

Welcome

1

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Agenda – Transport Forum – Online 26 November 2020

1. Welcome and Introductions
2. Meeting note and matters arising from the Forum held on: 16 July 2020 - (Chair)
3. Project Progress Update - (Andrew Cockcroft, EDF)
4. Update from Transport Review Group – (Rachel Lister, EDF)
5. Bridleway Creation Order – Coastal Path – (Sarah Littler / Andy Coupé, Somerset County Council)
6. Steart Marshes to Hinkley Point: Opportunity to create a surfaced route for non-motorised users – (Rachel Lister, EDF)
7. Any other business - (Chair)
8. Date of next meeting: Thursday 18 March 2021 at 6pm

Item 3: Project Progress Update

Andrew Cockcroft

Senior Manager – Community Relations

Covid-19: Protecting the Workforce and Community

- We have been able to slowly increase numbers in the last few months as we have gained experience with new ways of working. We now have around 4,500 people on site in a 24 hour period – which is still below our pre-pandemic levels
- Preparations and plan in place for winter and potential ‘second-wave’
- A new testing centre is operational and there will be testing of all new starters.
- There is a short film on our website, explaining the measures now in place: <https://www.edfenergy.com/energy/nuclear-new-build-projects/hinkley-point-c/news-views/coronavirus-update-19-october>



Robust mitigation measures remain in place

- Thermal imaging cameras on entry
- Protective screens have been installed in our canteens
- Reduced number of passengers and mandatory face coverings on buses
- Bus services for workers are focused on our park and ride sites
- HPC testing facility in place

OUR PROJECT GOALS 2019



- Tunnel Boring Machine ready to launch



- J0, Start of Reactor Building construction



- Engineering for Inner Containment Lift 1 Complete



- Start of Manufacturing of Pressuriser for Unit 1 in ENSA Workshop

OUR PROJECT GOALS 2020



- **Goal 1:** Reactor building embedded safety related pipework installed



- **Goal 2:** J0 for Unit 2 – start of reactor building construction



- **Goal 3:** Unit 1 Feed water tank manufacturing complete



- **Goal 4:** Engineering design for reactor building internal structure complete

January 2020



November 2020



- Good progress on Unit 1 with the containment building now being constructed
- Teams have now started the installation of the first 'walled-in' tanks. Marks the start of the MEH Phase
- During the pandemic period 65 walls have been poured, 3 suspended slabs and 3 pits
- Preparations for the lifting of the first steel ring liner.

Unit 2 Liner Cup

- Lifted by Big Carl, just nine months after the same lift for the first reactor, construction of the 170-tonne “liner cup” was 30% quicker than the identical part on Unit 1
- The liner cup is the base for the reactor’s steel containment which is being prefabricated in five parts
- This innovation means welding can take place in covered bunkers protected from weather, helping to improve quality and efficiency
- The liner cup for Hinkley Point C’s second unit was built in 39 days versus 57 for the first.



January 2020



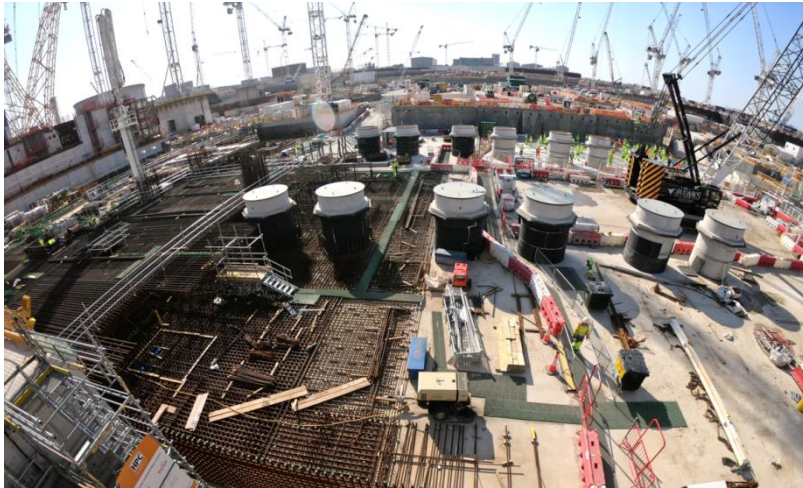
November 2020



- **June 2020** - the completion of the 49,000-tonne base for unit 2 on schedule - meeting a target date set more than four years ago. The final concrete pour of 8,991m³ set a new UK record for a single, continuous pour
- Sump Suction Line (SSL) pipework installation ongoing – (blue pipework).

