

SELLAFIELD SITE TRAVEL PLAN 2025-2028



Sellafield Ltd

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Executive Summary

Sellafield Ltd's Travel Plan describes the company's approach to the transport and movement of people, goods and materials to and from the Sellafield site. The overriding priority of the business is and will always be to maintain the safety and security of the site and those who work on it. There will therefore always need to be a balance between maintaining the safety and security of the site, delivering the business' mission and minimising the impact of Sellafield's travel arrangements on local communities and the environment.

The rural location of the site and the large scale of the work carried out on it mean that traffic accessing the Sellafield site has an impact on the West Cumbrian road network, particularly the A595 which is the only trunk road serving this part of the county. The Travel Plan measures have been designed to reduce Sellafield's impact on the local road network (particularly on the A595 north of the site) by reducing the overall number of vehicles travelling to and from the site each day. As well as contributing to reducing traffic flows, the measures set out in this Travel Plan will also aid the business in working towards its carbon reduction objectives.

The Covid-19 pandemic marked a period of significant change and it has taken several years for the long term impacts in terms of travel arrangements to be seen. Key changes since the previous Travel Plan include an increase in agile working, meaning that many office staff are now able to work from off-site locations for all or part of the week and from home periodically. This has reduced the number of staff required to access the site each day and in turn has allowed Sellafield to revise its travel arrangements with less emphasis being placed on car sharing in preference to the use of park and ride buses.

Over the previous Travel Plan period there has been a marked decrease in the number of vehicles travelling to the site each day. In this Travel Plan Sellafield Ltd is committing to a further 10% decrease which will be a challenging target due to the significant decrease already achieved. There are also wider impacts of reducing vehicles accessing the site, such as the availability of off-site parking to support park and ride facilities and car schools. The business must consider this, alongside the need to ensure staff can still access their workplace in a reasonable timeframe.

Due to the changing travel arrangements, there has been an increase in complaints received by local councillors regarding problematic car parking in local communities. This is thought to be caused by staff car sharing or using park & rides to access the site. Sellafield Ltd has committed to working with the local authorities on this issue and several measures in this Travel Plan have been dedicated to developing mitigations.

Work on the Sellafield site is continually changing and the site population fluctuates in line with this. This means it is difficult to set numerical targets for the reduction of specific types of vehicles. Having an overall target of reducing vehicles accessing the site by 10% will allow the business to take this 10% from the most appropriate vehicle types, depending on how the needs of the business develop.

The provision of travel arrangements at Sellafield must be achieved within the funding allocation that is received from the Government and must represent value for money for the UK taxpayer. Funding is known to be constrained for the upcoming financial years and the business will need to prioritise where to spend these funds to support its nationally important mission. It is therefore anticipated that funds to support sustainable travel initiatives will be limited and any investments must be carefully considered.

In summary, travel and transport to the Sellafield site is continually evolving and needs to continue to be flexible to support the needs of the business. This Travel Plan represents a summary of the current travel arrangements at this point in time and acknowledges that there are further improvements that could be made subject to providing value for money and the availability of funding. Going forward, Sellafield Ltd will continue to work with internal and external stakeholders, including Cumberland Council, to monitor and work towards improvements in Sellafield's sustainable travel provision.

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Change Log

Section updated	Description of change	Date
Introduction	Local Authority Feedback section added.	August 2025
Table 1	Amendments to reflect minor changes to bus routes.	August 2025
Figure 3	Figure updated to show bus utilisation data up to June 2025.	August 2025
Section 1.4.1.1	Amendments to reflect minor changes to buses timings.	August 2025
Section 1.4.1.5	Amended to reflect removal of S11 Albion Shuttle.	August 2025
Section 1.4.2	Amended to reflect minor changes to arrangements.	August 2025
Section 1.5.2.1	Amendment to highlight promotion of multi-modal journeys.	August 2025
Section 1.9	Amended to reflect minor changes to arrangements.	August 2025
Section 1.10	Addition of section titled “Problematic off-site parking”.	August 2025
Section 1.11	Additional text added on review of contractor travel plans.	August 2025
Section 1.17	Addition of section titled “Carbon Reduction”.	August 2025
Table 2	Amended to reflect minor changes to arrangements.	August 2025
Section 3.2	Minor amendment to text to clarify that new measures can be developed during the travel plan period.	August 2025
Table 5	Addition of Workstream 7 – Problematic off-site parking measures.	August 2025
Table 5	Addition of Workstream 8 – Development of next Travel Plan.	August 2025
Appendix 12 – 12-Month Action Plan	Dates updated. New column added to assign numbers to each action. New actions added - Number 15 & 16.	August 2025
Executive Summary	Added sentence to highlight link to carbon reduction objectives.	September 2025
Section 1.17	Slight amendments to wording.	September 2025
Table 5 - Measure 19	Updated wording to include development of an action plan.	September 2025
Table 5 – Measure 20	Updated wording to state that engagement with councillors should begin 12 months prior to submission of next travel plan.	September 2025

Glossary

Acronyms

BAU	Business As Usual
AC	Alternating Current
DESNZ	Department for Energy Security and Net Zero
EV	Electric Vehicle
ICE	Internal Combustion Engine
NDA	Nuclear Decommissioning Authority
NTS	Nuclear Transport Solutions
P&R	Park and Ride
PPP	Programme and Project Partners
SL	Sellafield Ltd
SLC 11	Site Licence Condition 11
SO	Superintending Officer
SOVA	Single Occupancy Vehicle Access token
YOVA	Yottenfews Vehicle Access token

Staff definitions

Contractor	Individual who works for a supply chain company supporting SL work.
Industrial worker	Individual whose working hours are normally 7:30-15:40 Monday-Friday.
Day worker	Individual whose working hours are normally 8:10-16:20 Monday-Friday.
Shift worker	Individual who works shifts on the Sellafield site – either 12.5hr shifts (24/7) or 8 hour shifts (06:00-14:00 or 14:00-22:00).
Off-site worker	SL or supply chain individual whose main working location is off-site but who will access the site on an ad-hoc basis. When accessing the site they will be treated as a Day worker.
Visitor	Individual who does not work for Sellafield Ltd and who does not routinely work on the Sellafield site but who visits on a one-off basis.

Introduction

Purpose & Scope

The purpose of this document is to meet the requirements set out by Copeland Borough Council (now Cumberland Council) in the planning permission for Yottenfews car park (Planning application no. 4/08/2298/0 Condition 2 approved 9 December 2010). This planning permission stipulates that SL must maintain a Green Travel Plan to set out how the following objectives are being met:

- *To reduce the number of single occupancy car trips to and from the Sellafeld site,*
- *To promote the use of sustainable transport modes to and from the Sellafeld site,*
- *To reduce traffic flows on the A595, in particular those travelling from the north of the Sellafeld site;*

whilst at all times maintaining the efficient and safe operation of activities on the Sellafeld site.

The following sections are addressed in this document, in accordance with the Planning Permission requirements.

- Section 1: An assessment of the Sellafeld site
- Section 2: Results of the most recent employee travel survey
- Section 3: Measures and workstreams to explain how SL will meet the Travel Plan's objectives.
- Section 4: Description of how the measures set out in this document will be monitored and how this will be reported to the local planning authority.

Travel Plan Context

This Travel Plan follows on from the 2020-2023 Travel Plan, which was extended until December 2024. In the previous Travel Plan a series of ambitious measures were set out against which Sellafeld Ltd has made significant progress. Since 2020 there have been many changes to ways of working both at Sellafeld and in the wider community in the wake of the Covid-19 pandemic. This has led to changes in travel choices for many staff and a change in focus for the business, in relation to travel. Due to improved remote working technologies many office workers are now able to carry out their full working week off-site including time spent at off-site offices and at home. The expectation is that they will spend the majority (50%+) of their working week at a Sellafeld Ltd location, with the rest of the week spent working from home. Due to the nature of the work we do there also remains a significant proportion of the workforce who do require access to the site every day to do their job. It is therefore still prudent for Sellafeld Ltd to have adequate arrangements in place for employees and contractors to access the site.

Since the Covid-19 pandemic, Sellafeld Ltd has invested significantly in providing bus services to allow individuals to access the site with an emphasis on the use of Park & Rides for SL staff and contractors. Due to the rural locality of the site and the workforce, park & ride services were seen as an efficient way of providing workforce transport. Due to these improvements to bus services the company has removed the car school token system for accessing the site. An increased use of buses can have a greater impact on reducing congestion than is possible with the car school system. In the previous Travel Plan a target was set to increase bus usage by 10% from 14,987 to 16,486 average single journeys per month by the end of the previous Travel Plan period. Sellafeld Ltd has significantly exceeded this target, in the first six months of 2024 there was an average of 62,527 single bus journeys undertaken each month on the Sellafeld bus network (excluding journeys undertaken on the internal site shuttles). This represents an increase of over 400% from February 2020 and shows a huge cultural shift within the company.

Due to the large numbers of people involved, travel arrangements at Sellafeld are always of interest to the wider community and as a business we have a responsibility to be mindful of the community in which we operate. Sellafeld Ltd regularly engages with local authorities and parish councils and there are formal routes in place for issues to be raised. During the development of this Travel Plan, those involved have held regular engagement sessions with

Cumberland Council and the Highways Authorities. This is on top of the ongoing quarterly Travel Plan meetings where progress against previous Travel Plan measures has been reviewed. In addition to this, those involved with the Travel Plan development attended a Parish Council forum in December 2024 to present the proposed Travel Plan measures and discuss current issues with councillors.

The business is also mindful of the environmental impacts of our travel arrangements. We are funded through the Department for Energy Security and Net Zero (DESNZ) via the Nuclear Decommissioning Authority (NDA) and we are fully supportive of the net zero goals set out by DESNZ. Sellafield Ltd have a carbon management plan in place which provides the direction for how we will play our part in the Government's commitment to Carbon Net Zero by 2050.

This Travel Plan sets out the current position of travel at Sellafield and the context of how this has changed since the previous Travel Plan, including a review of the measures set out previously. It then sets out an updated set of measures which Sellafield Ltd will commit to for the next three years, as well as a 12-month action plan for immediate action.

Local Authority Feedback

A draft of this Travel Plan was submitted to Cumberland Council and the Highways Authority in December 2024, following a six-month period of engagement with both groups during the development of the document. Further engagement with the Council and Highways Authority representatives then took place and an updated draft was shared in April 2025. In July 2025, a session was held with Cumberland Council members to allow them to give feedback directly to Sellafield Ltd. The key issue raised at this session was regarding problematic parking in local communities, which has been increasingly raised as a concern by local residents during the period in which this Travel Plan has been developed and submitted. This document has been updated to address the concerns raised and show the steps that SL is taking to address them. Since the original submission, there have been minor changes to the travel arrangements at Sellafield. These changes reflect the iterative improvements that the business is continually making to the travel arrangements, based on observed demand levels and feedback from users. This document has been updated to reflect these changes, as well as address the feedback from council members and a change log is available at the beginning of the document.

1 Section 1: Site Description

1.1 Location

The Sellafield site is in a remote location on the West Cumbrian coast and is Europe's largest nuclear site. Owing to the way the site has evolved since the 1940's, it has become highly congested. The use of land on the nuclear licenced site must therefore be prioritised to support the nuclear decommissioning mission. This has led to the relocation of supporting functions offsite, meaning that staff travel to a range of locations across West Cumbria.

The Sellafield locations in West Cumbria can be split into four groups:

- Sellafield Site
- Whitehaven offices [Albion Square 1 & 2, The Copeland Centre, Sir Christopher Harding House (Vertex)].
- Westlakes Science Park (predominantly Banna Court)
- Other offsite locations in West Cumbria (West Cumbria House - Lillyhall, Chapel Bank - Workington, Leconfield Industrial Estate, Lillyhall Stores).

This Travel Plan is focussed on the Sellafield site itself however it is useful to be aware of the offsite locations as well when considering the travel needs of the company. A map of key Sellafield locations in West Cumbria is shown in Appendix 1.

Due to the space constraints of the site and the impact of staff travel on the local road network access restrictions are in place which are designed to limit the number of vehicles that can drive onto the Sellafield site each day. Adjacent to the site is Yottenfews car park which has 1300 parking spaces. There are separate access arrangements for Yottenfews which are explained alongside the site access arrangements in Section 1.9.

Sellafield locations outside West Cumbria are excluded from this Travel Plan. Contractor owned locations are also excluded from this work, however the travel of contractors to the Sellafield site is considered.

1.2 Staff

Sellafield Ltd employs circa. 10,000 people in West Cumbria and is supported by a large supply chain of roughly equal size. For the purposes of this document, supply chain workers are referred to as contractor staff. The majority of these staff live in West Cumbria however there are also a significant number that travel from further afield. The distribution of employee home locations is shown in Figure 2. The current workforce headcount is expected to be the peak for the foreseeable future with a decrease expected over the coming years.

Sellafield operates several working patterns, the main start and finish times for these are shown in

Figure 1. The two Shift patterns operate on the site itself, seven days a week. Industrial and Day workers work Monday-Friday and are split across the site and the offsite locations. Sellafield also allows flexible or reduced working hours for those who require it. This means that there will always be a small number of staff travelling outside of peak times.

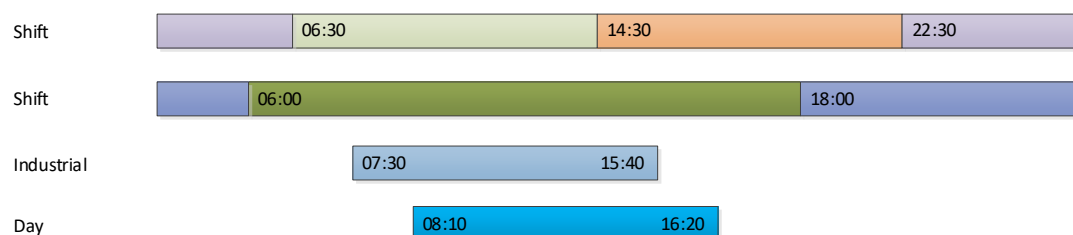


Figure 1 Sellafield staff working patterns

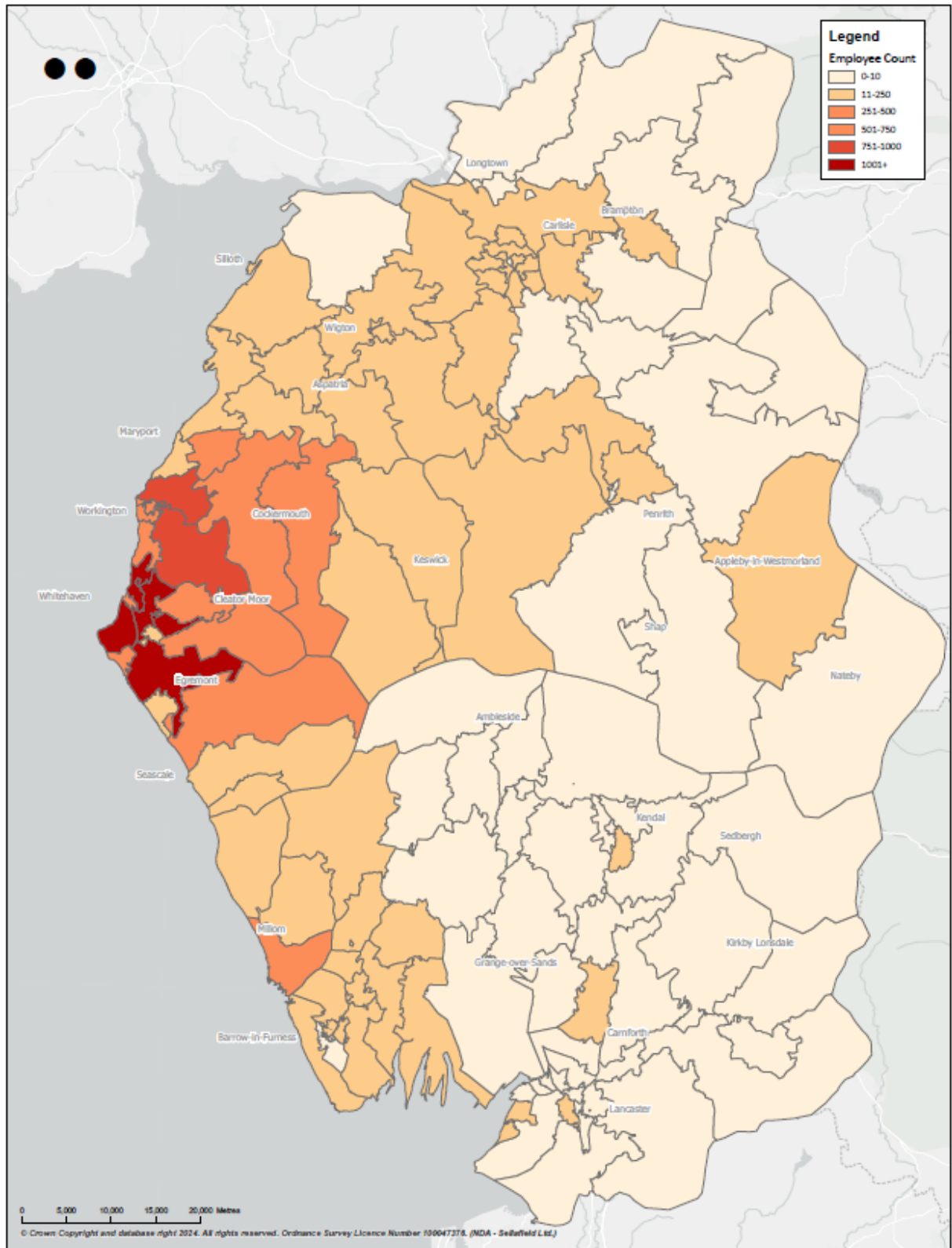


Figure 2 Employee (staff and contractor) home locations by postcode area

1.3 Current Transport Provision

Sellafield Ltd's philosophy for travel and commuting is as follows:

- If an employee can leave their car at home, or there is no absolute need to use a vehicle to get to their workplace, Sellafield Ltd will promote active travel.
- Sellafield Ltd will strongly encourage and promote the use of a more sustainable form of transport such as public transport, park and rides, and travel sharing options.

Due to the remote location of the site, it is often not possible for employees to utilise active travel or public transport. To support employees to make sustainable choices Sellafield Ltd has therefore implemented a series of travel arrangements. The current travel options available to individuals accessing the site are described in sections 1.4 to 1.14.

The Sellafield site is also supported by a large number of journeys that are not linked to commuting. This includes the movement of materials to and from the site and internal journeys undertaken by the site's fleet vehicles. The current status of these arrangements is discussed in sections 1.15 and 1.16.

1.4 Buses

The main investment Sellafield has made over the period of the previous Travel Plan has been in an extensive bus service, provided through a contractor. Sellafield Ltd provides a variety of bus services in order to aid travel to, from and around the Sellafield site and off-site offices. These are outlined in Table 1 and a description of each type of service follows the table. A map of Commuter and Park & Ride bus routes is shown in Appendix 2. The Programme and Project Partners (PPP) is the largest supply chain framework, made up of contractor staff and Sellafield Ltd staff. PPP have implemented several of their own buses to transport staff to their specific project areas on the site.

