

AWE Travel Plan 2015



Public Information Leaflet



Introduction

AWE is committed to keeping stakeholders informed about the impact of our activities and plans for future development. Following a review of the AWE travel plan in 2015 which took into account changes in travel patterns and operational needs, the AWE travel plan has been updated.

The aim of the travel plan is to provide an appropriately balanced transport strategy that facilitates staff, contractor and visitor travel to, from, between and within the AWE sites, in the most secure, safest, efficient and cost effective way, which is responsive to the key needs and requirements of both AWE and the surrounding communities.'



A key element of the AWE Travel Plan is to reduce the number of car trips generated by the AWE sites and whilst it is recognised that many staff, contractors and visitors have no alternative to travelling alone by car, everybody is encouraged to consider alternative ways to travel whenever possible.

This document sets out the steps that we take to minimise the local impact that our employees, contractors and visitors have as they travel to and from and between our sites, taking into account the operational needs and impacts of the AWE sites.

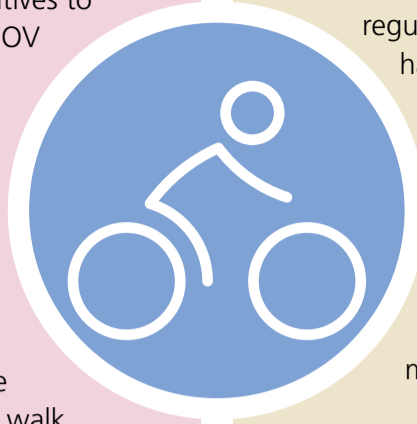
Key objectives

- Reduce SOV (single occupancy vehicle) travel through the promotion of more sustainable transport choices and accessibility, reducing the need to travel and better managing construction traffic.
- Minimise impacts on the surrounding community and also meet the needs and requirements of the overall AWE business.
- Encourage choice by continuing to support all available modes of travel, including SOV travel for those who have no realistic choice but to travel alone by car
- Continue to implement and promote existing efficient, effective, safe and secure Travel Plan / traffic management measures
- Maintain existing site operations in terms of vehicle numbers, queuing, access points, modal split and car parking



Meeting the objectives

- Promotion of the use of alternatives to people driving to work alone (SOV - single occupancy vehicle)
- Continued provision of prime parking spaces reserved for car sharers
- Provision of foot / cycle ways and controlled crossing points, along the A340 and through the Falcon Gyrotory (allowing those members of the workforce who live in Tadley to walk or cycle to AWE (A) in a safe manner).
- Construction of a foot/cycle way between Heath End roundabout and Youngs Industrial Estate
- Use of public transport serving both sites
- Continued operation of 'Operation Stack' at AWE West Gate (queuing of vehicles within AWE site boundary to eliminate congestion of on local roads at peak times)
- Introduction of an additional vehicle access point via Orion gate?



Initiatives

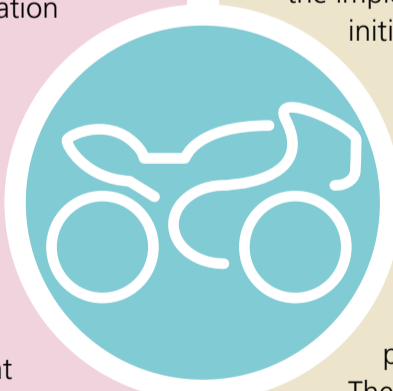
A wide range of initiatives and measures are being employed and promoted to help us meet the objectives. These are summarised below:

- Travel Information and Awareness - Portal notices, Travel and Transport website, Travel and Transport Champion, new starter notification, posters / display boards, Winter Awareness campaign
- Car Share - Online database, car share parking spaces, car share passes, guaranteed ride home in emergency, car share database postcode plots
- Passenger Transport - 'Taster' tickets, Travel Subsistence Loans, guaranteed ride home in emergency
- Cycling and Walking - Showers / lockers / changing / drying facilities, covered cycle parking, Bicycle User Group, bike shop discounts, Travel Subsistence Loans
- Motorcycling - Dedicated motorcycle parking
- Private Shuttle Bus Provision - AWE (A) shuttle bus, inter-site shuttle bus
- Gate Management - Stack operation
- Driving Behaviour - Monitoring / discipline

Baseline Position

Travel surveys undertaken in March 2014 identified that both AWE sites were broadly operating at transport capacity and generally -

- vehicular demand was matching gate capacity
- queues from the gates were being accommodated within the MoD site boundary
- vehicular delay on entry and exit from the site was considered acceptable
- availability of car parking was considered acceptable.



This is the Travel Plan baseline position. It provides the basis to set key trigger points which will be regularly monitored to identify if any have been breached and whether the implementation of any contingency initiatives need to be considered.

The results of the monitoring are shared with the Local Highway Authority through the regular meetings held with them.

The trigger threshold points include:

- SOV Exceedance - Single occupancy vehicle travel rises to above 68% of all travel into and out of Aldermaston site, 76% of all travel into and out of Burghfield site.
- Backing-up Exceedance at Aldermaston site - vehicles block back onto the external highway network during In-muster (with 'Stack' in place in the case of West Gate) Backing-up Exceedance Burghfield site - vehicles block back to Reading Road during In-muster
- Demand in key car parks is greater than 90% of capacity at either Aldermaston or Burghfield
- Exceedance of a (five day) average of 11,500 vehicle movements each day at Aldermaston site or 2,625 vehicle movements each day at Burghfield site.
- A change in security status at either site



Monitoring

Travel surveys are undertaken annually and the one undertaken in April 2015 identified that no trigger points had been breached. Accordingly, it was not necessary to consider the implementation of any contingency initiatives.

Conclusion

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

The AWE travel plan is regularly updated to take into account changes in travel patterns, business needs and impacts on the local community. Implementation of the plan initiatives and meeting the objectives brings substantial benefits to the company and surrounding community.





REF MG(35098)

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