

## 9. Transport

for shorter distances, walking and cycling, and that the location, design and construction of new transport infrastructure projects should have a positive impact upon local communities and the local environment. In addition, it identifies the need to improve the overall level of safety on both trunk roads and local road networks and to reduce, where possible, the dependency on the car and lorry, and utilising to a greater extent the potential of the rail network.

The Berkshire Structure Plan 2001 (Ref 9-4) sets the spatial strategy within which the West Berkshire Local Transport Plan is prepared. The strategy aims to concentrate on the improvement of transport nodes and links. It also advises that planning powers should be used to reduce the need to travel, promote alternative means of travel, and to increase safety and access.

The Hampshire Structure Plan (Ref 9-5) seeks to reduce dependency on the private motor car and promote greater use of other forms of transport, including walking and cycling. It recognises however, that road transport will remain the prime travel mode.

### 9.2.3 Local Planning Policy

The West Berkshire Local Transport Plan 2 (LTP2) 2006-2011 (Ref 9-6) provides the framework for transport planning and decision making at a local level. The objectives of LTP2 are:

- To improve travel choice and encourage sustainable travel;
- To maintain and make the best use of West Berkshire's transport assets for all modes;
- To improve access to employment, education, healthcare, retail and leisure opportunities;
- To improve and promote opportunities for healthy and safe travel; and
- To minimise the impact of all forms of travel on the environment.

The LTP2 recognises that it will be critical for development at AWE to be supported by the implementation of a comprehensive travel plan and that West Berkshire and Hampshire local authorities work with AWE to achieve this. It also recognises that AWE has implications for transport movement as it is a focus of movements in during the morning and out in the evening, and that this places pressure on the transport network, in particular the local highway network given the lack of alternatives from many locations to access AWE by means other than private transport. The freight strategy appended to the LTP2 advises that WBC will work in partnership with AWE to identify the types and volumes of construction traffic likely to be generated on the main routes into Aldermaston.

The objectives of the Hampshire LTP 2006-2011 (Ref 9-7) are:

- To increase accessibility;
- To promote safety;
- To reduce the impact and effect of congestion;

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The objectives of the Hampshire LTP 2006-2011 (Ref 9-7) are:

- To increase accessibility;
- To promote safety;
- To reduce the impact and effect of congestion;

- To widen travel choice;
- To improve air quality;
- To support wider quality of life objectives; and
- To encourage value for money and efficient asset management.

The overall objective of the transport policies set out in West Berkshire District Local Plan 1991-2006 (Ref 9-8) is to reduce the need to travel, encourage the use of the means of transport other than the car, especially public transport, walking and cycling and discourage reliance on the car where there are effective alternatives.

The overall objective of the transport policies set out in Basingstoke and Deane Borough Council (BDBC) Local Plan 1996-2011 (Ref 9-9) is to promote walking, cycling, the use of public transport and appropriate levels of car use ensuring that development is located in accessible locations, consistent with priority in the Local Transport Plan. Furthermore, in both urban and rural areas, alternative modes of transport to the car will be promoted through the development of safe, accessible and attractive transport networks, including securing directly related improvements from new development schemes.

As a result of the Planning and Compulsory Purchase Act 1994, Local Plans will eventually be replaced by Local Development Frameworks. These are currently being developed by WBC and BDBC District Council. The BDBC Local Plan has only just been adopted. Accordingly, it will be saved for three years from its adoption. During this period policies will be replaced by Local Development Documents (LDD's) although some may be saved beyond this period if they still comply with other relevant plans, policies and strategies.

## 9.3 Assessment Methodology and Significance Criteria

### 9.3.1 Assessment Methodology

The methodology used in this Chapter is based on that set out in the Guidelines for the Environmental Assessment of Road Traffic produced by the Institute of Environmental Assessment (IEA) (Ref 9-10). In addition regard has also been had to the Design Manual for Roads and Bridges – Volume 11 Environmental Assessment, published by the Department for Transport (Ref 9-11).

### 9.3.2 Significance Criteria

The magnitude of the effects of the development proposals are identified together with the level of significance. It should be noted that the development proposals incorporate many features designed to reduce or avoid adverse environmental effects. These features have been taken into account in the assessment of effects within this Chapter.

The IEA Guidelines suggest that the following two broad rules of thumb can be used to identify the scale and extent of assessment:

- 'Rule 1: include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%);
- Rule 2: include any other specifically sensitive areas where traffic flows have increased by 10% or more."

Notwithstanding these rules of thumb, assessments of predicted effects have been undertaken and are set out within the remainder of this Chapter

The effects of residual impacts have been graded as:

- Beneficial** Advantageous or positive impact to an environment resource or receptor
- Negligible** Imperceptible impacts to an environmental resource or receptor;
- Adverse** Detrimental or negative impacts to an environmental resource or receptor;

Where beneficial or adverse impacts have been identified these have been further assessed against the following scale:

- Minor** Slight, very short or highly localised impact of no significant consequence
- Moderate** Limited impact (by extent/duration/magnitude) that may be considered significant;
- Major** Considerable impact (by extent, duration or magnitude) of more than local significance, or in breach of recognised acceptability/legislation/policy/standards.

The significance of predicted effects has been assessed using quantitative assessments, where appropriate, in combination with qualitative judgement.

The IEA (1993) Guidelines set out a list of environmental effects which should be assessed for their significance. Definitions of each of the potential effects identified in the IEA Guidelines are set out below along with explanatory text relating to assessment criteria.