Figure 3 shows the monthly total passenger numbers for Sellafield run buses that transport people to the site, split by origin location. This shows the large increase in bus usage over this Travel Plan period, largely due to the Kangol and Lillyhall Park & Rides. It also shows seasonal trends in bus usage, particularly in December when passenger numbers drop each year due to the Christmas shutdown period. The impact of the Cleator roadworks in November 2024 can also be seen, where the number of passengers travelling from Kangol reduced significantly due to the road closure. This shows how dependant Sellafield's travel arrangements are on the surrounding infrastructure.

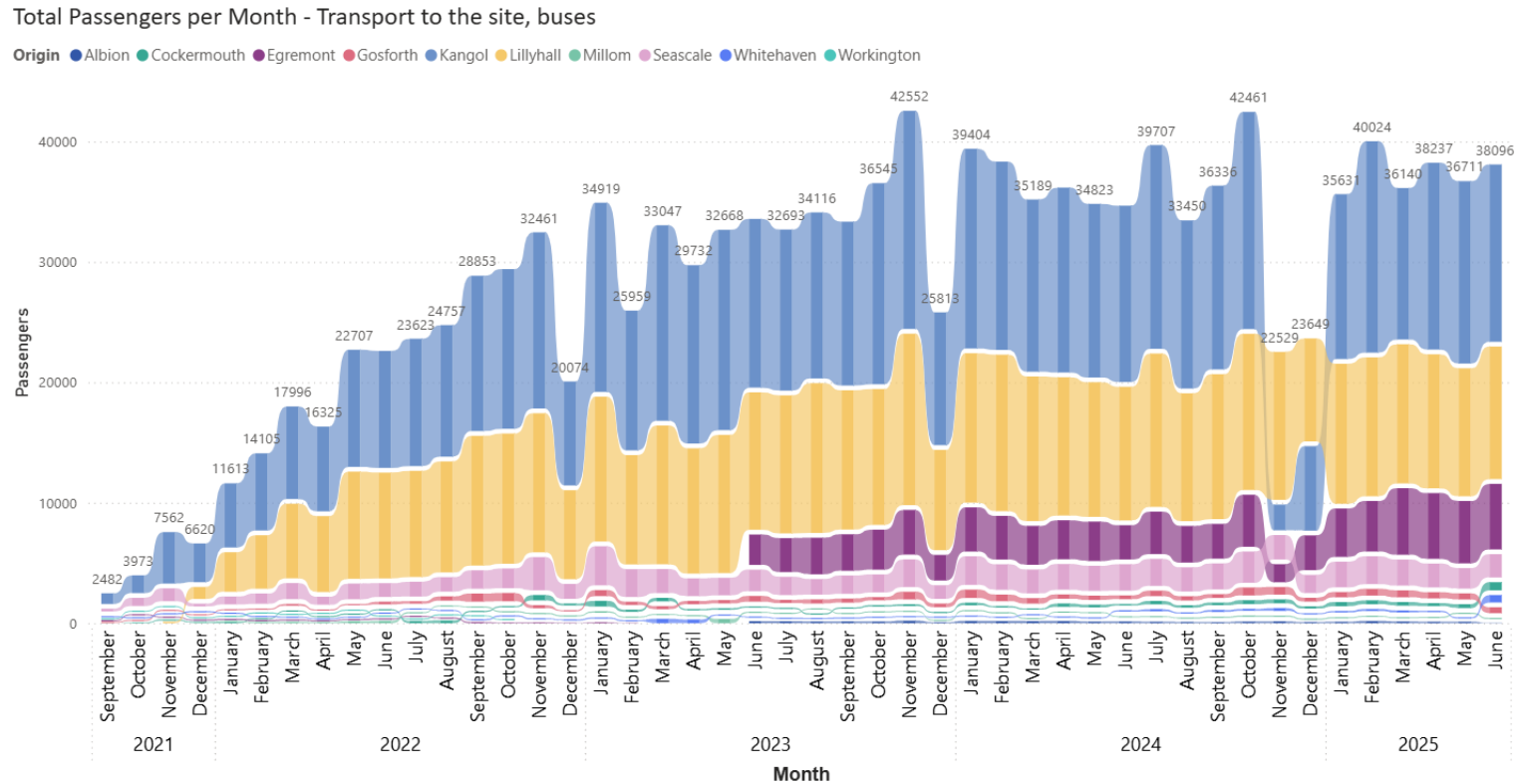


Figure 3 Monthly bus utilisation 2021-2024

Table 1 Summary of Sellafield & PPP bus routes

Service No.	Origin	Destination	Type of service	Cost	Parking available at origin?	Parking permit required?
S2A	Kangol	Onsite	SL Park & Ride	Free	Yes	No
S2	Kangol via Egremont	Onsite	SL Park & Ride	Free	Yes	Yes for Egremont
S3	Egremont	Onsite	SL Park & Ride	Free	Yes	Yes
S7	Lillyhall	Onsite	SL Park & Ride	Free	Yes	No
S1	Workington	Onsite	Commuter	£2.50 ¹	No	n/a
S4	Whitehaven	Onsite	Commuter	£2.50 ¹	No	n/a
S5	Millom	Onsite	Commuter	£2.50 ¹	No	n/a
S6	Cockermouth	Onsite	Commuter	£2.50 ¹	No	n/a
PR1	Yottenfews	Main Gate	Shuttle	Free	Yes	No
PR2	Yottenfews	North Gate	Shuttle	Free	Yes	No
Early	Yottenfews	Onsite	Early Shuttle – runs once	Free	Yes	No
Yellow	Lap of site	Lap of site	Site Shuttle – Clockwise	Free	No	n/a
Blue	Lap of site	Lap of site	Site Shuttle - Anticlockwise	Free	No	n/a
Rail	Sellafield Rail Station	Onsite	Shuttle	Free	No	n/a
S9	Seascale	Onsite	P&R/Shuttle	Free	Yes	Yes
S10	Gosforth	Onsite	P&R/Shuttle	Free	No	n/a
Risley	Hinton House	Main Gate via offsite offices	Inter-SL location	Free	Yes	No
P1	Yottenfews	SCP	PPP Park & Ride	Free	Yes	No
P2	Seascale	SCP	PPP Park & Ride	Free		Yes
P3	Kangol	SCP & SRP	PPP Park & Ride	Free	Yes	No
P4	Kangol	ILWEZ	PPP Park & Ride	Free	Yes	No

¹ From July 2025 SL has removed these charges for a 6-month trial period to assess demand for the commuter services. One additional commuter route from Whitehaven (S12) has also been added for the same trial period.

1.4.1 Description of service types

1.4.1.1 SL Park and Ride

These services currently run from Kangol, Lillyhall and Egremont to the main Sellafield site, usually using double decker buses. Parking and use of these buses is free for all employees and contractor staff. During the course of the previous Travel Plan these services have changed from dropping off at Main Gate to having drop offs at certain key locations around site. These run over the following time periods:

- The S7 Lillyhall buses accommodate peak commuting times only and run regularly between 05:00-07:30 and 13:45-17:45.
- The direct S2A Kangol and S3 Egremont services also run regularly between 05:00-09:00 and 14:00-17:00. After 09:00 these two routes are combined to give the S2 Kangol via Egremont service which runs hourly until lunchtime, it also runs one later service in the evening (17:21).
- There are services to accommodate those working a half day leaving site on all these routes.

There are two minibuses that run from Gosforth (S10) and Seascale (S9). These are only open to residents of these villages. Parking is available at Seascale Foreshore car park for which a permit is required. These run in the morning and evening and at half day finish times. Whilst Gosforth does not have a dedicated car park it is included here as it brings people from an offsite location onto the site in the same manner as the park & rides.

Due to significant investment and promotion by the business, usage of Park and Rides has increased significantly over the last few years. The expansions of the Lillyhall Park and Ride (from 37 spaces in 2020 to 390 spaces in 2025) and Kangol Park and Ride (from 200 to 600 spaces) have been key to this success. Average utilisation figures from June 2024 are shown in Figure 4. June was chosen as a representative month as it contained no school holidays or bank holidays, so is likely to be representative of peak “normal” site occupancy levels. As it is a summer month the number of staff who chose to walk or cycle to work may be higher than in winter so bus utilisation may rise slightly over the winter. This increase in park and ride usage is also noticeable in the travel survey results, as discussed in Section 2.1.

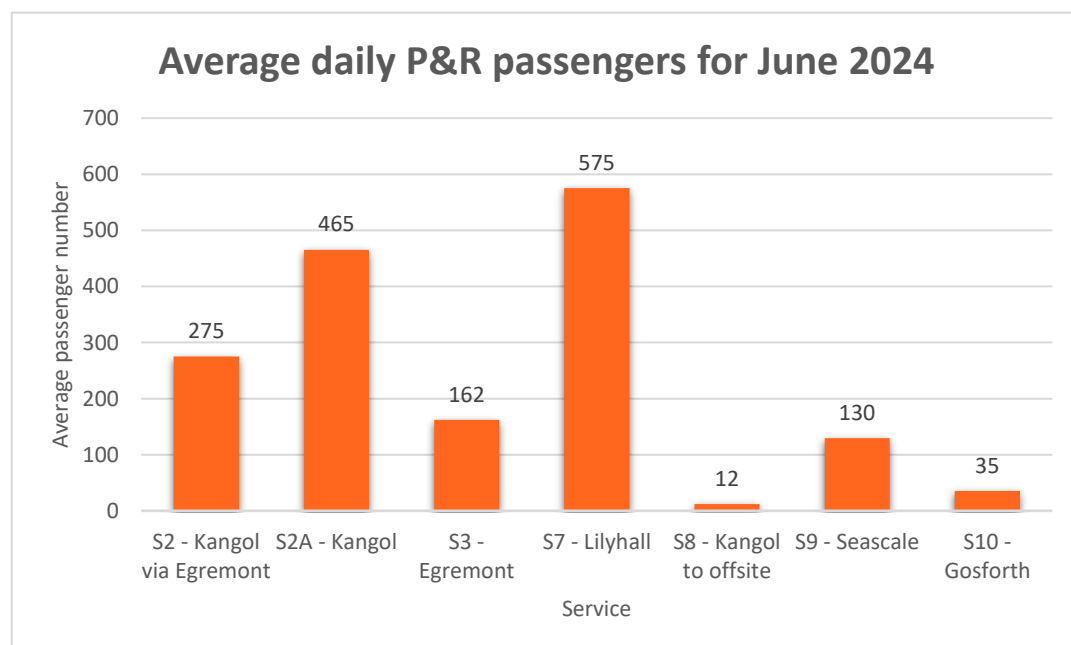


Figure 4 Average Daily P&R Passenger Numbers for June 2024 (values shown for number of individual users in each direction)

1.4.1.2 Commuter buses

The S1, S4, S5 and S6 buses run from town centres and residential areas directly to the Sellafield site. Each route only runs once per day to support the main Industrial worker start and finish times. These routes utilise single decker buses. They are designed to encourage individuals to leave their car at home and travel to a nearby bus stop on foot. During the course of the previous Travel Plan these services have changed from dropping off at Main Gate to having drop offs at certain key locations around site. There is a £2.50 charge each way to use these services.²

Utilisation of these services is currently quite low, especially for Workington where there is the alternative to use the Lillyhall Park and Ride or to use the train. Utilisation figures for commuter buses are shown in Figure 5.

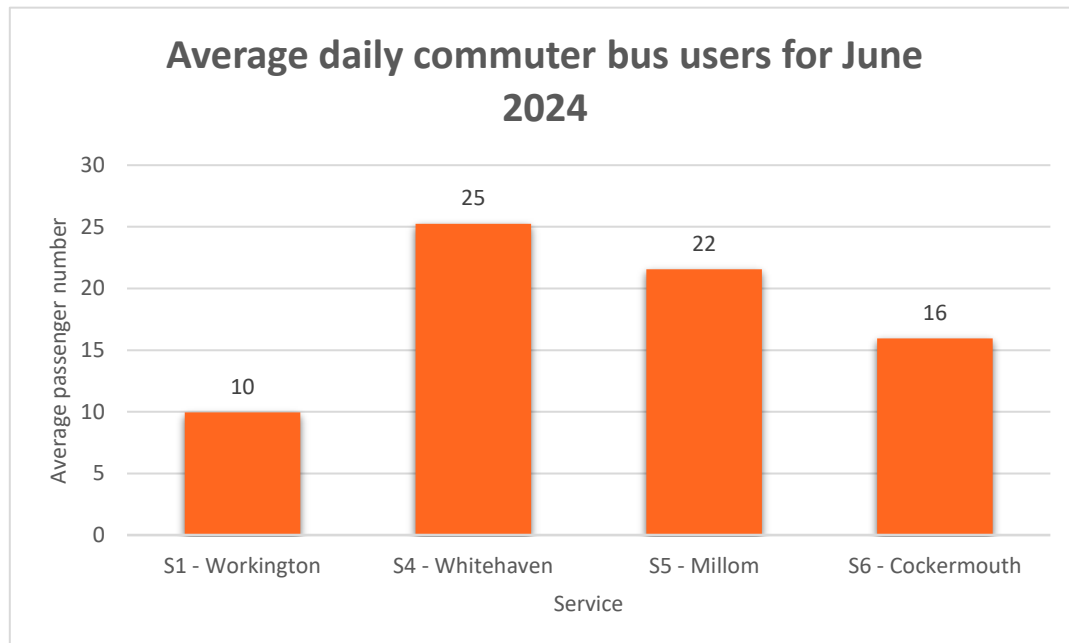


Figure 5 Average daily Commuter Bus passenger numbers for June 2024 (values shown for number of individual users in each direction)

1.4.1.3 Shuttles

Shuttles are short-distance routes that run regularly, usually with smaller minibuses. These are free to use by all staff. The onsite Yellow and Blue shuttles do a lap of the site in opposite directions throughout the day. The PR1 Yottenfews – Main Gate shuttle (a double decker bus) runs at very regular intervals throughout the day and has very high utilisation. There is also an early service which runs from Yottenfews onto the site which runs at 05:25 and 06:00 each morning. The final service from Yottenfews is the PR2 which runs between Yottenfews and North Gate at 15-minute intervals from 06:30 – 08:30 and 15:00 – 16:15.

In Figure 6 the three Yottenfews services are combined to show how many people caught a bus from Yottenfews to the site each day. The Rail shuttle operates eight times a day at times that correspond to the trains best aligned to start and finish times.

² From July 2025 SL has removed these charges for a 6-month trial period to assess demand for the commuter services. One additional commuter route from Whitehaven (S12) has also been added for the same trial period.

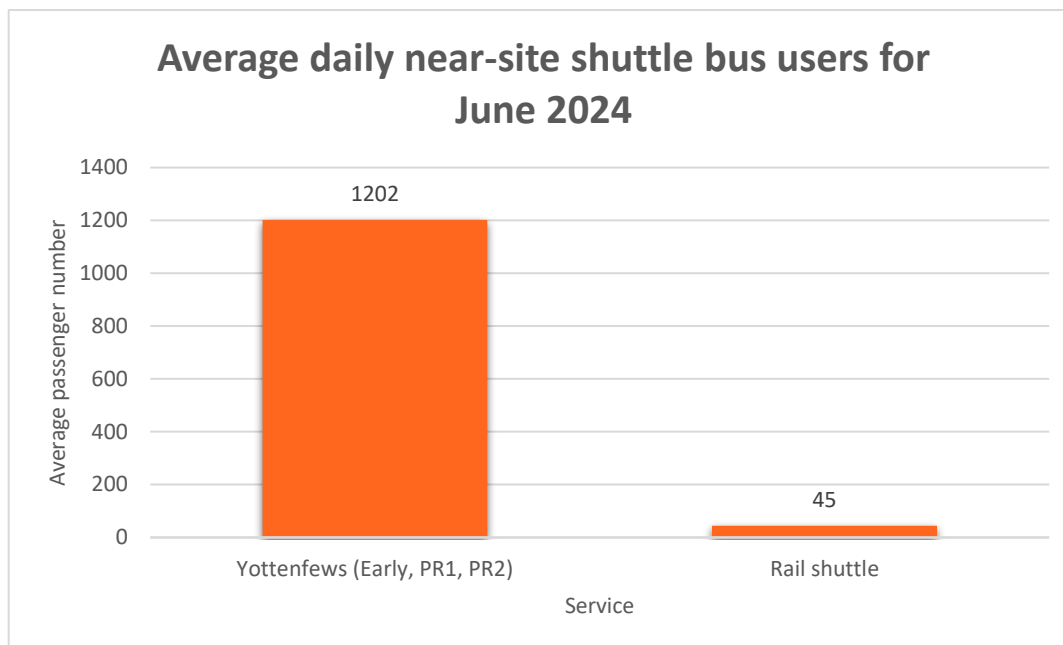


Figure 6 Average daily Shuttle Bus passenger numbers for June 2024 (values shown for number of individual users in each direction)

1.4.1.4 PPP Park & Ride

Programme and Project Partners (PPP), the contractor partnership responsible for delivering several major projects on site, has put on a number of its own bus services (P1, P2, P3, P4) in order to transport staff directly to their key construction areas on site. These are managed separately to the main SL buses. Although branded as PPP, any employee can utilise these services to access the site. As part of the new bus contract, it is planned to bring this provision into the SL contract and therefore avoid duplication of routes and increase efficiency. Sellafeld do not hold utilisation data on these services as they are not managed by Sellafeld.

There are also other contracting companies who have set up their own park and ride services. These are operated by different suppliers and Sellafeld Ltd does not currently have data on these. As part of the development of the new bus contract Sellafeld Ltd will bring these services into the centralised bus contract where appropriate.

1.4.1.5 Inter-SL location

Sellafeld Ltd also has offices at Hinton House in Risley, Cheshire. A bus service runs on Tuesdays, Wednesdays and Thursdays to allow staff to travel from Cumbria and Cheshire and vice versa. The service runs twice a day in each direction, at the beginning and end of the working day. This service is required to be booked in advance and is not considered a routine commute due to the length of the journey (~3 hours).

1.4.2 Changes since last Travel Plan

- Removal of the S11 "Albion Shuttle": This was the service that ran between the main site and the offsite offices at Westlakes and in Whitehaven. Pre-Covid this ran every 15 minutes throughout the day. This was then reduced to four services spread at two-hourly intervals throughout the working day. Demand for this reduced service was very low and this service has therefore been removed in 2025. Since the implementation of agile working technologies there is less requirement to travel between sites for face-to-face meetings. Staff are encouraged to plan their time to spend a whole day in one location where possible.
- The S8 service which was implemented after the pandemic and ran between Kangol P&R and off-site offices has been removed in 2025 due to very low demand.

