



2010

AWE Travel Plan

Public Information Leaflet





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June 2010

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AWE is committed to keeping stakeholders informed about the impact of our activities and plans for future development.

In September 2006, we published our Travel Plan as part of a series of public information leaflets. It set out the steps that we were taking to minimise the local impact that our employees, contractors and visitors have as they travel to and from and between our sites.

Travel plans are evolutionary documents. They need to take account of changes in travel patterns and reflect progress on the implementation of the plan to date. We have therefore updated our plan regularly and the latest developments are explained in this leaflet.



travel & transport



We are very aware of our responsibilities both for protecting the environment and being a good neighbour. I hope you agree that we have put tremendous effort into the plan and the results of surveys show we are close to achieving our targets. However, we are conscious that we must continue these efforts to maintain the excellent work undertaken to date if we are to achieve our targets.

I hope you will find the information in this leaflet useful. We welcome your comments and feedback which can be made via email: enquiries@awe.co.uk

Andrew Jupp
Director of Infrastructure
AWE Plc

Introduction

This leaflet provides an update on the progress of the Travel Plan for the Atomic Weapons Establishment (AWE) which has two sites; Aldermaston and Burghfield.

AWE is responsible for the entire life cycle of the United Kingdom's nuclear warheads, from initial research and design, through component manufacture and assembly, to in-service support and, finally, decommissioning and disposal.

Our travel and transport objectives are in line with national, regional and local planning policy. We aim to:

- promote better transport choices for staff, contractors and visitors
- promote easier staff access to the sites through walking, cycling and car sharing
- reduce the need to travel and 'single occupancy' journeys
- we also wish to continue managing our construction traffic, and goods and service vehicles in a better way.

Meeting our objectives

A wide range of measures are being employed to help us achieve our objectives.

A communications campaign has been raising travel awareness among our operational staff, contractors, visitors and construction workers to encourage environmentally responsible travel behaviour.

Action has been taken to promote the use of alternatives to people driving alone, such as walking, cycling and car sharing for journeys to and from AWE.

We continue investigating opportunities to reduce the number of car trips taken between the sites.

In 2006, we pledged to get single occupancy driving down from 83% to 65% at AWE Aldermaston and from 92% to 75% at AWE Burghfield by 2012. By March 2010 we had already reduced the percentage to 71% at AWE Aldermaston and to 84% at AWE Burghfield.

Steps have been taken to ensure parking provision is sufficient on our sites, while in line with overall transport policy and meeting safety requirements. We have ensured that the AWE site transport network and parking is efficiently used and safe for staff.

Around our sites, AWE is assisting with local transport and road safety schemes, with the aim of minimising local traffic congestion and road traffic accidents.

We have looked at ways in which our contractor and delivery movements can be optimised.

During any development work on our sites, construction traffic is managed in accordance with our construction logistics strategy.

Where feasible, we have sought to avoid unnecessary travel to and from, and within, AWE sites.

We will continue to:

- promote more sustainable transport choices for current and future staff, contractors and visitors and, where feasible, construction workers
- promote staff accessibility to the AWE sites by walking, cycling, passenger transport and car sharing
- reduce the need to travel – especially in vehicles with just a single occupant; and
- better manage construction traffic, goods vehicles and service vehicles.

These objectives are in line with national, regional and local planning policy.

The Travel Plan aims to change the travel choices taken by people working at or visiting our sites. In all we do, safety is our number one priority.

We have factored into our plans necessary safety improvements such as external and internal highway improvements; including footways, cycleways, controlled crossings, and speed limit changes.



Travel information and awareness

It is important to ensure that AWE staff, contractors, visitors and construction workers are provided with accurate travel information and are made aware of the Travel Plan initiatives that have been implemented. We display information on available initiatives in key reception areas and on notice boards on our sites. In addition, a travel site has been set up on the Company intranet.

Events are held to market the Travel Plan on our sites. They include: holding a Travel and Transport Week (exhibition and presentations), a Sustainability Exhibition and a World Car Free Day Exhibition. These events have allowed us to provide personalised journey planning advice to staff and contractors.

AWE has become a corporate member of the Association for Commuter Transport (ACT) allowing us to share and benefit from best practice adopted by other organisations.