- **Noise and Vibration:** The environmental implications of noise and vibration arising from changes in traffic flow are assessed in *Chapter 11: Noise and Vibration*.
- **Visual Effects:** The visual effect of traffic is complex and subjective. Development generated traffic will route via existing external roads, which already carry existing traffic. The project will not substantially alter the composition of traffic on the road network, with routes affected currently accommodating all vehicle types. The specific visual effects of development generated traffic has not therefore been assessed *Chapter 13 Landscape & Visual* does, however, include a full assessment of construction and operational phase impacts of the scheme proposals.

Severance: Severance is the perceived division that can occur within a community when it becomes separated by a major traffic artery. Severance is difficult to measure and by its subjective nature is likely to vary between different groups within a single community. In addition to the volume, composition and speed of traffic, severance is also likely to be influenced by the geometric characteristics of a road, the demand for movement across a road and the variety of land uses and extent of community located on either side of a road. All these factors are considered when determining the likely severance effect. In general terms, according to the IEA guidelines, a 30% change in traffic flow is likely to produce a 'slight' change in severance, with 'moderate' and 'substantial' changes occurring at 60% and 90% respectively.

Driver Delay: Delay to drivers generally occur at junctions where opposing vehicle manoeuvres are undertaken with vehicles having to give or receive priority depending upon the type of junction arrangement. A number of traffic modelling computer programs are available which are able to predict the average vehicle delay at junctions. The change in average vehicle delay as a result of the development proposals is then identified and its significance assessed.

Pedestrian Delay: The delay incurred by pedestrians is generally a direct consequence of their ability to cross roads. Thus the provision of crossing facilities, the geometric characteristics of the road, and the traffic volume, composition and speed are all factors that can affect pedestrian delay and have been considered when assessing this effect. It should be noted that the IEA guidelines advise that, in assessing levels of, and changes in pedestrian delay, assessors do not attempt to use quantitative thresholds. Instead, the guidelines recommend the use of professional judgement to determine whether pedestrian delay is a significant effect.

Pedestrian Amenity: The term pedestrian amenity is broadly defined as the relative pleasantness of a journey. It is considered to be affected by traffic flow, speed and composition as well as footway width and the separation/protection from traffic. It encompasses the overall relationship between pedestrians and traffic, including fear and intimidation which is the most emotive and difficult effect to quantify and assess. There are no commonly agreed thresholds for quantifying the significance of changes in pedestrian amenity, although the IEA guidelines tentatively suggest that where traffic flow (or its HGV component) doubles significant effect is likely to arise. All the above factors are considered in reaching a professional judgement when assessing this effect.

Road Safety: To establish the effect on the road safety record of the adjoining road network Personal Injury Accident(PIA) statistics have been obtained for the five year period, October 2001 to September 2006. Assessments have considered the incidence of accidents and assessed the likely change in the frequency of accidents as a result of the development proposals. In addition consideration has been given to the local circumstances prevailing, in particular traffic speed, flow and composition as well as vehicle conflict and pedestrian activity. A combination of these assessments enables a professional judgement to be made regarding the significance of the effect.

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Figure 9-1 Existing Road Network

