent should be granted for the Proposed Development.
Horizontal Directional Drill (HDD)	A trenchless crossing engineering technique using a drill steered underground without the requirement for open trenches. This technique is often employed when crossing environmentally sensitive areas, major water courses and highways. This method is able to carry out the underground installation of pipes and cables with minimal surface disruption.
National Policy Statements (NPS)	<p>Part 2 of the Planning Act 2008 sets out the national policy against which NSIP applications are assessed. NPSs set out guidance to inform the decision-making process for NSIPs. NPSs relevant to energy generation include:</p> <p>Overarching National Policy Statement for Energy (EN-1) (DECC, 2011a); National Policy Statement for Renewable Energy (EN-3) (DECC, 2011b); and National Policy Statement for Electricity Networks (EN-5) (DECC, 2011c).</p>
Outline CWTP	Outline Construction Workforce Travel Plan
Proposed Development	The Proposed Development is an offshore wind farm with an installed capacity in excess of 100MW with a current estimated generating capacity of approximately 1,200MW located in the English Channel off the Sussex coast. The Proposed Development comprises onshore, and offshore infrastructure including cables, substations and landfall sites.
PRoW	Public Right of Way
RED	Rampion Extension Development Limited (the Applicant)
SDNPA	South Downs National Park Authority

Term (acronym)	Definition
SMART	Specific; Measurable; Achievable; Realistic and Time-related
TPC	Travel Plan Co-ordinator
TRG	Transport Review Group
WSCC	West Sussex County Council
WSTP	West Sussex Transport Plan
WTG	Wind Turbine Generator

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