Car sharing

A frequent barrier to car sharing occurs when people are unable to find a suitable car share partner. So, AWE has introduced an online car share database accessible via the Company intranet.

To encourage car sharing, a proportion of car parking spaces have been reserved for car sharers. These spaces are conveniently located in close proximity to building entrances.

Passenger transport

AWE operates a frequent shuttle bus service between the sites and an internal courtesy service for Aldermaston, which avoids the need for people to use their own cars when travelling between buildings and sites. The provision of these services is continually reviewed to take into account environmental, economic and local issues. In line with good practice in other large companies, we have also secured discounts for our staff with local bus operators.

Bus stops, including an east bound bus shelter, have now been provided at Aldermaston main gate and passengers alighting services at this location can now access the site, via a new controlled crossing.



Cycling and walking

We have carried out a programme of highways work that have improved road safety, including new footways and cycleways to ease the journeys of pedestrians and cyclists.

Details of completed and current schemes:

- A new foot/cycle route will be created between Aldermaston village and the station
- Construction of a foot/cycleway between Heath End roundabout and Aldermaston village is partially complete
- Flashing school safety signs outside Aldermaston Primary School and vehicle activated signs at Aldermaston Wharf have been put in place
- We have put in place junction improvements at Brimpton Road / B3051, comprising improved signage and road markings, a vehicle activated warning sign and anti skid surfacing
- Road safety improvements at Red Lane / Soke Road / Welshmans Road / Reading Road will be carried out
- AWE has a dedicated pedestrian and cycle access at Falcon Gate, AWE Aldermaston, and other road safety measures in Tadley will follow in due course
- As part of Section 106 contributions to West Berkshire Council, an urban footway has been created between Burghfield Village and the bridge by the Cunning Man pub.

The Company has provided on-site cycle and pedestrian links and new safe and secure covered cycle parking in close proximity to key buildings. This parking is lit and monitored by the on-site security system.

A Bicycle User Group (BUG) has been set up. This provides a forum for cyclists to meet up and discuss cycling issues. Other features of the BUG include:

- A 'bike doctor' who attends meetings and checks out bikes and advises on repairs
- A 'bicycle buddy' scheme – this has been set up to give inexperienced cyclists with the opportunity to be accompanied on their first few trips to and from work
- Training sessions are available for those who want to improve their skills.

AWE has purchased 500 on-site bicycles for staff and free bicycle helmets, as well as high visibility tabards for use on site and when travelling to and from work.

Reducing the need to travel

Opportunities to use alternative working arrangements, which reduce the need to travel are limited at AWE due to security requirements and an individual's specific role within the organisation. But where possible we look at compressed hours; staggered working hours; and teleworking – better use of existing technology such as conference calls instead of meetings.



Minimising impact on local roads

To minimise the impact on local roads, we consistently review the flow of traffic into and out of our sites. Staff are encouraged to enter our sites by the nearest gate and complete their journey on internal roads rather than using the public highways. Improvements have also been made to some of our gates.

To improve road safety, AWE has banned right turns into the Boiler House Gate at the AWE (A) site and has asked staff to amend their journey accordingly. This has improved the traffic flow and road safety around the AWE (A) site. Previous right turn bans at Aldermaston, Tadley, Main and A340 (N) Gates have been revoked with the completion of the roundabouts at these locations whilst the right turn ban at Falcon Gate has been revoked by virtue of the banning of vehicular traffic from exiting this access.

We have introduced a scheme for queuing vehicles within our site boundary at the AWE Aldermaston West Gate. 'Operation Stack' has been successfully operated on numerous occasions and has eliminated cars backing up on to local roads at peak times.

Monitoring

AWE's Travel Plan Co-ordinator is responsible for monitoring the travel habits of the workforce. This is done by monitoring the success of Travel Plan initiatives and carrying out annual travel surveys.

These surveys provide valuable information on existing travel habits and allow us to identify areas of the plan that can be improved.

Conclusion

We have made excellent progress on the implementation of the Travel Plan to date and we are confident we will meet its objectives and bring substantial benefits to the company and the surrounding community.

We will report on further progress against the plan to meetings of our Local Liaison Committee and will continue to update this document accordingly.

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For further information about AWE, contact AWE Corporate Communications on 0118 985 6402 or visit our website www.awe.co.uk

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