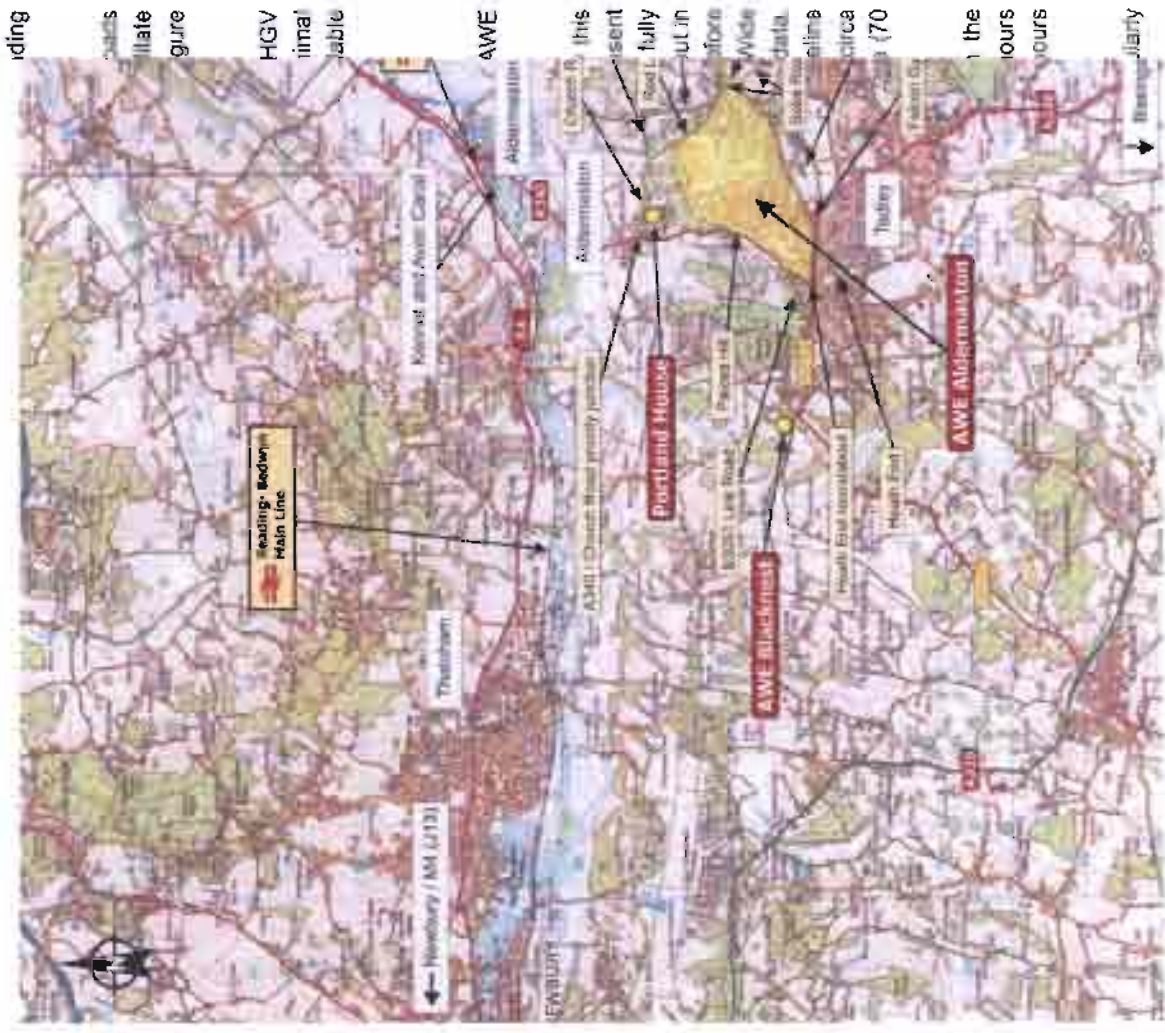
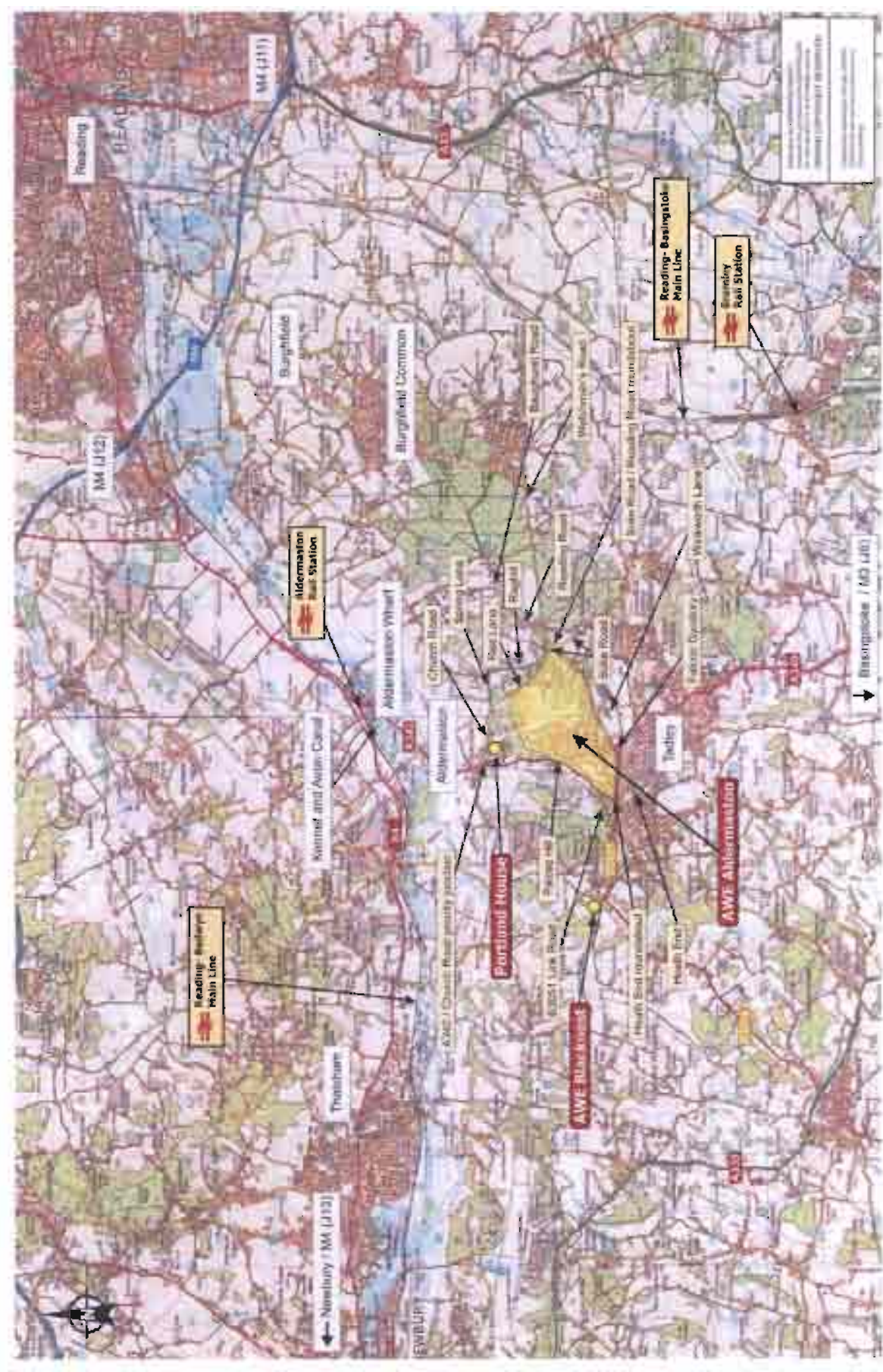


Figure 9-1 Existing Road Network



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Figure 9-2 Weight, Height and Width Restrictions



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- Car share 10%
- Passenger transport 7%
- Bicycle 5%
- Walk 4%
- Other 2%

HEFF operations currently generate approximately 8 vehicle trips in each of the AM and PM peak hours at Aldermaston and 5 vehicle trips at Burghfield.