Conventional Island Unit 1

January 2020



November 2020



TG columns

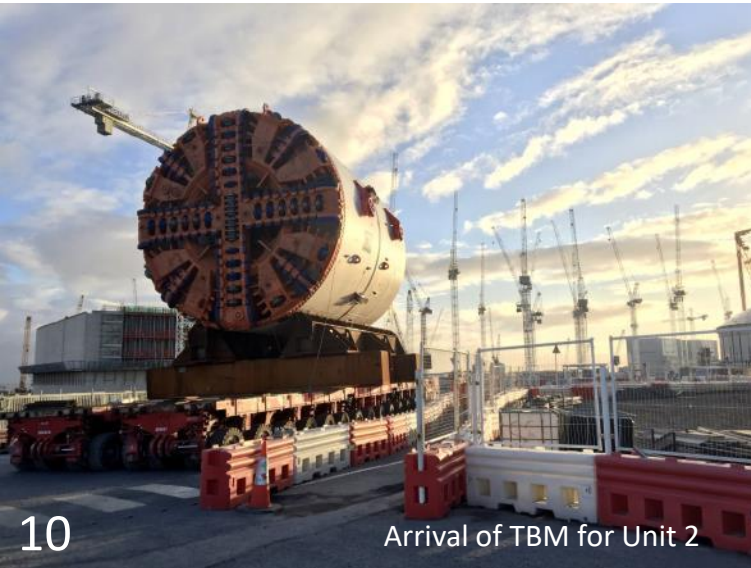
- Installation well underway with concrete pouring commencing
- 3 of 15 installed
- 17m high, 40t per unit
- Will support the turbines (which are the largest in the world).

Tunnelling

- “Mary” is c.3km out under the Bristol Channel as she nears completion for the first unit’s cooling water tunnel
- Our two other TBMs are also now in position and preparing for launch for the outfall tunnel and intake tunnel 2.



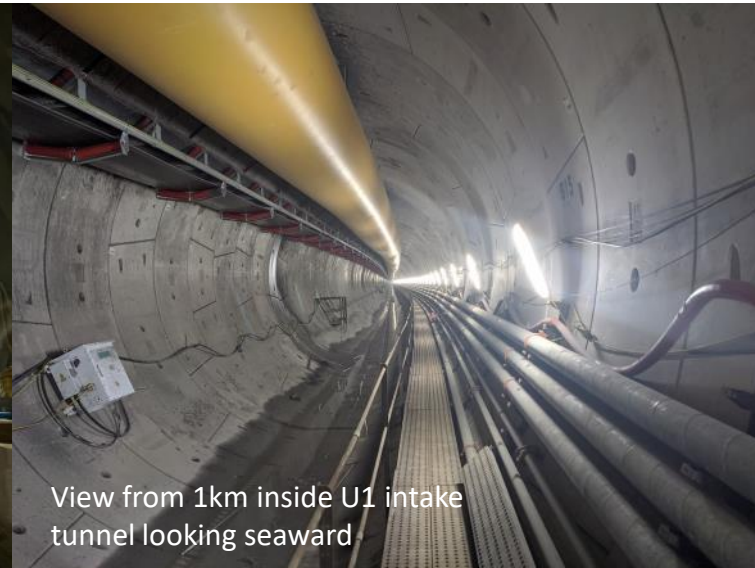
Unit 2 TBM lift in to position



Arrival of TBM for Unit 2



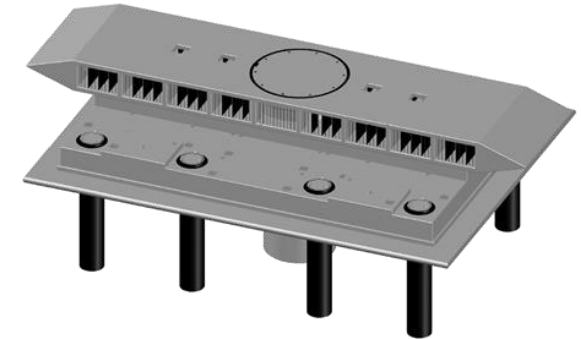
Lift of 'Emmeline' outfall TBM into HCT shaft