- Increased use of Park & Rides: Previously the site could be accessed in a vehicle with three or more people in it, without any vehicle access token. There is now no access to the main site for any vehicles without a vehicle access token or Blue Badge (further description of access tokens is in Section 1.9 and 1.11). This has effectively removed car schools as a means of direct travel onto the Sellafield Site. There is still car school access to Yottenfews car park before 09:00, with access permitted for two or more people in the car however there is no token system in place. As a result of these changes, many of those who previously travelled in a car school now travel by park and ride. As such, the park and ride provision has been increased significantly.
- Commuter buses no longer run to Wigton. Wigton was the depot of the previous bus supplier, therefore they ran one service from this location. When the contract was recompeted there was not sufficient demand to run a specific service from Wigton.
- Greengarth park & ride is no longer in operation. There is currently no park & ride service available for those who live south of the site. Sellafield Ltd are still looking for appropriate land south of the site that could be used for this purpose. In acknowledgement of the lack of park and rides from the south, staff who live south of the site are eligible for a YOVA to access Yottenfews car park as a single occupant.
- Moresby Parks/Rosehill service is no longer provided, following the pandemic these services were not reinstated. The increased provision at Kangol Park and Ride covers demand from these areas.
- All Park & Ride and Commuter buses now come onto the site and drop off at certain key locations around the site. This has the effect of reducing queuing times at the Main Gate turnstiles and also reducing travel times for those who would have to wait for a shuttle bus after arriving at Main Gate.

1.4.3 Future Developments

A new bus contract is scheduled to be mobilised in 2026. Sellafield Ltd intends to use supplier expertise to maximise efficiency in this new contract. Sellafield's Infrastructure Travel Team continually make iterative improvements to the existing bus services, based on demand and feedback from staff. Whilst developing this contract, Sellafield Ltd will continue to make gradual improvements to the current bus services in order to fine tune the requirements of the business ahead of placing the new contract.

1.5 Public Transport

1.5.1 Public buses

There are currently no public buses that can be used to access the Sellafield site. The closest operational bus stop to the site is Thornhill, which is three miles north of the site. This means that until improvements are made to the local public bus network, public buses are not an option for staff to travel to the site. For staff based in offsite offices there are public buses that serve some SL locations and the use of these will continue to be promoted.

It is understood that the local authority are currently reviewing their public bus provision with a view to making improvements. In summer 2025, representatives from SL have been in discussions with the Local MP and local authorities around whether there are any mutual benefits that can be achieved through the new SL and public bus contracts.

1.5.2 Rail

The Sellafield site is accessible by rail via the Cumbrian Coast Line. The Cumbrian Coast Line operates between Carlisle and Barrow-in-Furness, and includes stops at key towns including Millom, Whitehaven and Workington. The Cumbrian Coast Line is highly constrained, especially the section from Sellafield to Workington which is a single-track line. The extent of the Cumbrian Coast Line is shown in Appendix 3.

The Sellafield station is located adjacent to the main site, with a short walk or shuttle bus journey to Main Gate. During the day, train services are approximately one every hour both south and north. Workers on shift hours (both 12hr and 8hr) are currently unable to get to and from work in time based on the current train times. The first train arrives (north or south) after 06:30, and the last train departs before 22:00 on weekdays. Industrial workers (07:30-15:40) have only one train from the north and one from the south that they can catch (05:53 from Carlisle / 05:58 from Barrow) on weekdays. Workers on day hours are accommodated with trains running in both directions that allow access for their start and finish times, however these are not always well aligned to working times. The rail service providers are aware of these shortfalls and Sellafield Ltd will continue to pursue changes to meet these requirements.

Sellafield Ltd employees can take advantage of a rail ticket loan scheme, which offers an interest free loan for a season ticket for commuting to work by rail, covering the up-front cost of the annual season ticket. The season ticket is valid seven days a week so allows the user to travel for non-work purposes as well. As shown in Figure 7, uptake of this scheme has decreased significantly since the Covid-19 pandemic. There are a number of reasons for this including:

- Decreased user confidence as discussed below (Section 1.5.2.1).
- Fewer individuals are now required to be on site five days a week. Season tickets may not be cost efficient if individuals are not travelling every day. There is now also a flexible season ticket available directly from Northern Rail that is more suited to staff who only travel 2-3 days a week.
- Increased park & ride provision. The park and rides are currently free and drop off directly onsite, therefore may offer better value for money for the user.

The Sellafield Infrastructure Travel team attend monthly community engagement sessions with the train operator. Through this, Sellafield Ltd will continue to promote the need for improvements to the Cumbrian Coast Line, however it is acknowledged that improvements are unlikely in the near future. With the cancellation of the northern portion of HS2 the previous government pledged £3m of the money released from this to go towards upgrades to the Cumbrian Coast Line. Sellafield Ltd, along with other parts of the NDA Group, is actively supporting the development of Network Rail's business case to seek funding for upgrades to the rail line because it is acknowledged that improved rail connectivity would have significant benefits for the movement of both people and materials to the site. However, it is not certain whether the business case will be successful as there is fierce competition for funding.

There is initial work being carried out by Nuclear Transport Solutions (NTS) to look at the feasibility of developing an offsite railhead close to the Sellafield site (discussed in Section 1.15). This work is in its early stages and Sellafield will continue to support this work.

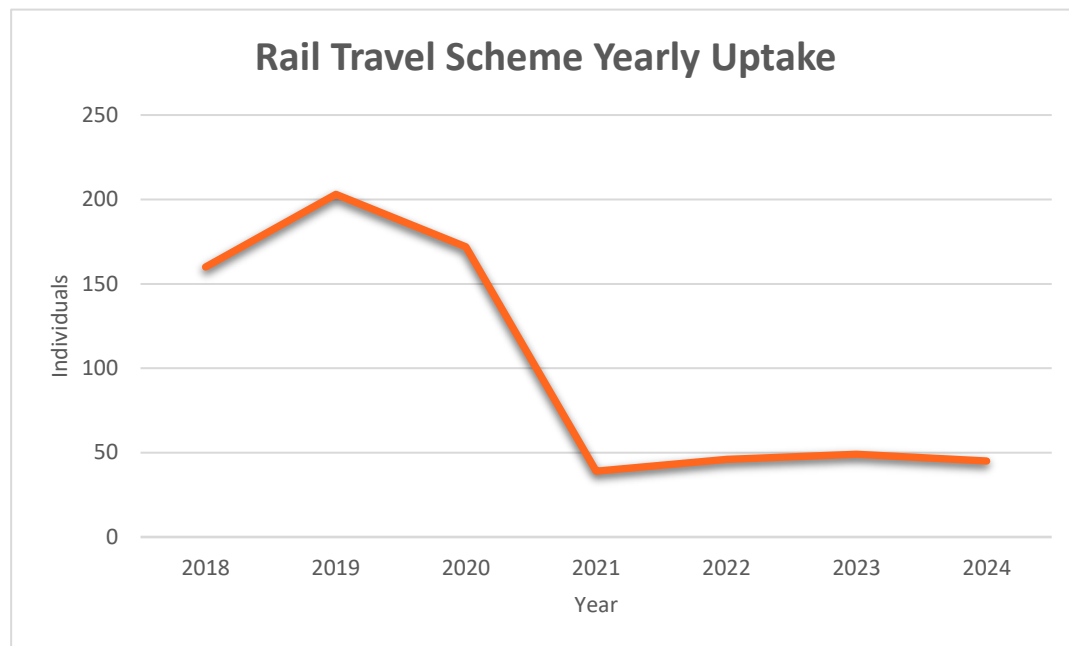


Figure 7 Uptake of rail season ticket loan scheme by year

1.5.2.1 Changes since last Travel Plan

Data from the Office of Rail and Road shows that train cancellations during this Travel Plan period have doubled since before the Covid-19 pandemic. Cancellations went from 2.0% (Q1 2014 – Q2 2019) to 4.3% (Q1 2021 – Q2 2024).

There has been a decrease in user confidence in the use of rail due to the unreliability of this service in recent years. Due to the coastal location of the train line, the track itself is very susceptible to weather events including flooding, high winds and landslips caused by heavy rain. There have been several instances in recent years where parts of the line have become impassable for one or more days. There has also been a significant amount of rail worker strikes and engineering works which have led to further cancellations. The train carriages themselves are outdated and several users commented in the Travel Survey that the conditions of the train carriages makes using the train off putting. It has also been highlighted that improved facilities, such as lockable cycle storage boxes at rail stations, may help encourage staff to use multi-modal journeys to travel to the site. This is something that SL will continue to promote during routine engagement with the train operator.

1.6 Cycling

The National Cycle Network Route 72 (NCN72) runs along the western edge of the Sellafield site and there are other local cycleways within close proximity. As shown in Appendix 4, NCN72 connects the site to residential areas. However, the cycle route network in West Cumbria, especially around the Sellafield site is made up of indirect networks of paths that are used by multiple users. This limits their suitability for commuting by many cyclists due to the extra miles to travel and having to navigate around other users such as walkers and horse riders.

However, cycling still has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport (multi-modal journeys). Recently, secure cycle storage lockers have been installed at Kangol and Lillyhall park and ride car parks to encourage the use of cycling to travel to these car parks. Whilst the 5km distance is generally accepted as a reasonable average the distance can vary widely between individuals and some individuals do choose to cycle longer distances. Appendix 4, Appendix 5, Appendix 6 and Appendix 7 show the 5km cycling catchments for the Sellafield site and the main park and ride locations. Beckermeth and Seascale fall within this catchment for the main site however key towns such as Whitehaven and Workington do not. Cycling to the site is likely to be unattractive to most people from these locations. The cycling catchment for the park and rides, in particular Kangol, show that cycling to a park and ride could be feasible for more people.

The Sellafield site has shower/changing facilities and cycle parking available to encourage cycling. However, it is recognised that the quality of these facilities can vary widely across the site. Feedback from the Sellafield Cycle User Group is that the lack of adequate facilities, such as places to dry clothing, makes cycling to the site off putting.

To better understand the number of people who are cycling to work the company surveys the onsite bike shelters to count how many bicycles are parked on site. This is currently carried out bimonthly and is done on a Wednesday as this is usually the busiest day on site, this data is summarised in Figure 8. There are seasonal changes each year with more individuals tending to cycle in summer than in winter. There has been little change in the base number of cyclists (those who cycle all year round) however it can be seen that there has been a decrease in the size of the peak over the summer months since 2022.

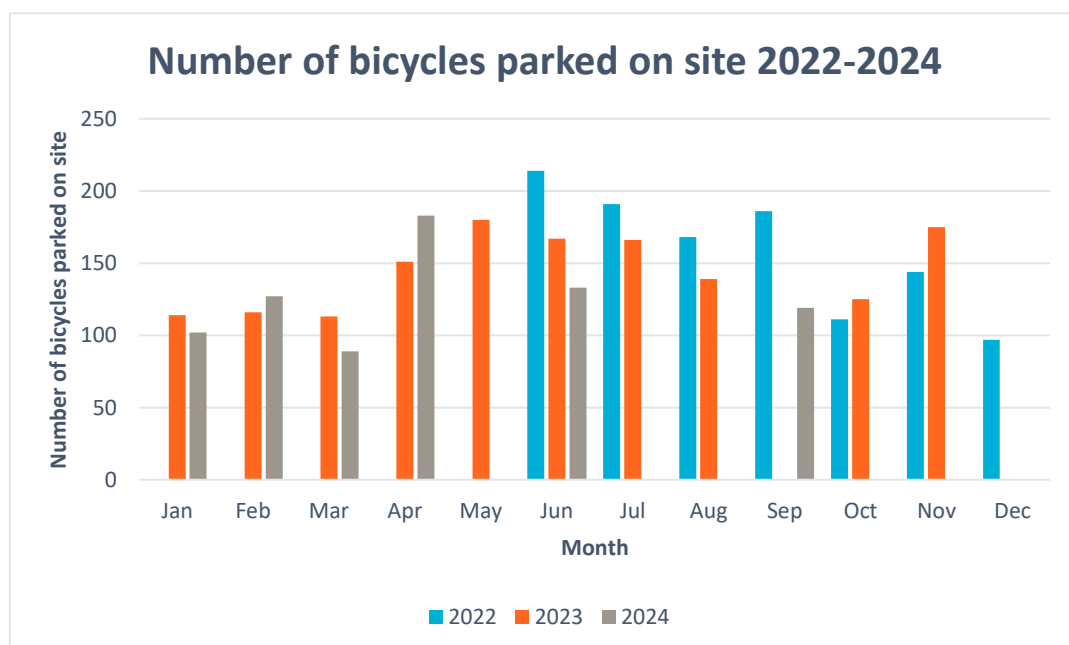


Figure 8 Number of bicycles parked on site in monthly bike shelter surveys (note: not all months surveyed)

Sellafield Ltd runs a salary sacrifice cycle to work scheme to assist employees with purchasing bicycles and cycling equipment. This scheme saw an increased uptake during the Covid-19 pandemic (2020 & 2021) and has decreased since then, although there has been a slight increase in 2024. In the past year, 777 individuals have purchased equipment through this scheme. It should also be noted that once an individual has purchased equipment through this scheme they may use this equipment for many years so bikes purchased in 2020 and 2021 are likely to still be in use.

Sellafield is engaged with the local MP's Cycling in West Cumbria meetings, which are a collaboration between the local MP, Sellafield, Cumberland Council, Sustrans and other local parties to improve local cycle routes. This is something the business will continue to support going forward.

1.7 Motorcycling

Due to their small size, access to the site by motorcycle is unrestricted and a small number of employees choose this as their preferred method of travel. There are car parks on site with marked motorcycle parking areas, with other motorcycle shelters situated around the site.

The changing and shower facilities available to cyclists at each of the sites can also be used by motorcyclists and free high visibility jackets are available to all motorcyclists. In 2024 there has been an increased focus on road safety across the business, with a particular focus on motorcycle awareness.

1.8 Walking

The Chartered Institute of Highways and Transportation suggests an acceptable maximum walking distance for commuting to be 2km, with an average distance of 1km. However, this distance can vary between individuals. The majority of settlements therefore fall outside a reasonable walking catchment of the Sellafield site. Appendix 8 shows the 1km and 2km walking catchment areas from the Sellafield site. It should be noted that once someone has entered the site, they may still have a considerable distance to walk to their place of work. This means that although someone may live within 2km of the site, they may have further than 2km to walk to their place of work.

Pedestrian infrastructure (e.g. dedicated paths) to and through the site is not fully connected, leaving gaps where pedestrians are forced to use roadways. This, coupled with Travel Survey feedback regarding concerns over personal safety and a lack of changing facilities in some areas, limits the numbers of people who feel comfortable walking to and from the site.

It is possible for many employees to walk as part of multi-modal transport, for example walking to a train station, bus stop or park & ride. Appendix 9, Appendix 10 and Appendix 11 show the walking catchment areas surrounding the park and ride locations. This is something that will continue to be promoted. An annual winter high visibility campaign has been set up with hi-viz vests, arm bands and backpack covers being made available to all employees to promote pedestrian safety.

Offsite, there is a greater number of employees living within a walking distance of 2km or less of their office location. Within urban areas such as Whitehaven walking to work and short trips to local amenities is possible and therefore will continue to be encouraged.

1.9 Driving

Sellafield has continued to aim for a reduction in single occupancy car journeys due to the environmental benefits and reduction of congestion on local roads. However, there remains sections of the workforce for whom driving to site in a personal vehicle remains the most appropriate method of travel. These include shift workers and those with extenuating medical, welfare or business needs. These individuals are given a Single Occupancy Vehicle Access token (SOVA). A SOVA or a vehicle access token is now required to access the Sellafield Site in any vehicle from midnight Sunday to midnight Friday, regardless of how many people are in the car. This is to discourage travel by car to the main site at peak travel times when the roads are busiest and car parking on site is near to capacity.

Yottenfews car park is adjacent to the site and has 1300 car parking spaces available. From there it is a short shuttle bus journey to reach the main site. It is also possible to walk from Yottenfews to North Gate and onto the site, which many who work in the northern area of the site choose to do. Similarly to the site itself there are access restrictions which aim to reduce single occupancy commuting to this car park at peak times. To access Yottenfews car park before 09:00 Monday-Friday a Yottenfews Vehicle Access token (YOVA) is required or there must be at least two people in the car. After 09:00 single occupancy access to Yottenfews is permitted, this is designed to help those who work reduced hours and whose working times do not align to the core shift patterns.

Shift workers are eligible to apply for a SOVA. Due to the long hours worked it is thought unreasonable to extend the commute of these workers. There are also certain key roles on the site that are eligible to apply for a SOVA, such as the Emergency Duty Team. Non-shift working individuals may apply for a SOVA or YOVA where extenuating circumstances apply including medical, childcare, welfare or domestic reasons where the ability to quickly leave the site may be necessary. Recently, there has been a shift towards granting limited time YOVAs instead of SOVAs where there is not a strong enough justification for an individual to bring their vehicle onsite. Location based YOVAs are also able to be applied for by those who live south of the site or those that live in close proximity to the site where individuals would have to travel further away from the site to access a bus stop or park and ride.

The groups of people who are eligible for non-shift SOVAs and YOVAs are continually under review and each application is reviewed on a case-by-case basis. Shorter term SOVAs with an expiry date are being utilised more frequently, these require semi-regular review in order to be renewed. This gives the Travel Team more control over how many vehicles are able to access the site.

As of September 2024 there are 4878 SOVAs issued to individuals, of which the majority (3875) are linked to shift personnel. Shift workers are split across multiple working patterns therefore not all of these SOVAs will be in use every day. This has decreased from 7605 within the last year, which shows the effectiveness of the current reviewing process. 1243 of these current SOVAs expire within the next 6 months and therefore will be subject to stringent review within this time frame. Where these are shift or key role SOVAs they will not be renewed if the individual has moved from that role. There are also 1041 YOVAs issued to individuals, this has increased from 945 within the last year which is a result of YOVAs now being offered in place of SOVAs in some instances. It should be noted however that there has still been an overall decrease of 2631 SOVAs and YOVAs in total since summer 2023.

As well as supporting individuals with extenuating circumstances, continuing to allow private vehicles onto the site is necessary for Emergency Management. To demonstrate compliance with Site Licence Condition 11 (SLC11) Emergency Arrangements, the current Sellafield Site Evacuation Strategy relies mainly on using private vehicles on site (as well as other supporting methods) in order to evacuate the site in the event of an emergency. Therefore, Sellafield Ltd cannot currently reduce the number of private vehicles on site below a minimum threshold unless new arrangements have been made to support the alteration of the Site Evacuation Strategy. The exact number of private vehicles required will fluctuate based on the number of individuals on the site, however we are currently close to the lower limit on an average day. A piece of work to revalidate the emergency evacuation arrangements and assess whether alternative means of evacuation are possible is being initiated for FY2025/26. This will allow

the business to assess whether it is feasible to further reduce the number of vehicles on site above the 10% set out in this Travel Plan. Alternative arrangements would need to cover the whole site and entire workforce, and they would need to be demonstrated to be robust and reliable before any changes could be made.