9.4.9 Baseline Operational Staff and Contractor Distribution

A review of the home location areas of operational staff and contractors based at AWE Aldermaston indicate that they are relatively evenly distributed in relation to nearby centres of population.

9.4.10 Baseline Car Parking

It is anticipated that there will be approximately 2,840 parking spaces available at AWE Aldermaston by the year of opening of HEFF in 2010.

9.5 Potential Impacts and Mitigation Measures

9.5.1 Potential Impacts

9.5.1.1 Trip Generation

Construction Phase

With regard to construction phase HGV movements, an estimate of maximum number of HGV's per day for each of the key construction phases is provided within Chapter 6: Construction Phase. HGV numbers vary throughout the construction period depending on site activities.

For the purposes of this assessment, 24 HGV trips per day have been assumed. This replicates the peak number of HGV movements that are predicted to occur over a sustained period during construction. However, it is estimated that there will be eight days when there will be an additional 156 HGV movements per day generated associated with concrete pouring. Therefore a worst case sensitivity test of 180 HGV trips per day has also been assessed. In addition, it is estimated that up to 140 construction staff vehicular trips and 24 delivery van trips will be generated each day during the peak of construction of HEFF.

It is estimated that up to 40 construction staff vehicular trips, 2 delivery van trips and 2 HGV trips will be generated by construction activities (during the peak of construction of the Proposed Development) in each of the AM and PM peak hours. Peak hour light vehicle and HGV movements at each of the locations modelled are detailed within Figure 9-4.



It should be noted that construction staff will access / egress the site via the West Gate and park within the West End enclave car park and catch a shuttle bus to access / egress the construction enclave. It is proposed that delivery vehicles and HGVs will enter the site via the West Gate to undertake security checks. Subject to receiving satisfactory security clearance, the delivery vehicles and HGVs will proceed to the site and may exit at the A 340(N) construction gate. A limited number of HGV deliveries will be allowed to enter the site via the A 340(N) construction gate. These access / egress arrangements are shown on Figure 9-5.

**Operational Phase**

The Proposed Facility will be occupied by up to 36 operational staff and contractors. Of these, 24 are already based at Aldermaston and 12 are currently based at Burghfield. Accordingly, only the 12 operational staff and contractors currently based at Burghfield have been assumed as additional staff for the purposes of the EA. It is estimated that these staff will generate 20 additional car trips per day and 5 additional car trips in each of the AM and PM peak hours.

**Combined Construction and Operational Phases**

To provide a worst case for testing the impact of traffic associated with the Proposed Development on the surrounding highway network, the transport situation modelled comprised HEFF construction phase vehicles and HEFF operational phase vehicles added together.

It is estimated that up to 226 vehicular movements per day, including 24 HGV trips (180 HGV trips during concrete pouring) will be generated by the construction and operational phases of HEFF.

It is estimated that up to 49 vehicular trips, including 2 HGV trips (16 HGV trips during concrete pouring) will be generated in the AM and PM peak hours by the construction and operational phases of HEFF.

Overall therefore, it is estimated that the following trips will be generated by HEFF.

Table 9-1 HEFF vehicle movements

	AM Peak Hour	PM Peak Hour	Daily
Operational Staff Vehicular Trips	4	4	16
Construction Staff Vehicular Trips	40	40	158
Construction HGV Trips	2	2	24
Delivery Van Trips	2	2	24
<b>Total</b>	<b>49</b>	<b>48</b>	<b>226</b>
Concrete HGV Trips	14	14	156
<b>Total (Sensitivity Test)</b>	<b>62</b>	<b>62</b>	<b>378</b>

9.5.1.2 Future Year Traffic Flows

The proposed year of opening of HEFF is 2010. Accordingly, the transport impact of HEFF has been assessed in 2010. Existing 2005 background traffic flows were therefore factored to 2010 and predicted development generated traffic flows added to them.

As identified earlier in this chapter, the impact of the Travel Plan has been taken into account within the baseline situation.

The resulting flows are shown on Figure 9-4.

9.5.2 West

9.5.2.1 Access to the site  
It is planned that the site will be accessed via the West Gate (N) at the A 340(N) construction gate. To minimise the impact of construction traffic on the surrounding highway network, it is proposed that delivery vehicles and HGVs will enter the site via the West Gate to undertake security checks. Subject to receiving satisfactory security clearance, the delivery vehicles and HGVs will proceed to the site and may exit at the A 340(N) construction gate. A limited number of HGV deliveries will be allowed to enter the site via the A 340(N) construction gate. These access / egress arrangements are shown on Figure 9-5.