View from 1km inside U1 intake tunnel looking seaward

Proposed Dredging in 2021

- We are applying to **dredge sediment from the seabed in 2021**, ahead of placing intake and outfall structures for the power station's cooling water system
- The sediment we and others are dredging in the Bristol Channel is typical of the sediment found anywhere in the Bristol Channel. EDF is one of many companies - over many decades - dredging and depositing sediment in the Bristol Channel
- Previous testing has shown that the sediment poses no risk to human health or the environment
- The mud and sediment is again being tested before it is dredged. The testing has been adjusted as a result of public consultation and will:
 - Go above and **beyond internationally recognised best practice** and now include a full **Environmental Impact Assessment**
 - take **more samples** and at **greater depth**
 - include a **greater range of analysis** to test for all radioactive particles.



Dredging is required in order to put the intake and outfall structures in place

Pre-Submitted Questions – Project Update

- *“‘Project Progress’ makes no mention of the serious accident on the site on 10 June when a silo at the batching plant collapsed. Where is the EdeF report on the investigation into this potentially catastrophic event and when will it be presented to ONR for external scrutiny?”*
- *“HPC Workers from South Wales have been travelling to the Avonmouth P&R and boarding a coach to the site there. There is no mention of them in the current Construction Workforce Travel Plan. How are workers from Wales getting to site now?”*

- submitted by Roy Pumfrey – Stop Hinkley Action Group

Pre-Submitted Questions – Project Update

- *“Is there an update on 5.3 from Draft Minutes from 16 July 2020. “When can we see the reinstatement of the Bridgwater to Minehead Community Bus?”
Also When reinstated could this be diverted, so that from Bridgwater it travels on its existing route (as far as West Quantoxhead) and then down the A39 as far as Williton and then on via the B3191, turning right by the Masons Arms to Doniford to recommence its existing route, reversing this route on returning from Minehead?”*
– submitted by Cllr. Rosemary Woods - Williton Parish Council
- *“When will the Community Bus service be resumed?”*
- submitted by Cllr Hugh Davies - County Councillor for Williton, Watchet and Stogursey
- *“Fly parking - We are enjoying a period of no fly parkers in Comwich as employees are catching transport from the park and rides, can this continue when the Covid pandemic is over?”*
- submitted by Andy Darch – Otterhampton Parish Council

Thank You

Item 4: Update from Transport Review Group

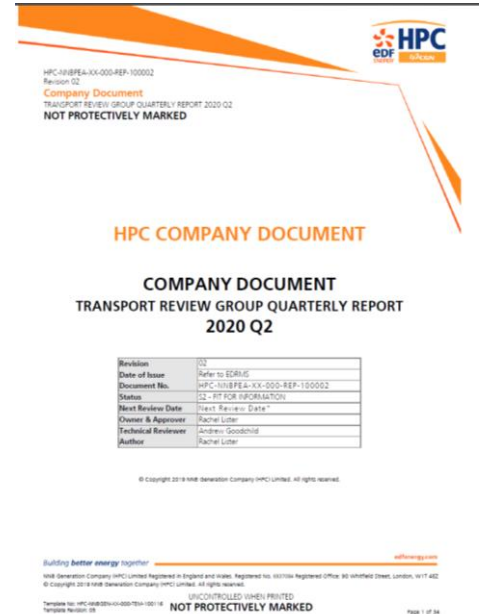
2020 Q2 & Q3 – Transport Forum Summary R1

Rachel Lister

EDF

Transport Review Group Quarterly Report

- This presentation provides a summary of the Transport Review Group Quarterly Report for April to June 2020 (Q2) and July to September (Q3):
 - Construction Workforce Travel Plan (CWTP); and
 - Construction Traffic Management Plan (CTMP).
- Presented to the Transport Review Group (TRG) on 20th July and 19th October 2020.
- This presentation is for information to the Transport Forum.
- Transport Forum is responsible for collating views from the public and forms the key link between the TRG and the wider community and provides an indication of the HPC transport issues that are impacting the general public.