1.9.1 Car Sharing

Car sharing is promoted as a way of reducing traffic flows and increasing efficiency of car park utilisation, especially at Yottenfews car park. To access Yottenfews before 09:00, there is a requirement to have two or more people in the vehicle, unless the individual holds a YOVA. There is no longer a token system in place so on the days that one car school member is absent, the other member will not be able to access Yottenfews alone. Historically there has been similar car sharing requirements for accessing the site itself however these were removed in line with social distancing arrangements in 2020 and have not been reinstated due to more park and ride capacity now being in place. However, there is nothing to stop individuals choosing to car share to access either location, provided other entry requirements are met (i.e. a SOVA is held for accessing site).

1.10 Problematic Off-site Parking

Since the introduction of car schools at SL several years ago there have been issues with problematic parking in local communities. This consists of individuals leaving their cars in legal but inconsiderate places for the duration of the working day, which can cause inconvenience for the local communities. Due to changing travel arrangements, the issue has become more pronounced in certain areas over the past year and this has been brought to the attention of the business. It is thought that problematic parking is now caused by individuals who are car sharing and also by some individuals who are using park and rides but who are parking on nearby streets instead of in the car parks provided. The park and ride car parks are available for car sharing employees to leave their cars in, however at present Lilyhall park and ride car park is over-utilised so the workforce has been asked to avoid using this car park for car sharing to allow those who need to use the bus to park there. This is one driver behind the need to increase the number of parking spaces available at our park and rides which is a Measure of this Travel Plan.

An initial engagement session was held in December 2024 between several local Parish Councils, Cumberland Council and Sellafield Ltd. Areas of concern were highlighted including Thornhill, Egremont, Seascale and Cleator/Cleator Moor. Since then a working group has been set up which consists of representatives from SL and the local authorities and councillors. SL have actively engaged in this and representatives from the business have begun to visit areas of concern alongside council representatives. Identifying the areas of concern and potential causes is the first step in the process of mitigating this issue. Addressing this issue will require continued collaboration and SL are committed to continuing to work alongside the local authorities on this.

Initial suggestions of mitigations that have been discussed at these sessions (for implementation by SL or the local authorities) include:

- Visits to areas of concern to identify potential causes and mitigations.
- Changes to payment arrangements or SL permitting arrangements for Egremont Chapel Street car park to encourage parking there instead of on the roads.
- SL engagement with the Traffic Regulation Order (TRO) review which is being undertaken by Cumberland Council to better understand where traffic regulations may support addressing these issues.
- Expansion of SL off-site parking capacity.
- Investigate reasons for why staff park on nearby streets instead of in P&R car parks and assess options to mitigate this.
- Internal communications within SL to remind staff of their responsibility to be respectful of the local communities when deciding where to park.
- Encourage staff to submit their views on where they park and why through the next employee travel survey.

- Engagement with contracting company Superintending Officers to ensure that contractor Travel Plans are not inadvertently promoting problematic parking behaviours.

Once the problem is better understood, an actionable plan will be developed between SL and the local authorities to implement appropriate mitigations.

There is a limit to how much Sellafield Ltd can influence where employees park when they are not at Sellafield Ltd locations. However, the business is aware of its responsibility to be a good neighbour and will continue to engage with the Council about ways to promote responsible behaviours. At present, there are no plans to alter the car sharing arrangements for Yottenfews, however, as with the wider travel arrangements, this will continue to be reviewed as iterative improvements are made. There are two measures from this Travel Plan to look at increasing park and ride car park capacity. Once these are realised it will allow Sellafield Ltd to promote these as car sharing locations. In the shorter term, Sellafield Ltd will continue to encourage the responsible behaviours that are expected of nuclear professionals and will continue to work with the local authorities to identify potential mitigations.

1.11 Contractor vehicles

As with any vehicle accessing the site, an access token is required for contractor vehicles, including crew buses, to access the site. There are currently 722 contractor vehicle access tokens in place. There is a continued focus for contractor companies to reduce their vehicle usage and contractor staff are encouraged to use the existing Sellafield sustainable travel infrastructure where possible.

Since the previous Travel Plan, contractor vehicles have been under scrutiny and a working group of contractor Superintending Officers (SO's) has been set up to support the reduction of contractor vehicles accessing the site. There is a requirement for each contractor company to have its own Travel Plan of which there is an ongoing review by the Travel Team. There has been a renewed emphasis on these reviews in 2025 and there has been positive engagement between the Travel Team and contractor SO's. Due to the social distancing measures during the Covid-19 pandemic, some contractor companies downsized their crew vehicles to seat just one or two people. As these leases begin to come to an end, contractor companies are being encouraged to replace them with larger, mini-bus style vehicles to allow more staff to be transported at once.

Several contractor frameworks such as PPP have also set up their own park and ride services. This is allowing staff working on specific projects to be transported directly to the area of site in which they work. Originally these buses were only open to those working on PPP projects however this has since been changed so that any staff whether they be SL or contractor can use any of the SL or PPP buses travelling to site. In the longer-term Sellafield would like to bring these bus services into the Sellafield bus contract so that duplicate services are not being run and to make the overall service more environmentally and financially efficient. This will be addressed when the new bus contract is developed.

1.12 Blue Badge Holders

Sellafield Ltd has and will maintain vehicle access to the Sellafield site for those members of the workforce who hold blue badges in accordance with the Equality Act 2010. Currently, blue badge holders do not need an additional site access token to access the site. There is an upcoming change to this policy where blue badge holders will be required to apply for a SOVA to allow access to the site. This will allow the company to better understand how many blue badge holders are accessing the site and ensure that the business is adequately providing for them. All blue badge holders who work onsite will be eligible for these SOVAs and plenty of notice will be given of this change. This will be reflected in the future SOVA data as an increase when these are issued.

1.13 Personal Emergency Transport Provision

Sellafield Ltd provides an emergency "get-you-home" scheme if an employee needs to leave work owing to an emergency or if they are unwell. The concern of not being able to get home

in an emergency can be a factor in putting people off using sustainable travel. It is also applicable for SOVA holders when the nature of the personal emergency means that it would not be advisable for the employee to drive home alone. In the event of an emergency staff are encouraged in the first instance to contact their line or building management to organise emergency transport.

1.14 Visitors

There is a requirement for the Travel Plan to also consider how visitors travel to the site. There are two different groups of people that visitors could cover. The most prevalent currently are individuals who visit the site to support their work, such as individuals from contractor companies who work on Sellafield Ltd work but who are not based here full time. These visitors are expected to travel in the same way as full-time staff, making use of the sustainable travel infrastructure that is in place. There has been a decrease in this type of visit following the Covid-19 pandemic. Meetings that require external visitors to attend are now preferred to be held at off-site locations or by videoconferencing which removes the need for these individuals to access the site.

Visits consisting of large groups of people or VIPs are infrequent on the site. When these occur they are organised through the Visits Team who operate from Yottenfews farmhouse, adjacent to the site. These visitors will therefore park at Yottenfews or the Yottenfews farmhouse. The Visits Team will organise transport onto the site that is appropriate for the purpose of the visit. These visitors are very low in number and are not significant enough to impact on traffic flows to the site.

Overall, the addition of visitors traffic is insignificant and therefore will not be considered separately in this Travel Plan. All visitors travelling to the site will be encouraged to do so using sustainable travel where possible.

1.15 Freight Transport, Warehousing and Secured Distribution

A significant volume of goods and materials are transported to and from the Sellafield site, and to a lesser extent its off-site premises, in order to deliver its mission. Noting the impact of the volume of traffic on the local roads, substantial changes have been made to the transportation of goods and materials to and from the Sellafield site over the last decade. The key feature of these improvements has been the consolidation of goods and materials at Lillyhall stores so that fewer vehicles are travelling to the site. This is supported by the Delivery Management System (DMS) which manages deliveries to site and re-directs them to the Lillyhall stores. All commercial vehicles that travel to site are now booked through the DMS and are visible to the Site Control Tower.

In the previous Travel Plan it was stated that the improvements achieved by consolidation at Lillyhall stores was a ratio of 5 vehicles arriving at the stores being consolidated into 1 vehicle travelling to the site. Over the last three years this ratio has now increased to 8 vehicles arriving at the stores being consolidated into 1 vehicle travelling to the site. Each financial year the consolidation of goods and materials at Lillyhall has saved significant supply chain vehicle mileage, equating to savings in CO₂e.

Presently, there are no goods and materials movements undertaken by rail, except for on-going nuclear flask transports. There is a very limited capacity on the Cumbria Coast Line therefore priority is given to the movement of nuclear materials to support the site's mission. It should also be noted Sellafield Ltd does not allow personal deliveries to be made to the Sellafield site or its other premises.

Future enhancements are also anticipated with plans to set up a collection service from suppliers based between the Lillyhall Stores and the Sellafield site to prevent goods being transported northwards to Lillyhall for onwards transportation back south to the site. It is anticipated that this collection service will utilise the empty vehicles returning from the Sellafield site, thus further reducing vehicle miles, fuel costs and carbon emissions. Implementation of technologies into the process supporting end to end tracking and traceability of goods will continue to make the process more efficient.

1.15.1 Future Developments

In the medium term, a large proportion of the material to be transported to the site will be in support of construction activities. Understanding the impact of this work alongside business as usual (BAU) operations is highly complex and during 2024 a study began, to evaluate the Transport Logistics requirements of the site for the next 30 years. Whilst predominantly looking at the on-site infrastructure (including gate access), this study will initially seek to understand the demand (both now and predicted future) on the site's transportation routes. Each proposed new major construction project will also have to provide its own travel plan. Understanding the volumes of freight transport that could be expected, will allow us to mitigate the impact of transport logistical challenges on enabling the site's mission.

Longer term, there is also work ongoing looking at the possibility of developing a future off-site railhead close to the Sellafield site. This work is being led by Nuclear Transport Solutions (NTS), with Sellafield Ltd being a key stakeholder. An off-site railhead would allow materials to be transported to the site along the coastal rail line without impacting on the traffic flows along the local road network. This work is still in its early stages and Sellafield Ltd will continue to support the development of this work.

1.16 Fleet Vehicles & Electric Vehicle Charging

Sellafield Ltd owns and leases a number of vehicles which reside on the site in order to support operations. These range from standard vans and pool-cars to specialised vehicles that are designed to support one or more specific operations on the site. The current fleet consists of 192 vehicles with the following make up:

- 46 electric vehicles
- 56 petrol hybrid vehicles
- 90 diesel vehicles

In the previous Travel Plan, there was a target to decrease this number and for any new vehicles to be electric. The total number of fleet vehicles has not decreased, due to an increase in work scope and the number of offsite areas, such as Leconfield, requiring vehicles to transport people and equipment to and from the site. There has been progress against the target to increase the use of electric vehicles. There is also now a more stringent review process in place when vehicle leases are due for renewal to ensure that only vehicles with a clear purpose are renewed, with an aim of reducing overall company mileage.

All new vehicles brought onto the site are now installed with telematics for monitoring their usage. Over time, this will help the business to better understand how these vehicles are used and what proportion of miles are undertaken by each type of vehicle.

Sellafield have adopted an enterprise approach to Electric Vehicle (EV) charging. A strategy has been in place since 2020 to deliver AC charge points for our site vehicle fleet and those vehicles that remain on site for almost their entire life. This is reflective of the desire to reduce fleet vehicles and to only provide charge points where it is necessary. As the fleet transitions from Internal Combustion Engines (ICE) to EV, the infrastructure will increase from its current, 12 charge points, to around 30-40. This reflects a change in behaviours for EV drivers and learning how the network needs to develop as users provide feedback.

Land is a critical asset on site. This deployment strategy takes this into account and as an enterprise approach is being taken, the network will grow into areas where no development is planned. Any EV charging provision on site is for works vehicles only, there are no plans to put in place workplace charging for employees. Alternative sustainable travel arrangements such as the Park and Rides, commuter buses, active travel or trains are preferable to employees travelling by car as these reduce congestion as well as emissions.

It is important to note that the current EV charging strategy is intended to flex as needs develop. Higher capacity charging for heavier vehicles is currently in planning and as new building infrastructure is developed, the consideration for charge points adjacent to buildings is balanced

against multiple criteria (e.g. fire safety) to ensure that development is controlled. Having the wrong asset in place in the wrong location is what SL needs to avoid.

The EV Charging Strategy is now due for review which will be carried out in this Travel Plan period. There will also be a need in the future to consider new technologies e.g. hydrogen and electric vehicle battery types that may be more suited to the site's needs than current technologies, particularly as the construction fleet decarbonises. The overarching principles of reducing the fleet to an appropriate minimum and decarbonising through transition to low carbon methods and the use of alternative transport will remain the backbone of the strategy. Sellafield undertake nuclear movements by rail within the site itself. As part of the business' carbon management strategy the business is succeeding in replacing the previous diesel locomotive engines with hybrid and electric engines.

1.17 Carbon Reduction

As well as contributing to reducing traffic flows on the A595, the move towards sustainable travel arrangements aligns with the business' net zero objectives. Sellafield Ltd has a Carbon Management Plan which sets out the steps the business is taking towards reducing greenhouse gas emissions that result from business activities either directly or indirectly. Travel and transport arrangements are only one part of this, however the increasing use of sustainable transport is acknowledged in the plan as a positive step that the business is implementing. The continued reduction in the number of vehicles travelling to the site will continue to reduce the business' carbon emissions relating to travel. As well as this, development of the onsite EV charging infrastructure for works vehicles is part of the carbon management pathway and the planned review of the EV charging strategy will support its implementation.

2 Section 2: 2023 Employee Travel Survey

The most recent Travel Survey of staff and contractors took place in January 2023. The survey was made available through the company intranet and cascaded out to all staff. There were 1670 responses. 66% of respondents who stated they have one primary working location were based on site, with the remaining 34% being offsite, this approximately matches the estimated split of employees across these locations.

2.1 Modal Share

Figure 9 summarises the responses to the questions “What is your main mode of travel to/from work?” for the 2023 survey compared to the 2019 survey (which was discussed in the 2020 Travel Plan). The 2019 data does not distinguish between those travelling to the site or offsite locations so results for all locations are presented together here. A large increase in the use of Park and Rides can be seen, as can a decrease in the use of private cars and car schools. There has also been a modest increase in individuals who said they travel by train however it is still less than 10% of the workforce. Data from the Office for Road and Rail (ORR) shows a decrease in journeys to and from the Sellafield station so it maybe that this increase is caused by staff travelling to off-site locations.

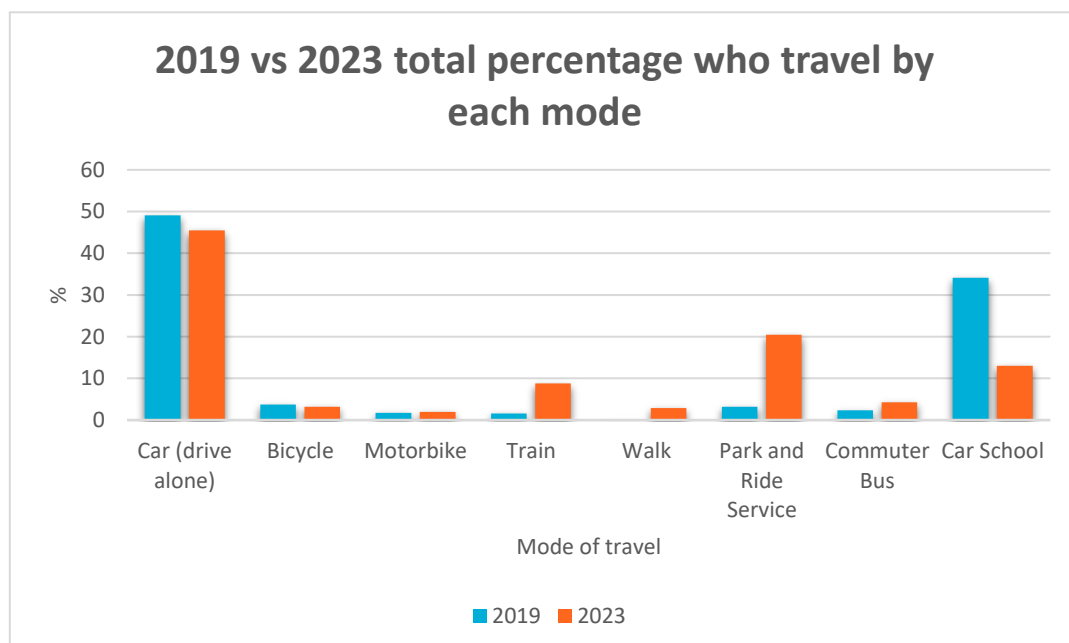


Figure 9 Comparison of modal split totals between 2019 and 2023 Travel Surveys for on and off site locations in West Cumbria

To understand the current picture in more detail the 2023 responses have been split into those who travel to site and those who travel to offsite locations. Figure 10 shows the 2023 responses for those whose main working location is the site itself. From this we can see that the most popular mode of travel for accessing the site is now Park and Rides. This is the first time this has been the case and shows a significant shift towards the use of sustainable travel.

In Figure 10 there still shows a significant proportion of the workforce who travel by private car. This can be explained by shift workers who are allocated SOVAs due to the long hours they work. These workers are often travelling at off-peak times (e.g. 12 hour shifts) and therefore do not contribute to peak-time traffic.

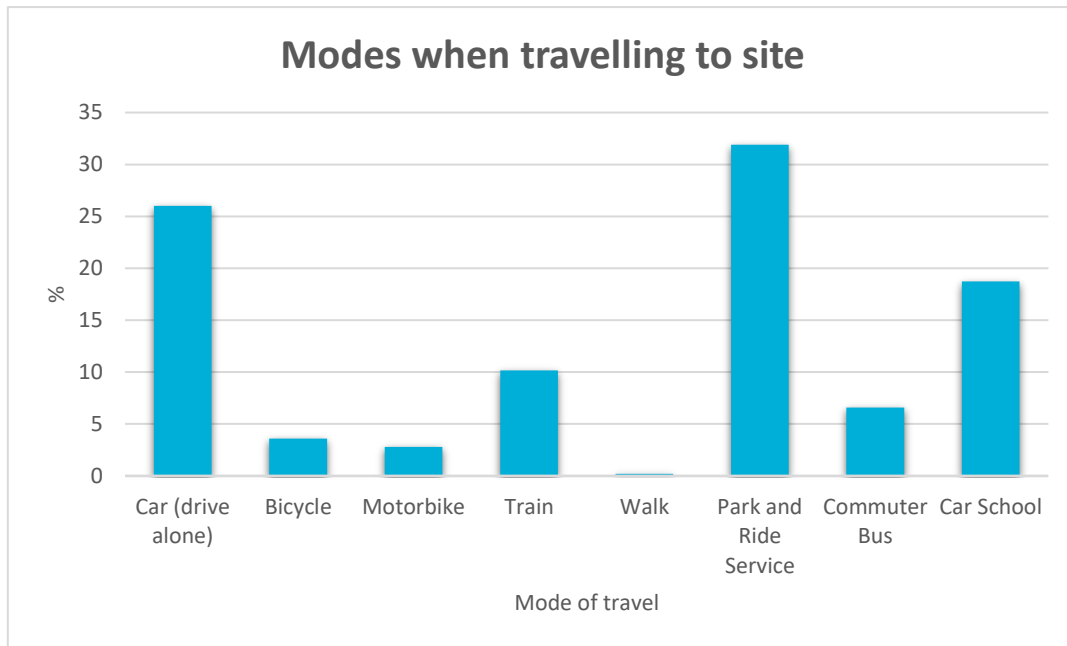


Figure 10 Main modes of travel for individuals travelling to the site, based on Travel Survey answers

2.2 Influences on mode of travel

Figure 11 shows the responses to the question “Why do you travel this way?” in relation to their main mode of transport. Respondents selected a variety of reasons with efficiency in terms of time and cost being the most prevalent. There were also many free-text answers to this question which cannot be included on the graph however many follow the same themes as those captured in the graph. Several of these free text comments were of the sentiment that as ways of accessing the site are limited, the individual does not have a choice in how they travel. These have been collated in the graph under the heading “no other option”. The perception of the removal of choice is a frequently voiced concern. By improving the appeal of different sustainable means of travel (e.g. active travel, trains, commuter buses) Sellafeld Ltd hopes that staff will have more choice over how they travel.