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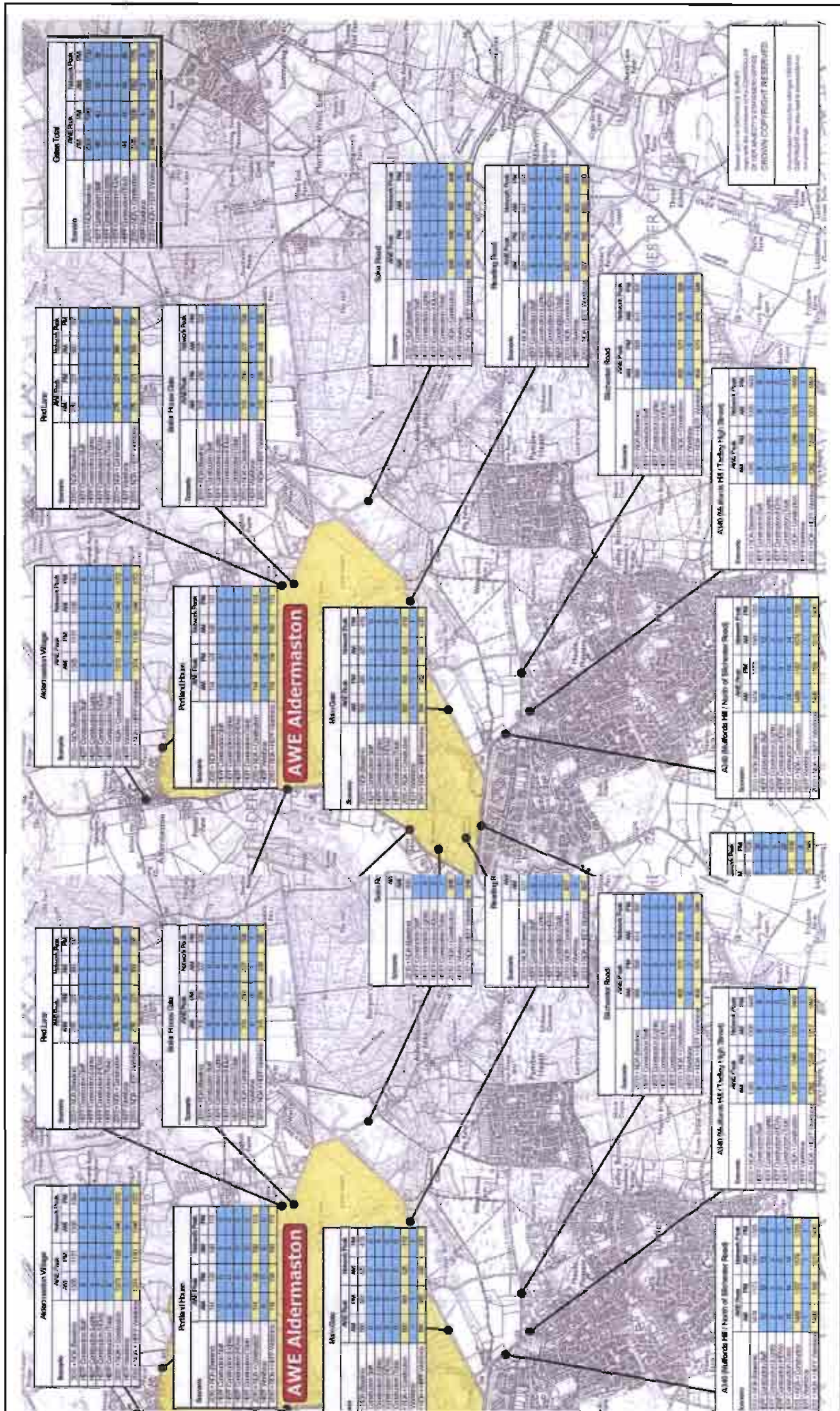
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Issue Date: November 2007	UNCLASSIFIED DIRECTORATE MAJOR PROJECT	HEFF Environmental Appraisal Volume 1	UNCLASSIFIED DIRECTORATE MAJOR PROJECT
Transport			

### 9.6 Residual Impact Assessment

The definitions highlighted in section 9.3 have been used as a basis to assess the significance of potential residual impacts.

Residual impact assessments for each of the transport user groups have been considered as set out below:

**Pedestrians:** Good pedestrian linkages to the site will be in place as a result of the NOA planning consent by the proposed year of opening of HEFF in 2010. Improved facilities for pedestrians will include the provision of controlled crossing facilities and footways. The potential impact on pedestrians for severance, safety, amenity and delay is considered to be negligible.

**Cycling:** Good cycle linkages from Tadley / Heath End to the site will be in place as a result of the NOA planning consent by the proposed year of opening of HEFF in 2010. Improved facilities for cyclists will include the provision of controlled crossing facilities on Heath End Road, the A340 and Reading Road and dedicated cycle lanes. The potential impact on cyclists for severance, safety, amenity and delay is considered to be negligible.

**Passenger Transport Users:** Good passenger transport services will be in place as a result of the NOA planning consent by the proposed year of opening of HEFF in 2010. This will lead to improved quality, reliability and frequency of service. Controlled crossings will also be in place to aid making connection to services to and from the site. The potential impact for users of passenger transport in terms of severance, safety, amenity and delay are considered to be negligible.

**Car Driver:** The highway improvements and many of the initiatives set out in the Travel Plan will be in place as a result of the NOA planning consent by the proposed year of opening of HEFF in 2010. Delays on key routes to AWE Aldermaston site in the AM peak periods are summarised in Table 9-2 below. The potential impacts for car drivers in terms of safety and delay are considered to be negligible.