Construction Workforce Travel Plan (CWTP)

Final Journey to HPC	Target	Q2 (25/06/20) Workforce	%	Q3 (08/09/20) Workforce	%
Walk	9%	504	16.9%	652	15.8%
Cycle	0%	15	0.5%	36	0.9%
Motorcycle	0%	41	1.4%	32	0.8%
Car	4%	194 (130 on own & 64 car sharing)	6.5% (4.4% on own & 2.1% car share)	219 (170 on own & 49 car sharing)	5.2%
HPC Bus Service	87%	2,224	74.7%	3,193	77.3%
Total	100%	2,978	100%	4,132	100%

Construction Workforce Travel Plan (CWTP)

- Final Journey to HPC Site



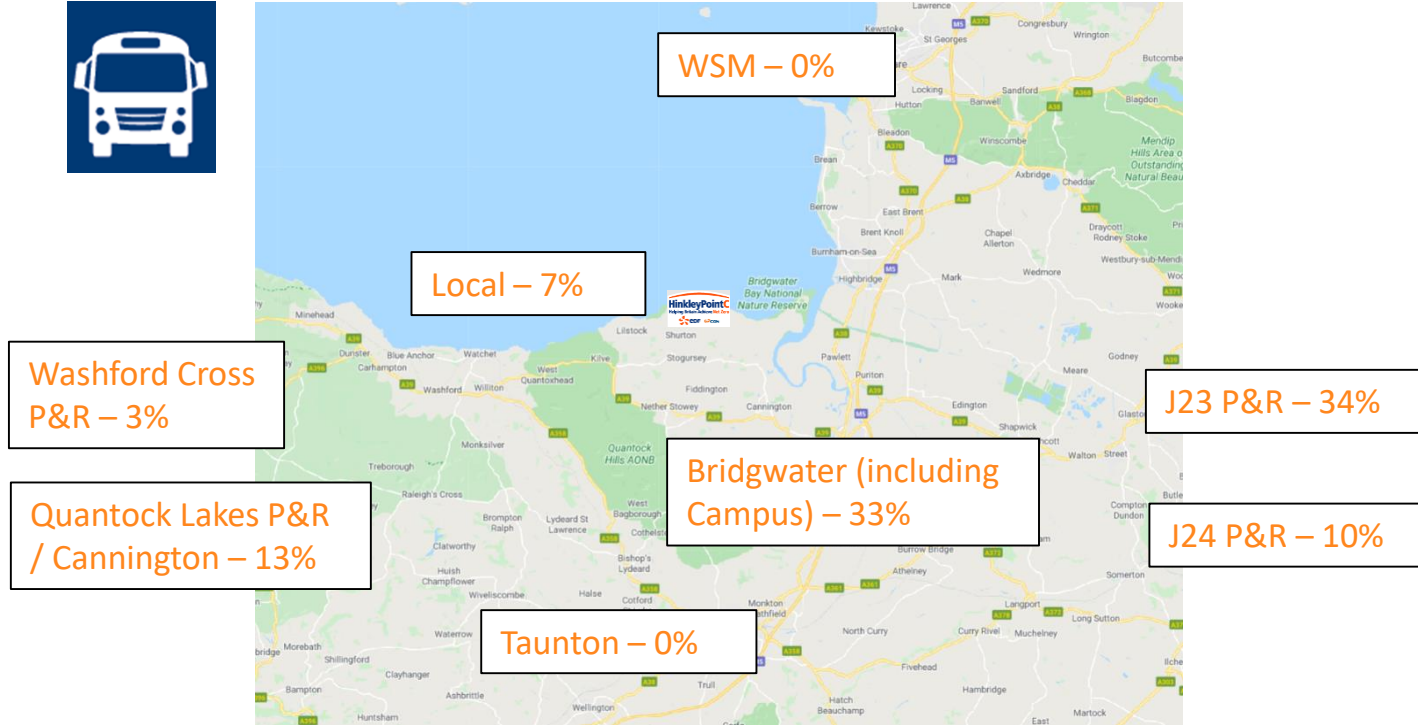
77.3%



15.8%

Construction Workforce Travel Plan (CWTP)