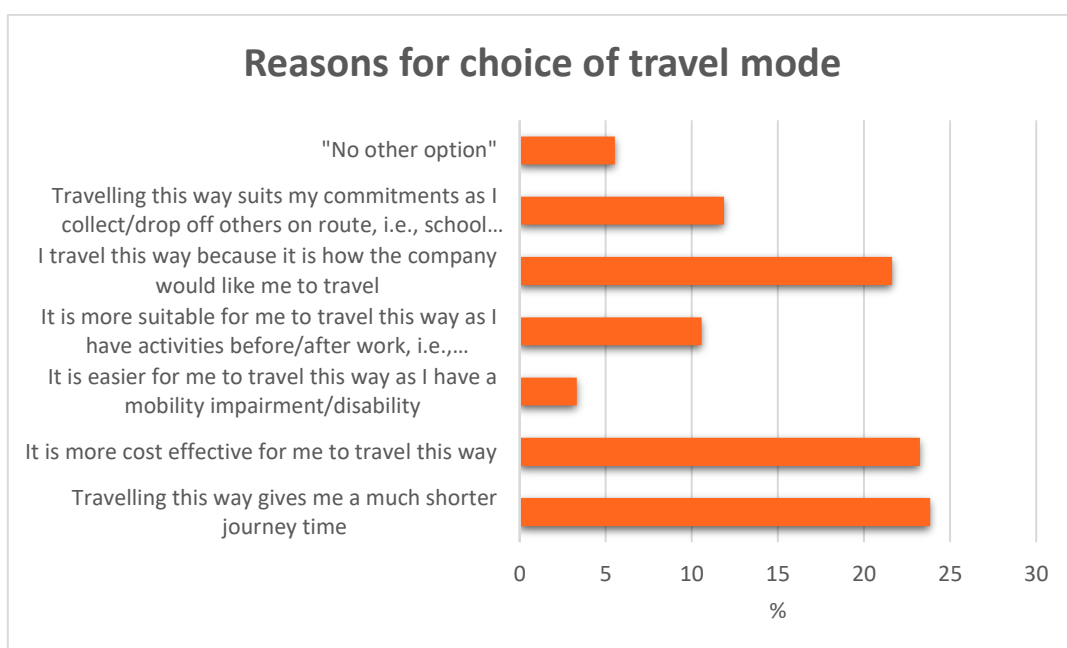


Figure 11 Reasons for choosing means of travel, based on Travel Survey answers

2.2.1 Influences on travelling by car

Figure 12 is an extract of the above question for those whose primary mode of transport is a car. This shows that by far the most common reason why staff choose to travel by car is to minimise their journey time. Sellafield Ltd are cognisant of this and understand the impact of lengthening an individual's commute time. Whilst buses will never be as fast as driving directly from an individual's home Sellafield Ltd has made gradual improvements to the bus services to try to make them as time efficient as possible. This has included having some "direct" services that do not stop on route and bringing the buses on to the site so that individuals are dropped off closer to their working location.

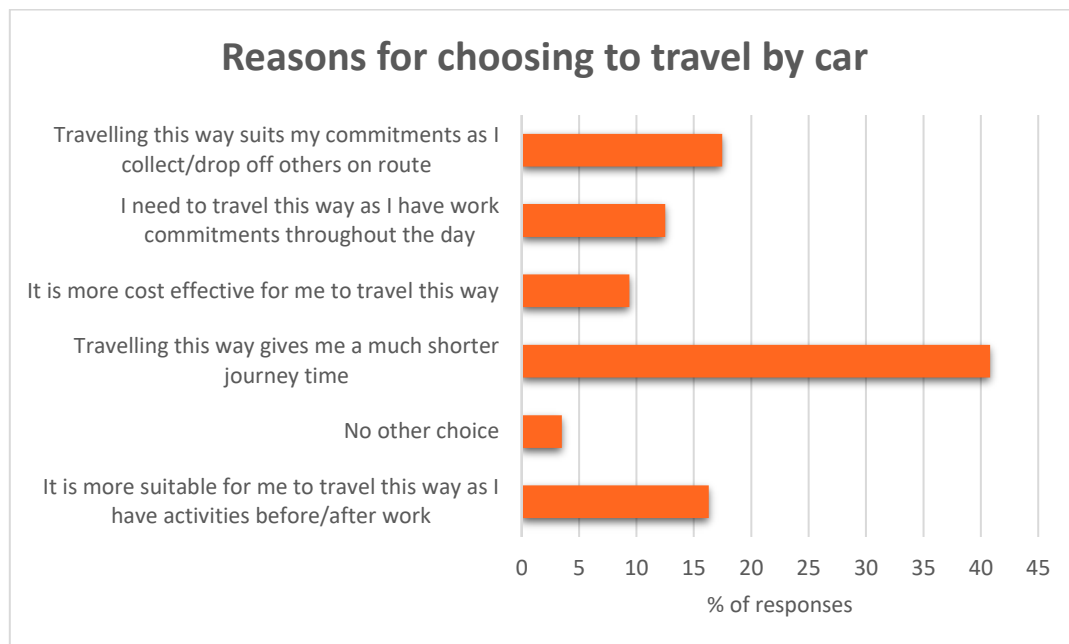


Figure 12 Reasons for travelling by car, based on Travel Survey answers

2.2.2 Influences on travelling by train

There has been a slight increase in the use of employees saying they travel by train since 2019, however it is still a low proportion of the workforce. Reasons why staff said they do not travel by train are summarised in Figure 13. There were also some free-text answers to this question which could not be summarised in the graph, these were largely along the similar themes of reliability and lack of convenient train stations/service times.

As discussed in Section A, there is currently limited scope for improvements to the Cumbrian Coast railway line. Sellafield Ltd does not own the train line however the business is committed to continually working with Northern Rail to suggest and support improvements where possible.

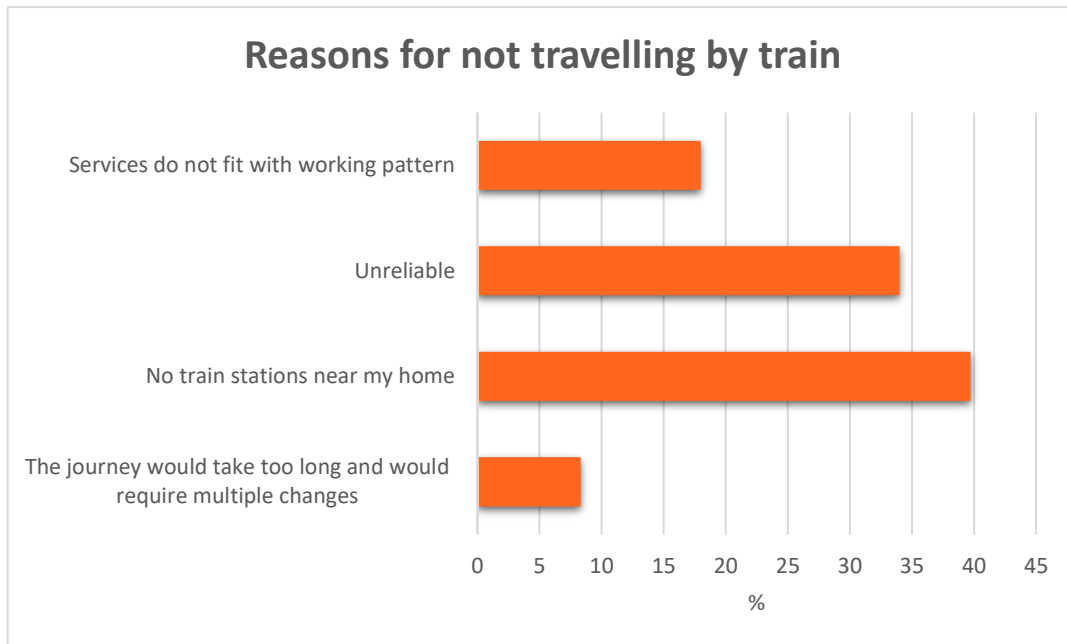


Figure 13 Reasons for not travelling by train, based on Travel Survey answers

2.2.3 Influences on travelling by bus

In the survey, respondents were asked “Would you use a service (i.e. public) bus if one was available on your route?”. 57% of respondents answered yes to this question. Of the 43% who said no they were then asked what their reasoning was and this is summarised in Figure 14. The top reason was a lack of bus stops near individuals home locations. Sellafield Ltd also acknowledges that there is not currently a public bus route that runs to the site so it is unlikely that this would be an option for those travelling to site.

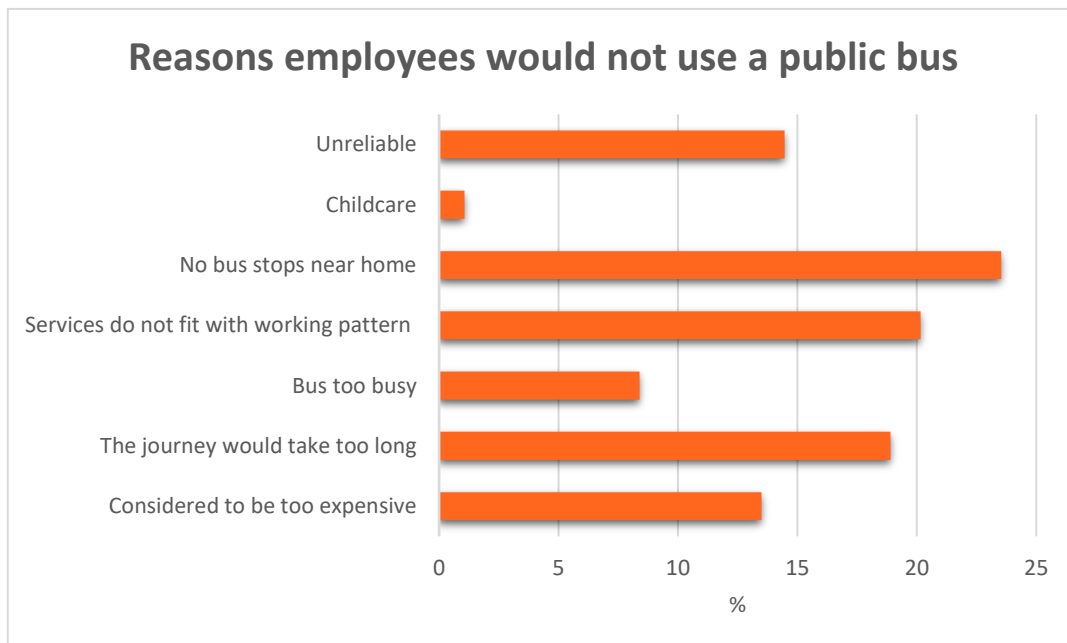


Figure 14 Reasons for not using a public bus, based on Travel Survey answers

Respondents were also asked why they would choose not to travel by park & ride. For this question a large proportion of respondents wrote free text responses so it is not possible to accurately summarise these in a graph. The most prevalent reasons included: Car parks not being in a convenient place, park & ride buses and car parks being full and the length of time

added to the journey. In the measures for this Travel Plan the company will commit to look for additional land for park and rides which will address some of these key concerns.

2.2.4 Active Travel

The percentage of individuals at each location who travel actively has been calculated based on their main working location, as shown in Figure 15. As expected, there is a higher proportion of individuals who travel actively to our offsite offices, particularly those in Whitehaven as these are close to residential areas. It is also as expected that those who do travel actively to the Sellafield site do so by bike, not on foot. The lack of active travel to some of the offsite offices which are not close to residential areas highlights the importance of location when considering active travel viability for staff.

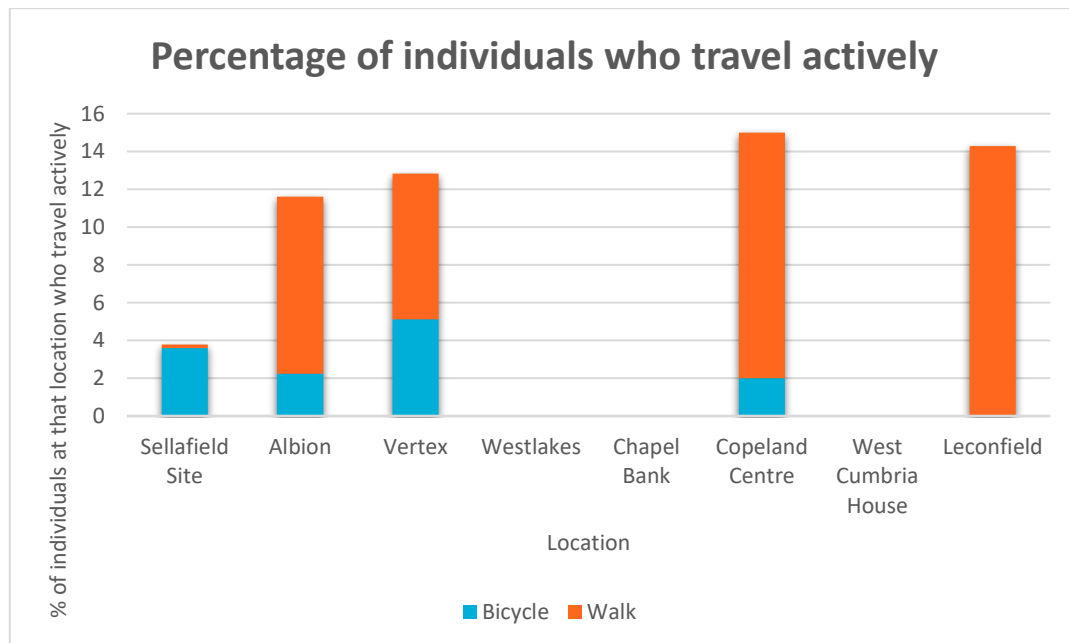


Figure 15 Percentage of individuals who travel by foot or by bike to each location

The survey also asked respondents why they do not choose to walk or cycle to work. The results of these are summarised in Figure 16 and Figure 17. By far the most common reason for individuals not to walk or cycle to work is due to the distances involved. This is expected due to the remote location of the site. However, with the increase in the use of other sustainable modes of travel Sellafield Ltd are keen to promote walking and cycling as part of multi-modal journeys. Many employees are not able to walk or cycle to their workplace however they may live within walking or cycling distance of a bus stop or train station.

Another deterrent for cycling is the perception of safety on the roads. It is recognised by Sellafield Ltd that the condition of the cycle paths and the indirect routes that they take makes using the cycle paths off putting. This means that most cyclists choose to cycle on the roads which are busy at peak travel times.

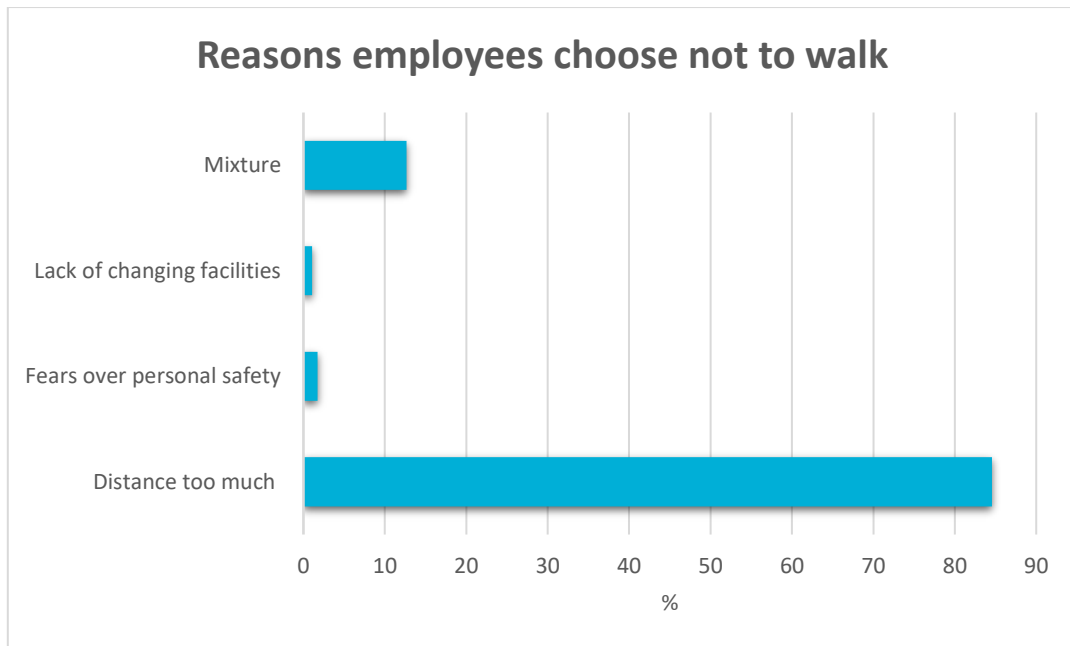


Figure 16 Reasons staff choose not to walk to work, based on Travel Survey answers

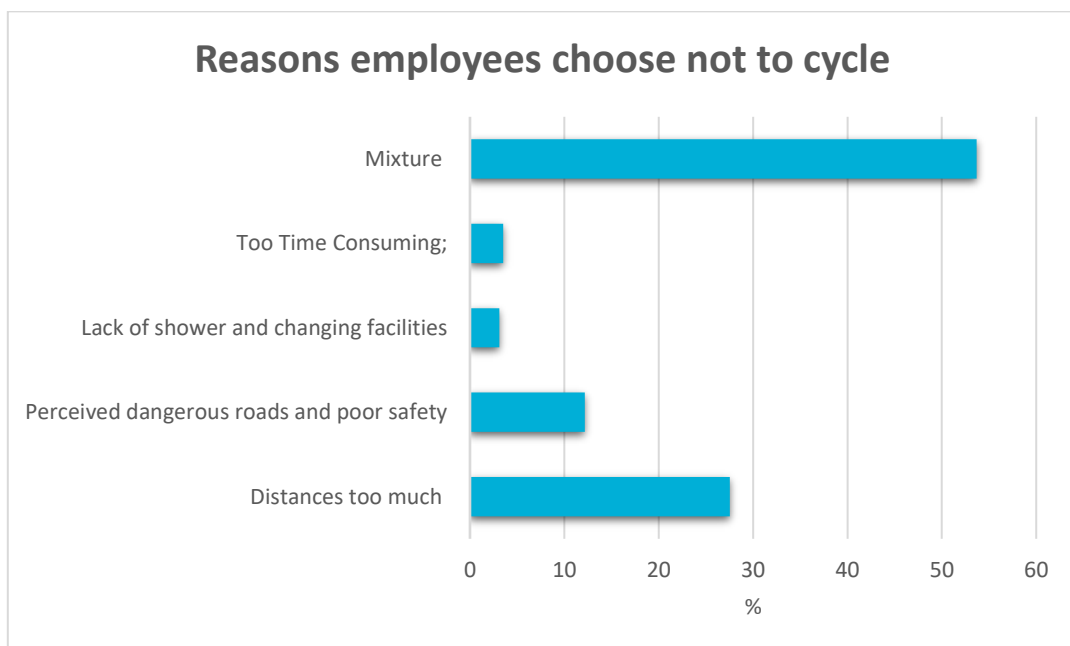


Figure 17 Reasons staff choose not to cycle to work, based on Travel Survey answers

2.3 Employee Suggestions

At the end of the Travel Survey there was a free text question where respondents were asked for any further comments that had not been covered so far. Through this there were many suggestions of improvements that staff would like to see. These are summarised in Table 2, along with the current position on how the business is addressing these.