Figure 9-5 Gate Locations

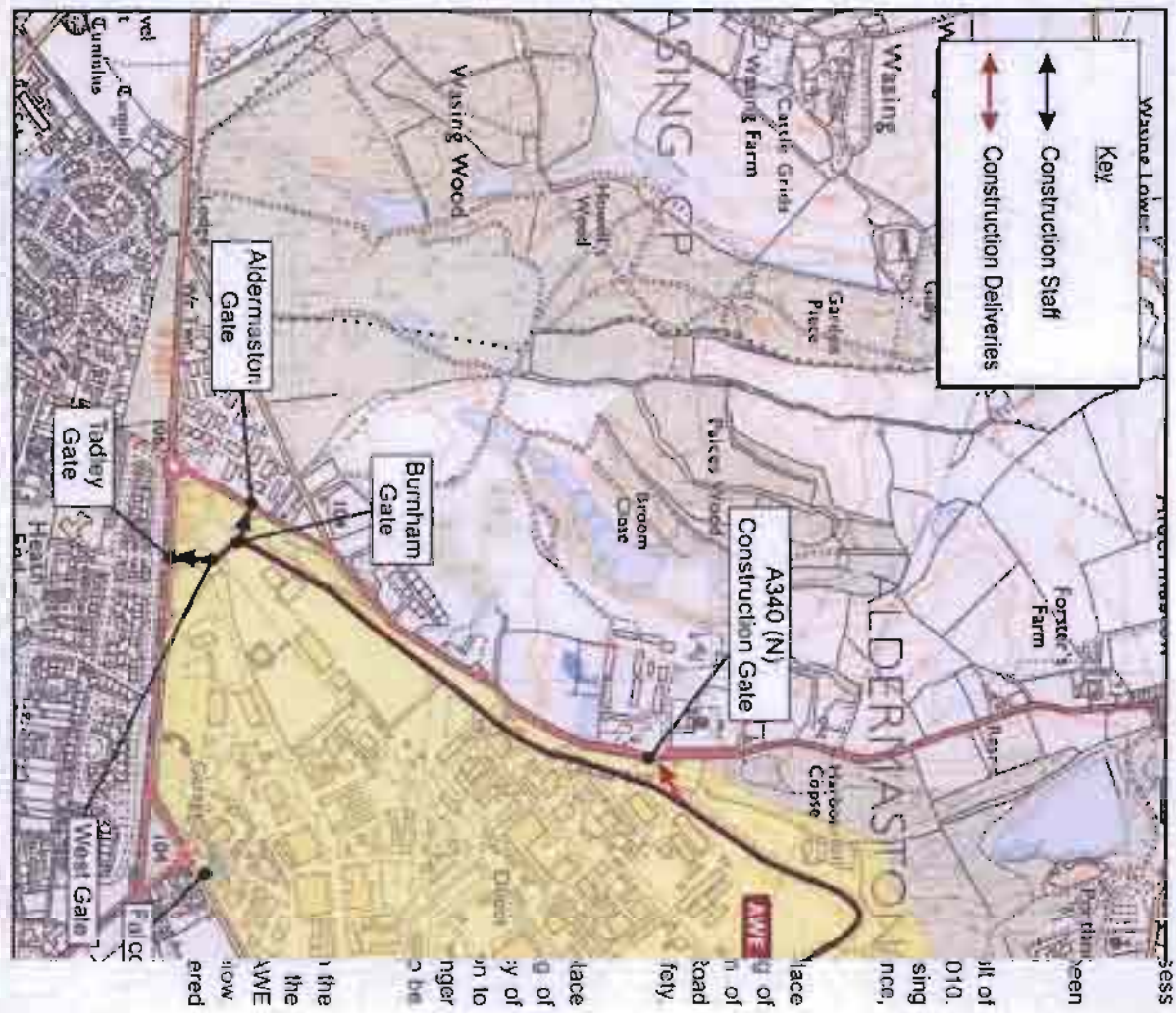
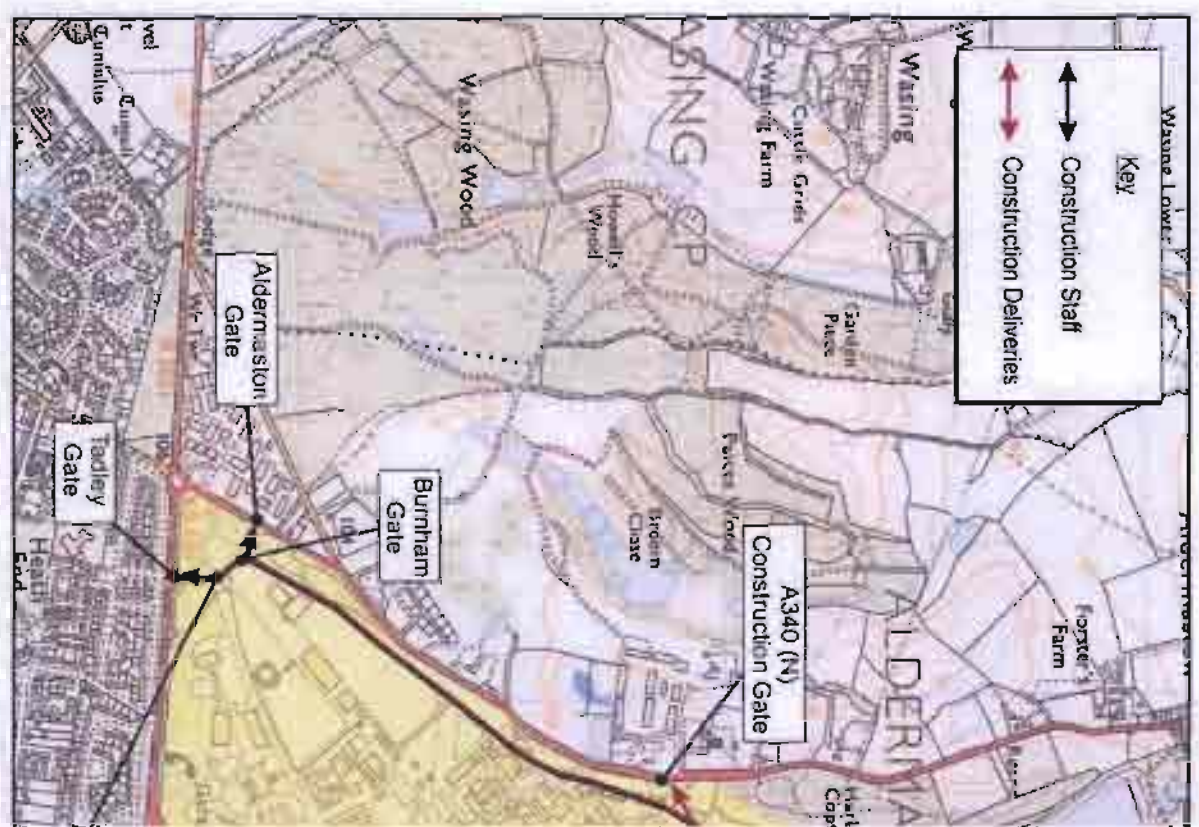
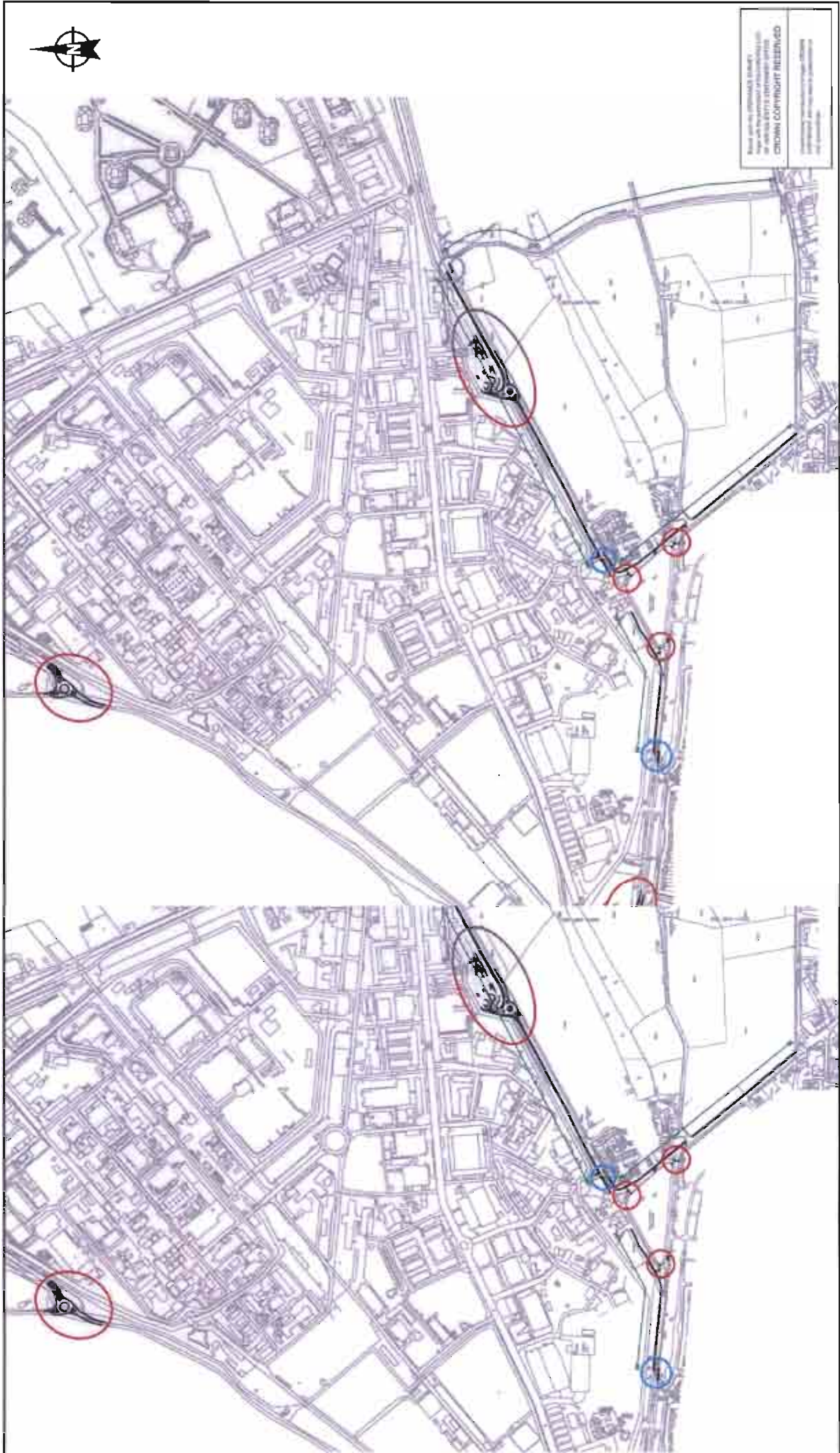