Table 2 Responses to the 10 most frequent employee suggestions from the Travel Survey

Measure	Response
More P&R buses at peak times and more frequent buses outside of peak times	<p>The P&R timetables are continually under review with several changes being made in the last 18 months based on demand. Data gathered from bus usage outside of peak times shows that demand is low so it is not efficient to have buses running continually throughout the day.</p> <p>The ethos of the new bus contract (planned to be in place in 2026) will be to allow windows of opportunity for staff to access site that align with the core working hours. The new contract will also allow the supplier to use their industry expertise to adapt the services to meet with demand and make a more efficient service.</p>
Reinstate Albion Shuttle	<p>The Albion Shuttle was reinstated in 2023 as a service that runs four times throughout the day, at 2 hourly intervals. This saw very low utilisation rates and has since been removed. It is unlikely that the pre-Covid service which ran every 15 minutes will be reinstated as it is not seen as a good use of employee time to be travelling between sites throughout the day. Staff are encouraged to plan their working week so they can remain in one location for a whole day and use the new technologies (e.g. MS Teams) to communicate with those at other locations. On occasions where this is not possible there are other means to travel during the working day (e.g. car, bus, train, Kangol P&R).</p>
Reinstate car schools with tokens for site	<p>There are currently no plans to reinstate car school tokens. Due to the more agile way in which we now work it would be very difficult to set up a car school token system that is fair for all. Buses and Park & Rides have a greater impact on reducing congestion and emissions than is possible with car schools. Land on the site is becoming highly constrained and available space for car parking is being lost to support nuclear work. In the past year alone, ~450 car parking spaces have been reallocated for other uses. This means that we do not have the car parking space to support increasing the number of cars onsite.</p>
More parking at Lillyhall P&R	<p>In February 2023 an additional 100 parking spaces were added, these are now also close to capacity. There will be a recommendation from this Travel Plan to keep looking for more parking capacity north of the site.</p> <p>The last bus service in the morning now leaves Lillyhall at 7:30am as the car park is routinely full by</p>

	<p>this time. Reducing this bus timetable has aimed to discourage unsafe parking or parking in areas that interfere with the local community by those catching a bus after the car park is full. Individuals needing to access the site later than this are able to drive to Yottenfews from 09:00 or utilise the Kangol P&R.</p>
P&R from South of Site	<p>Sellafield Ltd are continually looking for available land south of the site to use as a park and ride. There are many constraints that make land difficult to source in this area, especially in areas which fall within the Lake District National Park.</p>
Albion Car Park - token/car school system	<p>This is outside the scope of this Travel Plan however it will be addressed within the timeframe of this Travel Plan period.</p>
Install bus shelters at park and rides and Main Gate	<p>Lillyhall bus shelters opened in April 2024. At Kangol there are bus shelters as well as an indoor welfare facility. There is an ongoing project to install bus shelters at Main Gate.</p>
Improve reliability of Main Gate turnstiles	<p>There is an ongoing project to replace the turnstiles at Main Gate.</p>
Improved Cycle Facilities (Showers, lockers, drying rooms)	<p>There have been some improvements to cycle facilities since this survey, such as the installation of bike lockers at Kangol and Lillyhall park and ride car parks. There will be a measure within this Travel Plan for Sellafield Ltd to work with the cycle user group to make meaningful improvements to cyclist facilities.</p>
Reinstate car school tokens for Yottenfews	<p>There are currently no plans to reinstate car school tokens for Yottenfews. Access to the car park before 09:00 with two or more people in the car does not require a token. On the occasions where an individual is absent from work there are now other options for their car school companion to access the site, such as the park & rides. Due to the more agile way in which we now work it would be very difficult to set up a car school token system that is fair for all. After 09:00 there is free access to this car park. Those with extenuating circumstances and residents of the south of site are able to apply for a YOVA to allow single occupancy access before 09:00.</p>

3 Section 3: Measures and Workstreams

3.1 Review of 2020 Travel Plan Targets

The 2020 Travel Plan set seven targets in order to address the Travel Plan objectives. Progress against these targets is outlined in Table 3.

Several aspects of how Sellafield Ltd encourages its employees to travel have changed since the 2020 Travel Plan. During the Covid-19 pandemic there were significant changes to ways of working which led to a rapid improvement in technologies that allow employees to work remotely, whether that be from home or from offsite locations. There has been a gradual shift back to the workplace since the pandemic and the current guidance for desk-based employees is that they should spend the majority of their time at a Sellafield Ltd location. Management of this is at Line Manager discretion and the amount of time people spend on site or at off-site locations varies widely between teams. Office workers who need to be on site to do their job tend to spend more days per week in the office than those at off-site locations due to the nature of their roles. There also remains a significant proportion of the workforce who cannot do their work remotely who are still required to attend the site every day, this includes all shift workers and many Day and Industrial workers. There are now more staff assigned as off-site workers than before the pandemic but as these individuals can work from home for part of the week the numbers who attend off-site offices each day has not increased.

A further change has been the change in emphasis from car schools to buses. Due to the social distancing requirements of the pandemic, car sharing was phased out and has not been reintroduced in the same way. Those that work Shifts are granted a SOVA to access the site and are not required to car share, although a proportion still chose to do so. Access to Yottenfews before 09:00 still requires car sharing however there is no “car school token” or database to formally register car schools. Except in extenuating circumstances, Day and Industrial workers who access the site are not granted access tokens and are required to car share to Yottenfews or utilise one of the sustainable modes of transport described in Section 1.

Some of the 2020 targets may therefore no longer be the best measures of progress. However, Sellafield Ltd remains committed to the principles that underpin these targets and progress against them is described below.

Table 3 Review of 2020 Travel Plan targets

Target Number	Measure	Feb-20	Dec-23 Target	2024 Position	Details
1	Reduce number of vehicles entering the Sellafield site on a 24-hour basis (Monday to Friday)	6000 – 6500 vehicles	3500 – 4500 vehicles	Exceeded	From January-October 2024 the average numbers of vehicles accessing the site each day (Mon-Fri) has been 2900. This is a decrease of over 50% since Feb 2020. There have only been 16 instances in this time period where the number of vehicles accessing the site has been greater than 4000. This shows that even on peak site occupancy days the 2020 target has been met.
2	Increase number of off-site workers	1900 people based off-site	3500 – 4500 people based off-site	Achieved	Total SL associated staff allocated to offsite offices is now 4483, with this being split between SL employed persons (2925) and contractor employed persons working on SL projects. This is at the upper end of the target range as laid out in the 2020 Travel Plan.
3	Increase proportion of personnel using sustainable forms of transport (walking, cycling, buses, trains)	Walking and cycling: 360	Overall 10 % increase in uptake as a proportion of people travelling to site or off-site hubs	Not achieved	<p>In the 2023 travel survey 5% of respondents said walking was their main mode of travel, across all Sellafield locations. Data is not collected on how many people walk to work, although it is known that the majority of those who walk do so to an off-site location.</p> <p>Cycle count data is shown in Figure 8. Of the months surveyed in 2024, April showed the highest number of bicycles parked on site, this number being 183. This marks a decrease from 2022, when the data was first collected, which saw a peak of 214 in June 2022. Bicycle counts are not conducted at offsite locations however data from the travel survey suggests that a small number of individuals also cycle to these locations.</p> <p>Further work is required here, a new measure will be outlined in this Travel Plan around improving facilities to encourage staff to travel actively.</p>
		Buses: 14,987 average single		Exceeded	In the first 6 months of 2024 the average monthly number of single bus journeys undertaken on the Sellafield network was 62,527 (excluding onsite shuttle journeys). This represents an increase of over 400% in bus usage since 2020. This reflects the

		journeys per month			investment that Sellafield Ltd have made to providing and promoting bus services to the workforce.
		Trains: 242,200 single journeys per year		Not achieved	<p>Data from the Office for Road and Rail shows that in 2023 there were 136,764 journeys undertaken to or from Sellafield station. There are a number of factors that have led to a decrease in train usage, including:</p> <ul style="list-style-type: none"> • An extended period of poor reliability, including due to train worker strikes and weather events, giving the workforce poor confidence in the train network. • The increase in use of park & rides and buses. For many employees a park & ride may now be more time and cost efficient than using a train. • Post-Covid changes to working patterns. Many office staff who previously worked on-site full time now work at off-site locations or from home for part of the week, this will decrease the number of people travelling to the site on each day.
4	Increase park and ride capacity	750 spaces	1200 – 1650 spaces	Partially achieved	<p>The current park & ride capacity totals approximately 1100 spaces, broken down as follows:</p> <ul style="list-style-type: none"> • Kangol: 600 • Lillyhall: 390 • Egremont: 90 <p>The company has increased parking capacity, particularly at Lillyhall, which only had 37 spaces at the time of the previous Travel Plan. The target of 1200-1650 has not quite been met, partly due to the closure of Greengarth park and ride due to circumstances beyond SL's control. The key limiting factor to expanding these further is the availability of land in the local community that is suitable for this purpose, particularly to the south of the site. A measure from this Travel Plan will be for locations for a south of site park & ride to continue to be investigated. Had a suitable location been identified and P&R services implemented then the 2020 Travel Plan target would likely have been met.</p> <p>The Kangol and Egremont park & rides are currently thought to be the correct size as the car parks and buses are well utilised</p>

					but not over capacity. Lillyhall car park is regularly oversubscribed so a further measure from this Travel Plan will be to investigate the potential for additional park & ride capacity to the north of the site.
5	Reduction in proportion of single occupancy vehicles entering Sellafield site	50% of current vehicles entering the site	40% of the future reduced number of vehicles entering the site	Due to the change in emphasis in our travel arrangements this target is no longer a suitable measure of progress.	In September 2021 there were 7072 individuals who held a personal SOVA to access the site. In September 2024 this number has decreased to 4878. This means that over this three-year period there has been a decrease of around 30% in the number of individuals who are able to drive private vehicles onto the site. As discussed against Target 1 the number of vehicles accessing the site has decreased significantly, with the switch from car schools to park & rides being a key influence in this. This means that although the number of people driving to site in a single occupancy vehicle has decreased, the proportion of this out of the total number of vehicles may have increased as there are now fewer total vehicles.
6	Reduce the number of Sellafield Ltd fleet vehicles and those that are replaced will be hybrid or full electric	188 fleet vehicles	145 fleet vehicles	Partially achieved	<p>As of October 2024, the site has 192 fleet vehicles, broken down as follows:</p> <ul style="list-style-type: none"> • 46 electric • 56 petrol hybrid • 90 diesel <p>Due to an increase in work scope in some areas of the business the number of vehicles has not been able to be decreased as planned. However, progress has been made in converting to Ultra Low Emission Vehicles (ULEV) with over half the fleet now being hybrid or fully electric. There are some vehicle types (such as large construction support vehicles) for which the current AC charging onsite is not sufficient, plans for higher capacity chargers are in development. Rail locomotives used on the site are now also being converted to hybrid and electric engines.</p> <p>In order to further increase the number of electric vehicles, more charging infrastructure is required, a measure to address this and to review the site's ULEV charging strategy is set out in this Travel Plan.</p>
7	Reduce contractors' personnel vehicles entering / leaving site	700 vehicles per day	600 vehicles per day	Achieved	We do not have a means of counting how many contractor vehicles access the site each day however we do measure how

					<p>many access tokens there are. The token system has changed since this target was written:</p> <ul style="list-style-type: none"> • In 2021 there were 200 Contractor Tactical Plan Tokens and 1042 Compound Tokens which were issued to contractor vehicles to access the site. This meant around 1200 contractor vehicles were able to access the site. • As of September 2024 there are 722 Contractor Vehicle Access Tokens. This incorporates both of the previous types of tokens so shows a decrease of around 500 tokens. <p>As there has been a reduction of 41% in the number of contractor access tokens this would suggest that the number accessing site on any given day has also decreased proportionally. A decrease of 41% from 700 would equate to 420 vehicles per day.</p>
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3.2 2025 Travel Plan Measures

In order to address the objectives of the Travel Plan, five workstreams are outlined below with associated measures.

Review of the 2020 Targets has highlighted the importance of setting targets that are robust and achievable. As discussed throughout this document there have been extensive changes to ways of working since the last Travel Plan was written. This highlights how difficult it is to predict how things may change over the next three years. Because of this, this Travel Plan has fewer numerical targets as it is understood that the requirements of different parts of the business may change. Instead, a headline figure of reducing vehicles accessing the site by a further 10% has been agreed between Sellafeld Ltd and Cumberland Council (Measure 1). The supporting workstreams and measures aim to target specific areas that together will reduce the amount of single occupancy car journeys and increase the use of sustainable travel.

Alongside these workstreams Sellafeld Ltd will continue to maintain and develop the current sustainable travel provision, responding to stakeholder feedback. If new issues or ideas for improvements arise during this Travel Plan period, new measures may be implemented following agreement between SL and Cumberland Council.

Each measure below is aligned to one or more of the Yottenfews planning objectives. These have been allocated a letter A-C, as shown in Table 4. These are then listed against each objective in Table 5.

Table 4 Yottenfews planning permission objectives key

Objective Alignment Key	
A	To reduce the number of single occupancy car trips to and from the Sellafeld site.
B	To promote the use of sustainable transport modes to and from the Sellafeld site.
C	To reduce traffic flows on the A595, in particular those travelling from the north of the Sellafeld site.

Table 5 Workstreams and Measures for the 2024 Travel Plan

Measure	Description	Reasoning	Measure of success	Objective alignment
Workstream 1 – Reducing vehicles travelling to site				
1	Reduce vehicles accessing the Sellafield site Monday-Friday by a further 10% by the end of this Travel Plan period.	This will further reduce congestion on the A595 and the local road network.	In 2024 there has been an average of 2900 vehicles accessing the site each day. A 10% reduction would mean an average of 2610 vehicles per day by the end of this Travel Plan period.	A, C
2	Continue to investigate locations for a Park & Ride service for employees who live south of the site.	This will allow residents from the south to travel more sustainably and bring them in line with the rest of the business.	Proactive engagement by the business.	A, B
3	By end of FY 2025/26, review the Sellafield Site Evacuation Strategy to determine whether implementing a different approach would increase efficiency and deliver value to the taxpayer, whilst ensuring that arrangements remain effective and demonstrate compliance with SLC11.	If alternative arrangements were in place we may be able to further reduce the number of private vehicles accessing the site each day.	A review of the SLC 11 emergency arrangements has been carried out and approved by SL senior management.	A, B, C
4	Review all contracting company Travel Plans and work with Contractor SOs to continue to reduce the number of Contractor vehicles accessing site.	Each contracting company must have a Travel Plan for how they will get their staff to work. Some of these are in need of updating.	There are currently 722 contractor company vehicle access tokens. Review of these Travel Plans should lead to a reduction in these.	B, C
Workstream 2 – Continuous improvements to bus services				
5	Implement a new, fit for purpose bus contract in 2026 that utilises supplier expertise to increase efficiency in Sellafield Ltd bus routes.	SL have previously been very prescriptive in their bus contract. Allowing the supplier to utilise industry expertise to develop a sustainable bus service is hoped to maximise efficiency. This improved efficiency will also benefit the environment and the local community.	Implementation of a fit for purpose bus contract in line with the current schedule.	B

6	Further integrate contractor park and ride buses into the SL bus network, ahead of bringing them into the new SL bus contract when this is implemented in 2026.	This will avoid duplicate buses running the same routes and allow greater efficiencies across all routes.	An integrated bus contract that caters to both SL staff and contractor requirements.	B, C
7	Investigate the potential to increase the capacity of Park & Ride facilities north of the site.	Lillyhall park and ride car park is oversubscribed which means that not everyone who wants to use it can use it.	Proactive engagement by the business.	B, C
Workstream 3 – Promoting active travel				
8	Work with the Cycle User Group to develop an implementation plan to improve active travel facilities. Plan to be signed off by March 2026.	Improvements could include: bike repair equipment points on site, heaters in all drying rooms, more/improved lockers for cyclists.	A written implementation plan that is acceptable to both the Cycle User Group and the Infrastructure Travel Team/Estates Teams, signed off by March 2026.	B
9	Continue to work with Sustrans and promote the need for improvements to the West Cumbrian cycle route network.	Sellafield does not own these paths but has been involved in the development of improvement plans.	Continued proactive engagement by the business with Sustrans.	B
10	Promote the use of active travel as part of multi-modal journeys.	Staff that cannot use active travel to travel all the way to site may be able to travel actively for part of their journey e.g. cycling or walking to a P&R instead of driving.	Increase in the number of people choosing to use multimodal journeys. This data has not previously been collected, it will begin to be collected through the 2025 travel survey and tracked going forward.	B
Workstream 4 – Ultra Low Emission Vehicles				
11	Review and update the Sellafield Ultra Low Emission Vehicle Charging Strategy and make an implementation plan for the updated strategy. Strategy to be updated in 2026.	The ULEV strategy was written in 2020, this is now in need of updating to ensure the company continues to progress.	An updated strategy to be signed off through appropriate governance by December 2026.	B
12	Install sufficient EV charging points to meet the demands of the site's vehicle fleet.	Increasing the site's charging capability will help allow more fleet vehicles to be replaced with fully electric vehicles.	By the end of this Travel Plan period, there should be sufficient EV chargers on site to support the SL fleet and allow scope for increasing the amount of fully electric vehicles on the site.	B