Figure 9-5 Gate Locations



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The results of the residual impact assessment for each of the transport user groups is summarised in Table 9-3.

Table 9-2 Predicted Impact of Proposed Development on Driver Delay in the AM Peak Period for HEFF (with NOA operational)

From	To	Total Delay (Seconds)		
		2010 / With NOA Development / Gate Managed / Travel Plan / Highway Improvements	2010 / With HEFF NOA and Development / Gate Managed / Travel Plan / Highway Improvements	2010 / With NOA and HEFF NOA Development / Gate Managed / Travel Plan / Highway Improvements (Peak for 8 days)
A340 (N)	West Gate (N)	0 to 30	0 to 30	0 to 30
B3051	West Gate (N)	0 to 30	0 to 30	0 to 30
B3051	West Gate (S)	0 to 30	0 to 30	0 to 30
Heath End Road	West Gate (N)	0 to 30	0 to 30	0 to 30
Heath End Road	West Gate (S)	0 to 30	0 to 30	0 to 30
Burnham Road	West Gate (S)	0 to 30	0 to 30	0 to 30
A340(S)	Main Gate (W)	00 to 90	00 to 90	00 to 90
Soke Road	Boiler House Gate	0 to 30	0 to 30	0 to 30
Welshman's Road / Reading Road (E)	Boiler House Gate	0	0	0

Table 9-3 Significance of Residual Impacts for Car Drivers

Significance of Residual Impacts for Transport User Groups

Transport User Group	Impact	Baseline		
		Poor	Adequate	Good
Pedestrians	Severance		✓	
	Safety		✓	
	Amenity		✓	
Cyclists	Delay		✓	
	Severance		✓	
	Safety		✓	
Car Drivers	Amenity		✓	
	Delay		✓	
	Severance		✓	
Passenger Transport Users	Severance		✓	
	Safety		✓	
	Amenity		✓	

Key:

Significance	Significance following Mitigation		
	Minor	Moderate	Major
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Negligible			
Beneficial			

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Car Drivers	Amenity		✓	
	Delay		✓	
	Severance		✓	
Passenger Transport Users	Severance		✓	
	Safety		✓	
	Amenity		✓	

Key:

Significance	Significance following Mitigation		
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Negligible			
Beneficial			

<p><b>9.9</b></p> <p>Ref 9-1</p> <p>Ref 9-2</p> <p>Ref 9-3</p> <p>Ref 9-4</p> <p>Ref 9-5</p> <p>Ref 9-6</p> <p>Ref 9-7</p> <p>Ref 9-8</p> <p>Ref 9-9</p> <p>Ref 9-10</p> <p>Ref 9-11</p> <p>Ref 9-12</p> <p>Ref 9-13</p>	<ul style="list-style-type: none"> <li>• A340 Gate / Paices Hill Roundabout</li> <li>• Aldermaston Road Foot / Cycleway</li> <li>• Mulfords Hill Foot / Cycleway</li> <li>• Reading Road Foot / Cycleway</li> <li>• Signalisation of Falcon Gytratory</li> <li>• Heath End Roundabout Improvements</li> <li>• Winkworth Lane Foot / Cycleway</li> </ul> <p>In addition, financial contributions have been secured by virtue on NOA being granted planning consent in January 2007 towards the following:</p> <ul style="list-style-type: none"> <li>• A340 Heath End Roundabout – Aldermaston Village Foot / Cycleway</li> <li>• Aldermaston Village to Aldermaston Station improvements to Footway / Cycle route on the A340 to include Frouds Lane Improvement</li> <li>• Speed reduction measures within Aldermaston Parish</li> <li>• Brimpton Road / B3051 Safety Improvements</li> <li>• Red Lane / Soke Road / Welshmans Road Safety Improvements</li> <li>• Reading Road / Welshmans Road / Red Lane Safety Improvements</li> </ul> <p>A Travel Plan has also been secured by virtue of NOA being granted planning consent in January 2007. The objectives of the Travel Plan are to:</p> <ul style="list-style-type: none"> <li>• promote more sustainable transport choices for existing and future staff, contractors, visitors and where feasible, construction workers;</li> <li>• promote accessibility to the AWE sites by walking, cycling, passenger transport, and car sharing and gate management;</li> <li>• reduce the need to travel, especially alone by car, and</li> <li>• better manage construction traffic, goods vehicles and service vehicles.</li> </ul> <p>The Travel Plan aims to reduce the number of single occupancy vehicular trips from 83% to 65% at AWE Aldermaston.</p> <p>The implementation of these mitigation measures will ameliorate the impact of the Investment Programme and reduce delays to levels lower than those that are estimated to occur without the Investment Programme in place.</p>	<p><b>9.9 References</b></p> <p>Department of Environment, Transport and Regions (DETR) (2001); Planning Policy Guidance Note 13, Transport</p> <p>Government Office for the South East (GOSE) (2004); South East Plan (Consultation Draft)</p> <p>Government Offices for the South East, East of England and London (2006); Regional Planning Guidance for the South East (RPG9)</p> <p>Berkshire Unitary Authorities' Joint Strategic Planning Unit (2005), Berkshire Structure Plan 2001-2016</p> <p>Hampshire County Council, Portsmouth City Council and Southampton City Council (2000); Hampshire County Structure Plan 1996-2011</p> <p>West Berkshire Council (2006); West Berkshire Local Transport Plan 2, 2006/07 – 2010/11</p> <p>Hampshire County Council (2006); Full Local Transport Plan</p> <p>West Berkshire Council (2002); Berkshire District Local Plan 1991-2006</p> <p>Basingstoke and Deane Borough Council (2006); Basingstoke and Deane Borough Council Local Plan 1996-2011</p> <p>Institute of Environmental Assessment (1993); Environmental Assessment of Road Traffic</p> <p>Department of Environment, Transport and the Regions (2000); Design Manual for Roads and Bridges, Volume 11</p> <p>Agreement under Section 106 of the Town and Country Planning Act relating to the development of New Office Accommodation at the Atomic Weapons Establishment, Aldermaston between West Berkshire District Council and the Secretary of State for Defence dated 29/01/07.</p> <p>AWE (2006); Preliminary Evaluation of the Transport Implications of the SDCP.</p>
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Issue Date: November 2007	UNCLASSIFIED DIRECTORATE MAJOR PROJECT		UNCLASSIFIED DIRECTORATE MAJOR PROJECT
Transport	HEFF Environmental Appraisal Volume 1		HEFF Environmental Appraisal Volume 1