Workstream 5 – Public Transport				
13	Continue to work with Northern Rail to suggest improvements to the Cumbrian Coast line.	Sellafield does not control the train line but can continue to push for improvements to the service provided.	Continued proactive engagement by the business with Northern Rail. Continued monthly attendance at community engagement sessions.	B
Workstream 6 – Employee engagement				
14	Publicise this Travel Plan to the workforce so the workforce can understand why changes are being made and be aware of the intended future direction.	Informing the workforce why decisions have been made and what objectives the company must achieve will help the workforce understand why these arrangements are in place.	SL Travel Plan shared through usual internal communications channels and made available on the Travel homepage for staff to access.	B
15	Reformat the Travel Survey for the next iteration to allow more effective data collection. Next survey to be carried out in 2025.	Better quality data will allow the business to better understand the travel behaviours of the workforce and their concerns.	A fit for purpose survey carried out in 2025, from which the results are analysed and used to inform decisions.	A, B, C
Workstream 7 – Problematic off-site parking				
16	Continue to attend and actively participate in problematic parking working group with local authorities.	SL acknowledges the need to be a good neighbour and is committed to working with the local authorities on this issue.	Attendance by the relevant SL representatives at all working group sessions, until they are concluded.	n/a
17	Carry out visits to areas identified as problematic parking hotspots by the local authorities.	These visits aim to confirm that it is SL staff/contractors that are causing these issues and identify potential reasons for these behaviours.	Initial visits to be concluded in summer 2025, with further visits to be undertaken if required.	n/a
18	Investigate reasons that problematic parking occurs and develop mitigations where appropriate.	There may be mitigations that the business can put in place to address issues. For example, if individuals are parking on roads to avoid queuing to exit a P&R car park, is there something that can be done to address this.	SL will feed any learning into the problematic parking working group to allow appropriate mitigations to be discussed.	n/a
19	Development of an action plan through which the business will	SL acknowledges the need to be a good neighbour and is	Mitigations are not known at this time, however are likely to require a	n/a

	commit to the implementation of appropriate mitigations that are developed and agreed through the problematic parking working group.	committed to working with the local authorities on this issue.	collaborative effort between SL and the local authorities.	
Workstream 8 – Development of next Travel Plan				
20	12-months before the required submission date for the next travel plan, SL should engage with Cumberland Council members to understand the issues that they would like to see addressed.	Having this engagement early on will ensure the next Travel Plan can be developed efficiently and with consideration of the views of councillors.	Format of engagement will be agreed through quarterly Travel Plan review sessions.	All

4 Section 4: Monitoring of Measures

Sellafield Ltd have a responsibility to monitor our travel arrangements and collect meaningful data to understand the impact of these arrangements on the wider community. Through the Yottenfews planning condition the company also has a requirement to update the local council and highways authorities on our progress against the Travel Plan measures.

A 12-month action plan has been developed to address the Workstreams identified in this Travel Plan (Appendix 12). Sellafield will internally monitor progress against these actions and the wider measures and track this through the Travel Plan dashboard. The business will continue to report to the Council through the Quarterly Travel Plan meetings. The purpose of these meetings will be to discuss Sellafield's progress against the success criteria for each measure. It will also be an opportunity for stakeholders to discuss any recent or upcoming changes from internal (e.g. Sellafield site access arrangements) or external (e.g. road closures) factors.

The Sellafield Infrastructure Travel Team have oversight of the day-to-day travel arrangements of the site. This team also collects data related to our travel arrangements including bus utilisation, site access token allocations and car park utilisation. This will continue to be collected and trended to analyse how employees are travelling over time. Where possible, this data and other relevant data will also be made available to attendees at the Quarterly Travel Plan meetings to give stakeholders an accurate understanding of how employees are travelling to the site.

The Travel Survey is a key part of the continued monitoring procedures. A survey will be carried out in 2025, with a revised question set to allow more accurate data to be gathered on the behaviours and opinions of the workforce. The results of this survey will be reviewed internally and issues raised taken forward as appropriate. The output will be shared with key Travel Plan stakeholders.

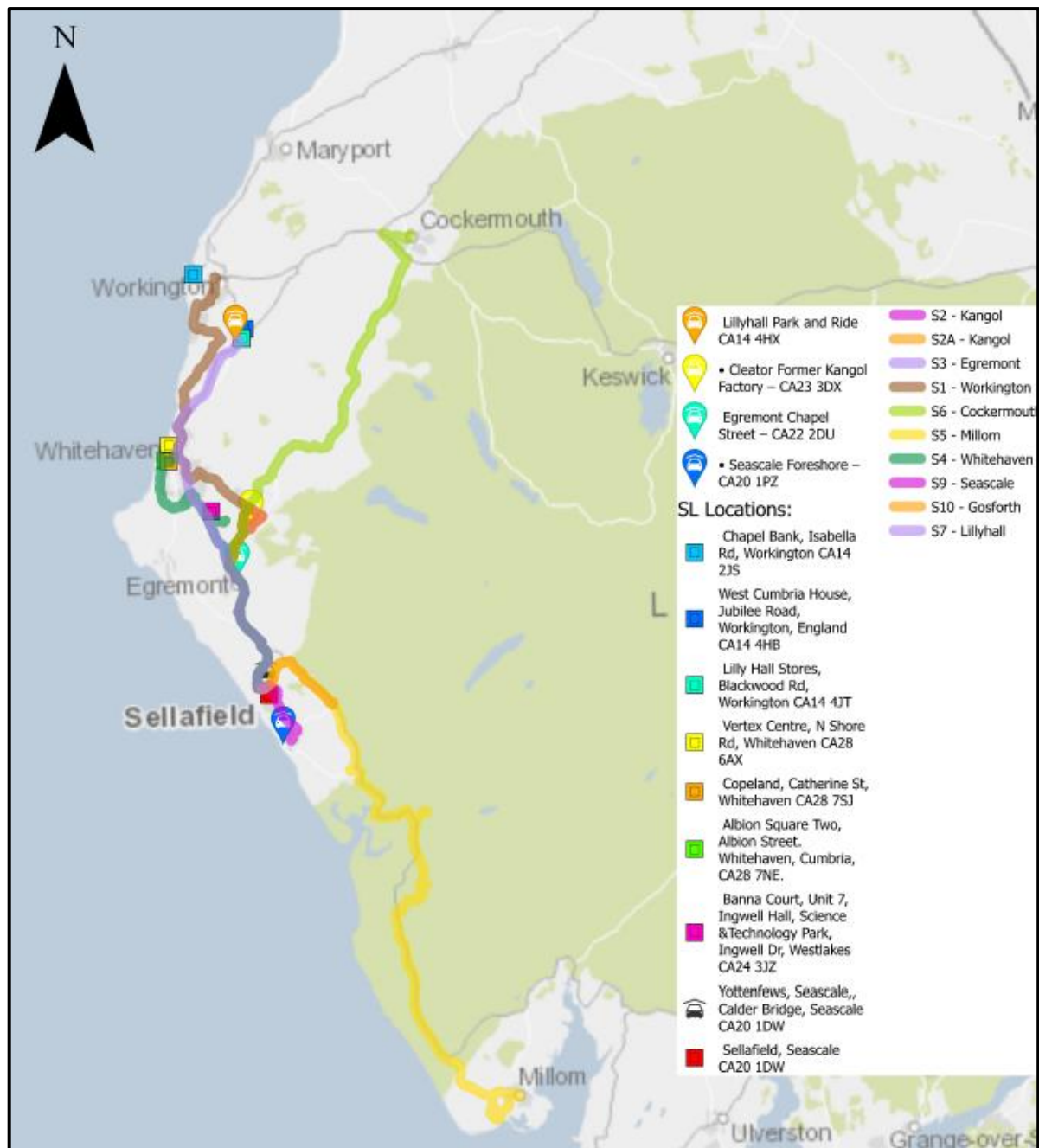
Another important aspect of continuing to improve and monitor sustainable travel measures at Sellafield is effective communications with the workforce. As outlined in the Measures above this Travel Plan will be shared with the workforce to allow individuals to understand the travel arrangements and the plans of the company. It is hoped that better transparency with the workforce will allow individuals to make informed decisions. A measure of the workforce's adoption of the current travel arrangements will be the next employee travel survey.

Appendices/Figures

4.1 Appendix 1 Map showing key Sellafield Ltd locations in West Cumbria



4.2 Appendix 2 Map showing Sellafield Park & Ride and Commuter Buses



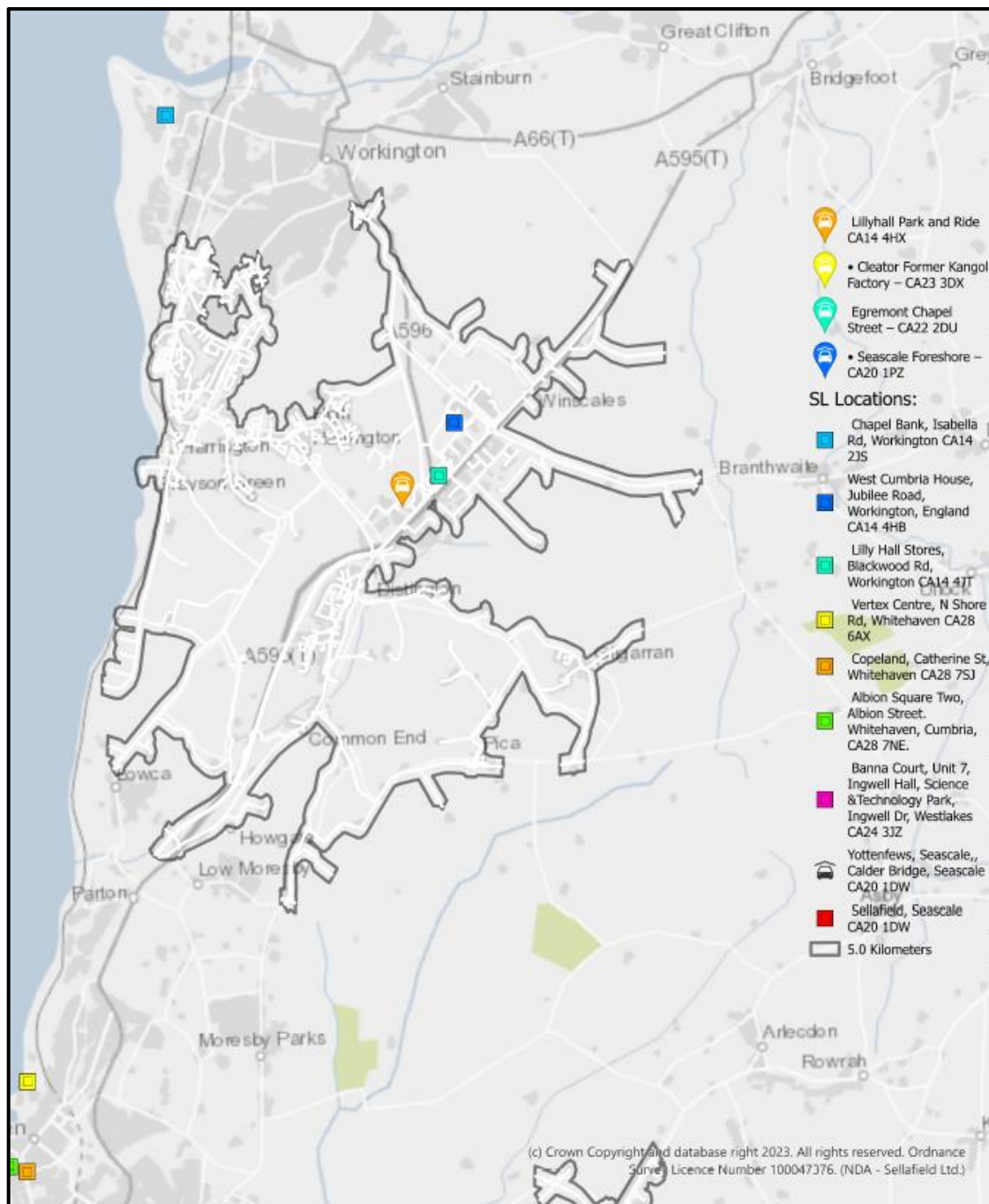
4.3 Appendix 3 Map of the Cumbrian Coastal Railway Line



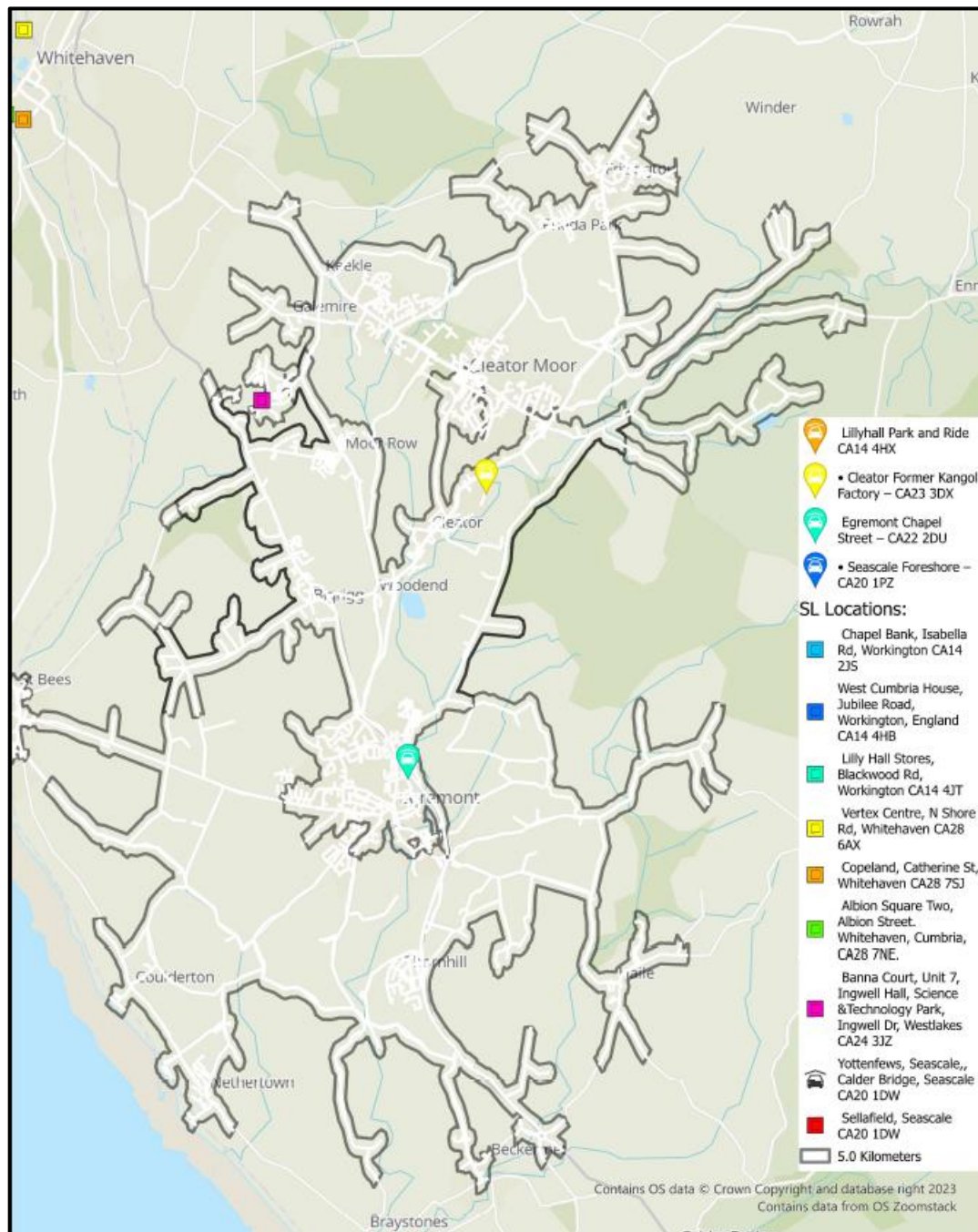
4.4 Appendix 4 Cycle routes that connect to the Sellafield site



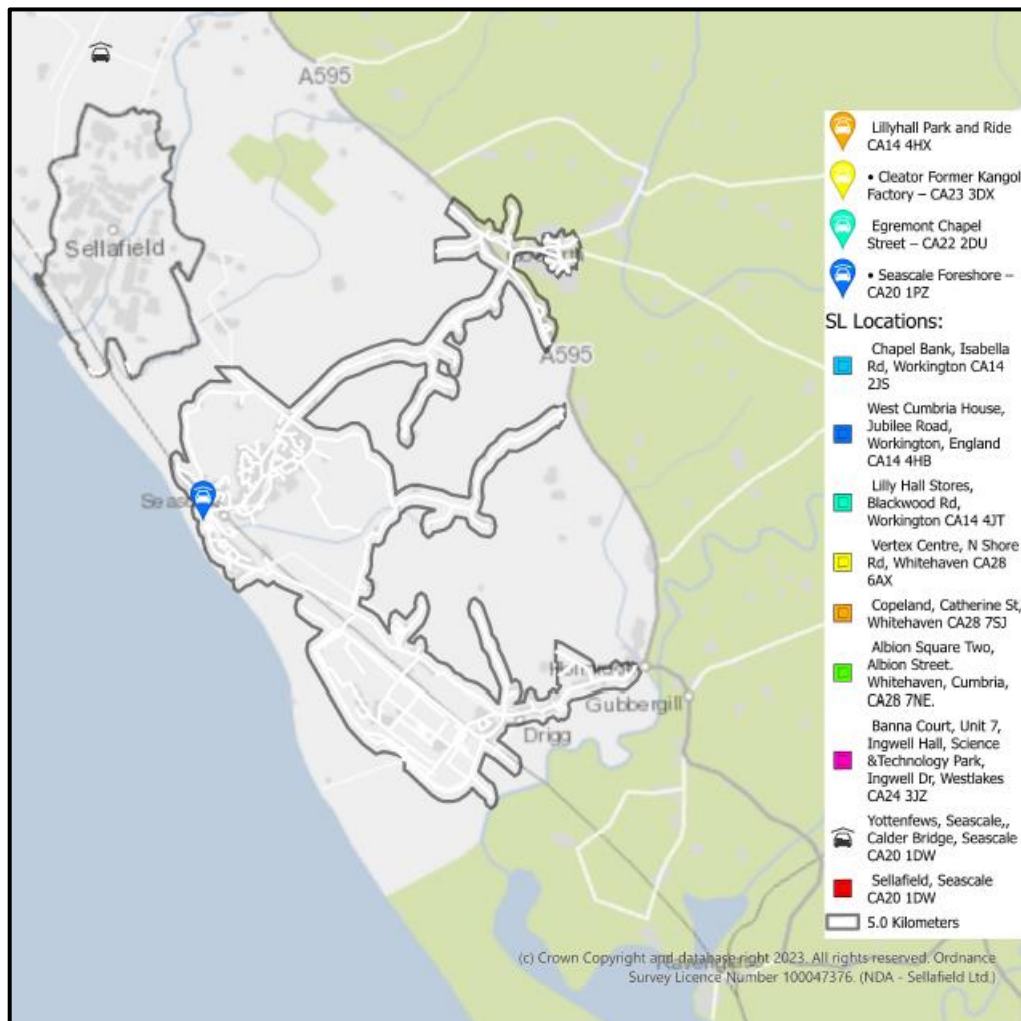
4.5 Appendix 5 Map showing 5km cycling radius for Lillyhall Park & Ride



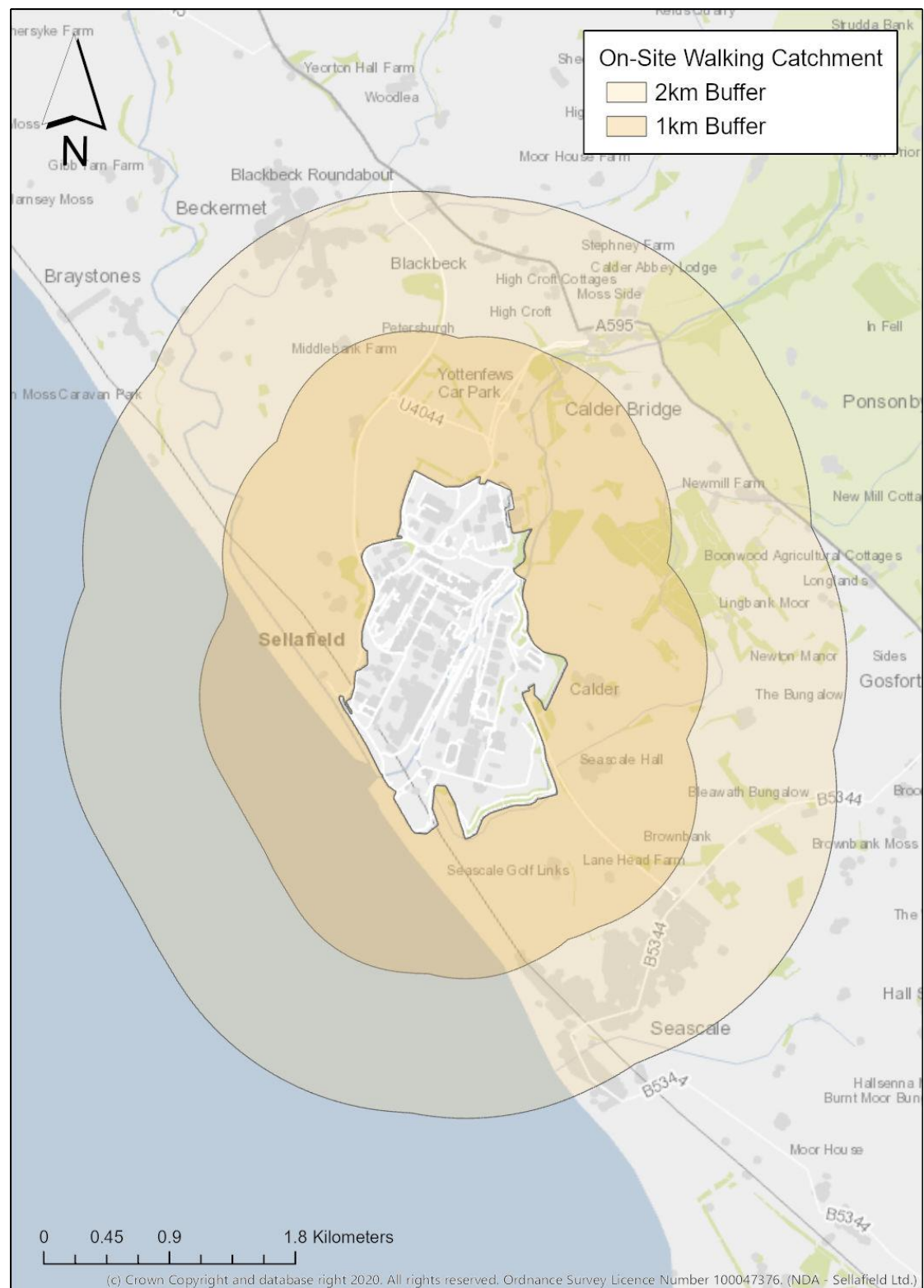
4.6 Appendix 6 Map showing 5km cycling catchment for Kangol and Egremont Park & Rides



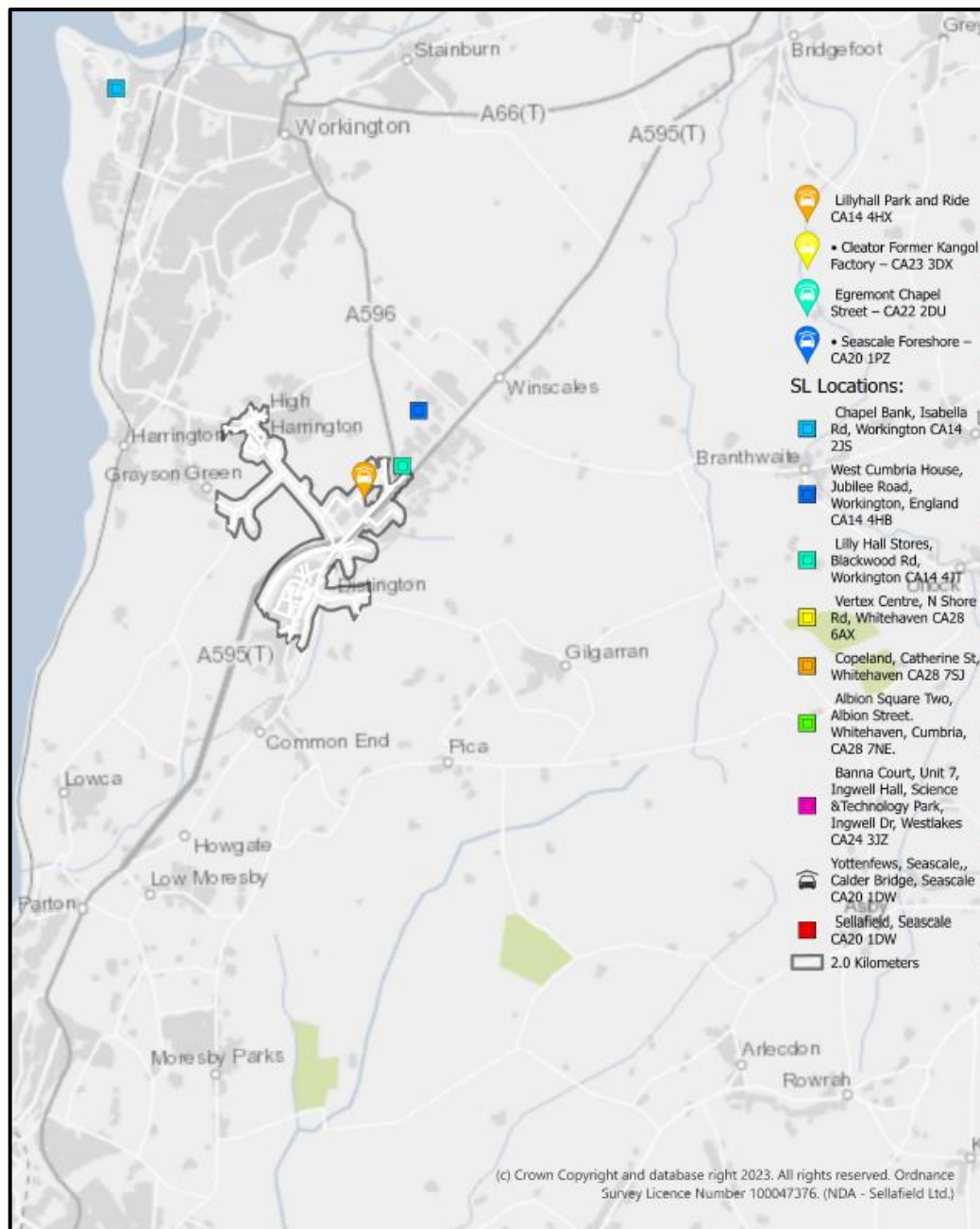
4.7 Appendix 7 Map showing 5km cycling catchment for Seascale Park & Ride Shuttle



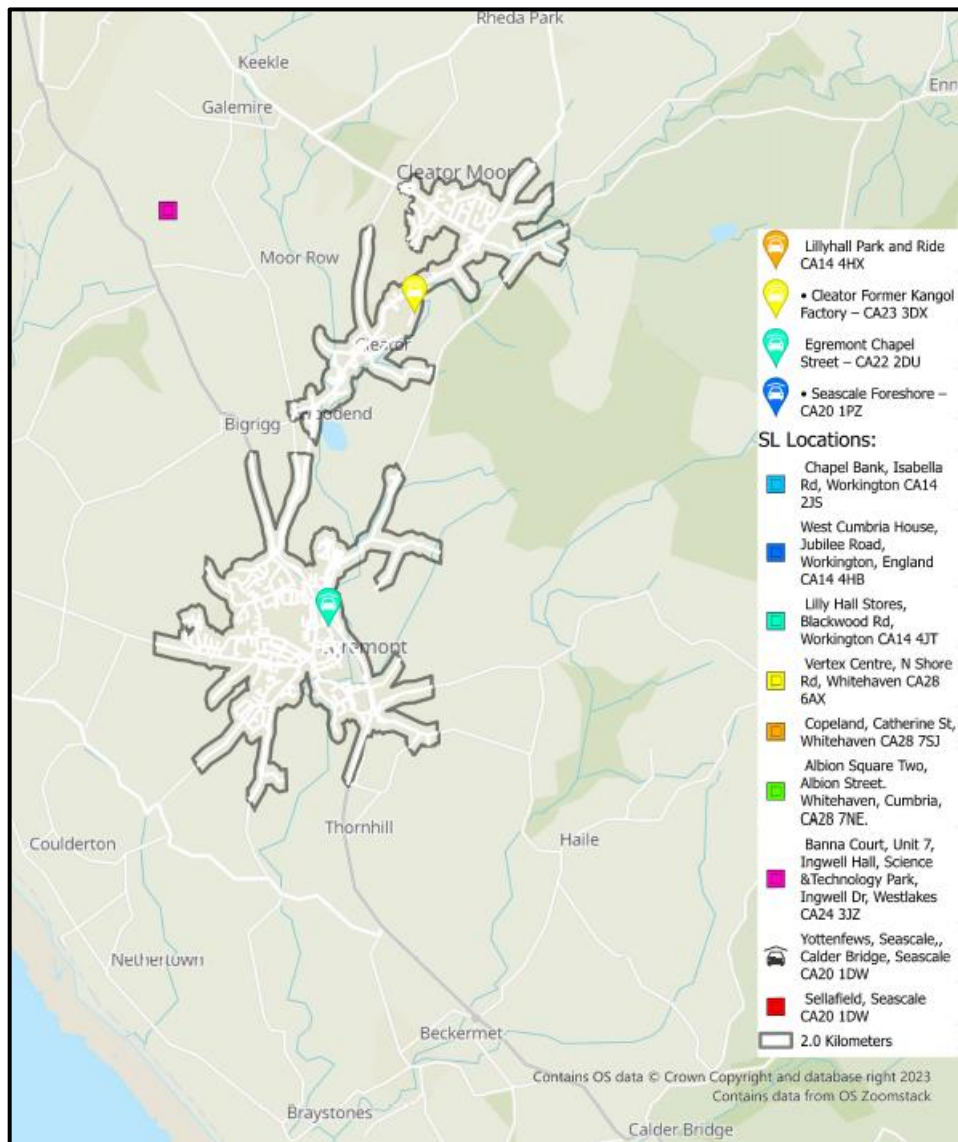
4.8 Appendix 8 1km and 2km radius walking catchment areas from the Sellafield site



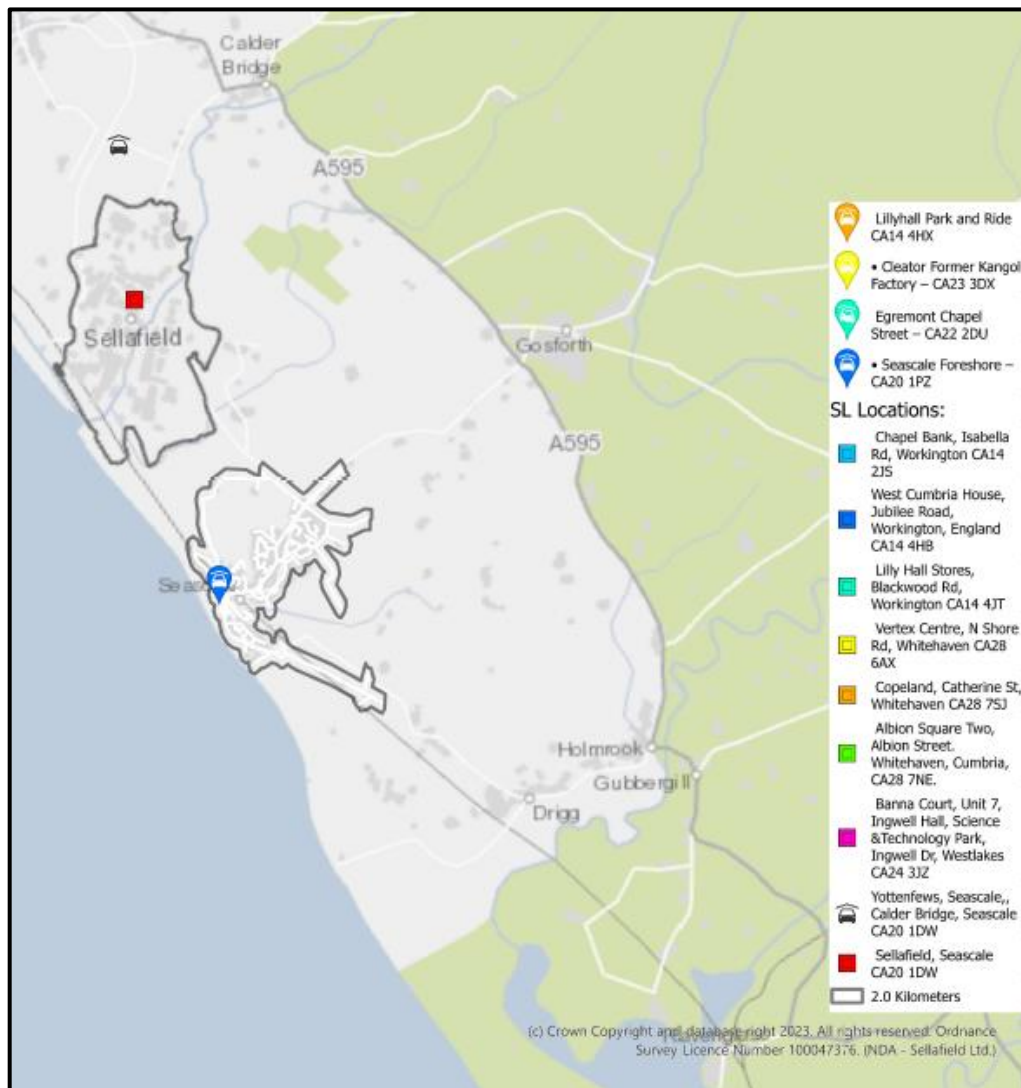
4.9 Appendix 9 Map showing 2km walking catchment for Lillyhall Park & Ride



4.10 Appendix 10 Map showing 2km walking catchment for Kangol and Egremont Park & Rides



4.11 Appendix 11 Map showing 2km walking catchment for Seascale Park & Ride Shuttle



4.12 Appendix 12: 12-month action plan for 2025 Travel Plan

No.	Date	Action	Workstreams supported	Responsible
1	October 2025	Sign-off of 2025 Travel Plan.	All	Site Management Strategy & Technical/Cumberland Council
-	Many of the actions below will not be initiated until the above has been completed, some dates have therefore been amended to reflect delays to signing-off of the Travel Plan. SL have limited resource to work on these issues and cannot commit time to further improvements until work on the Travel Plan has been completed.			
2	October 2025	Publicise Travel Plan document and upload to travel homepage for employees to view.	6	Site Management Strategy & Technical/Internal Comms team
3	April 2025	Strategic Assessment brief for review of SLC11 arrangements to be signed off. Update 08/2025: Complete.	1	Site Management Strategy & Technical/Security & Resilience Strategy
4	May 2025	Strategic Assessment for review of SLC11 arrangements to be initiated. Update 08/2025: Work initiated and progressing well.	1	Site Management Strategy & Technical/Security & Resilience Strategy
5	August 2025	SM S&T to begin discussions with SL Travel team about 2025 travel survey. Timescale for carrying out survey to be agreed.	6	Site Management Strategy & Technical/Infrastructure Travel Team
6	October 2025	Initial engagement to be held with cycle user group about potential improvements. Following this a plan will be agreed for developing the improvements implementation plan.	3	Infrastructure Travel team
7	October 2025 onwards	Communications to be shared through the company intranet and through posters including; <ul style="list-style-type: none"> - General advertising to make "multi-modal" a phrase that people are aware of, - Benefits of travelling actively, 	3	Infrastructure Travel team/Internal Comms team

		<ul style="list-style-type: none"> - Reminders about cycle to work scheme, - Reminders about the cycle lockers that are now at the Park & Rides. 		
8	March 2026	Cycle facility improvement plan to be signed off and implementation plan for actions agreed.	3	Infrastructure Travel Team
9	March 2026	Review of SLC-11 arrangements to be complete and output taken through governance.	1	Site Management Strategy & Technical/ Security & Resilience Strategy
10	April 2026	Review of EV charging Strategy to be initiated	4	Site Management Strategy & Technical
11	Continuous	SL Property and Commercial teams to continue to investigate locations for more off-site car parks to support park and rides both north and south of the site.	1, 2	SL Property team/SL commercial representatives
12	Continuous	Engagement with local authorities on antisocial car school parking and potential mitigations.	7	Site Management Strategy & Technical/Infrastructure Travel Team/Stakeholder relations/Corporate Planning
13	Continuous	SL Commercial Team to develop new bus contract through usual commercial processes.	2	SL commercial representatives
14	Continuous	SL Travel Team to continue reviewing contractor Travel Plans.	1	Infrastructure Travel Team
15	Continuous	SL representatives to continue attending problematic parking working group and visiting areas of concern.	7	Site Management Strategy & Technical, Infrastructure Travel Team
16	TBC	Mitigations developed through problematic parking working group to be implemented in line with timescales agreed through the working group.	7	TBC - SL and local authorities