- HPC Bus Passengers



Construction Workforce Travel Plan (CWTP)

HPC Helpline Complaints	Q2		Q3	
Fly Parking complaints received by HPC Helpline	26		21 (all followed up below)	
HPC Worker not Fly Parking	1	4%	0	0%
HPC Worker Fly Parking	8	31%	2	10%
Not a HPC Worker	17	65%	19	90%

- Less than 1% (0.03%) were found to be fly parking based on the workforce number (3,713) in August (1 fly parking in August).

Construction Traffic Management Plan (CTMP)

- HGV Movements against HGV Average / Maximum Daily / Quarterly Limit for HGV Routes – Q2

HGV Movements	DCO Cap (Movements)	Average Daily Movements	Maximum Movements on any day (Mon-Fri)	Maximum Movements on any day (Sat)
HGV Movements	500 Average 750 (Mon to Fri) 375 (Sat)	136	230	23
HGV Route 1 (J23)	450	120	188	23
HGV Route 2 (J24)	300	27	72	0

Construction Traffic Management Plan (CTMP)

- HGV Movements against HGV Average / Maximum Daily / Quarterly Limit for HGV Routes – Q3

HGV Movements	DCO Cap (Movements)	Average Daily Movements	Maximum Movements on any day (Mon-Fri)	Maximum Movements on any day (Sat)
HGV Movements	500 Average 750 (Mon to Fri) 375 (Sat)	180	319	53
HGV Route 1 (J23)	450	144	210	53
HGV Route 2 (J24)	300	44	120	0

Construction Traffic Management Plan (CTMP)

- HGV Movements against HGV Average / Maximum Daily / Quarterly Limit for Time Restrictions– Q2

HGV Movements	DCO Cap (Movements)	Average Daily Movements	Maximum Movements on any day (Mon-Fri)	Maximum Movements on any day (Sat)
07:00 - 07:59	40	7	19	6
08:00 – 08:59	30	12	24	4
09:00 – 09:59	50	18	35	3
10:00 – 10:59	No CAPS	16	33	3
11:00 - 11:59		15	32	3
12:00 – 12:59		16	30	3
13:00 – 13:59		13	29	3
14:00 – 14:59		14	27	3
15:00 – 15:59		13	30	3
16:00 – 16:59	50	9	23	4
17:00 – 17:59	40	4	15	2
18:00 – 18:59	40	1	6	1
19:00 – 21:59	No CAPS	0	6	2

Construction Traffic Management Plan (CTMP)

- HGVS Movements against HGVS Average / Maximum Daily / Quarterly Limit for Time Restrictions– Q3

HGV Movements	DCO Cap (Movements)	Average Daily Movements	Maximum Movements on any day (Mon-Fri)	Maximum Movements on any day (Sat)
07:00 - 07:59	40	13	22	9
08:00 – 08:59	30	17	31	15
09:00 – 09:59	50	21	40	19
10:00 – 10:59	No CAPS	20	46	11
11:00 - 11:59		19	44	10
12:00 – 12:59		20	42	12
13:00 – 13:59		18	45	15
14:00 – 14:59		18	45	8
15:00 – 15:59		15	31	13
16:00 – 16:59		50	12	30
17:00 – 17:59	40	4	16	2
18:00 – 18:59	40	2	7	1
19:00 – 21:59	No CAPS	1	10	0

Construction Traffic Management Plan (CTMP)

- 25 breaches (0.25% of total HGV movements) during Q2
 - 3 HGV outside of permitted delivery hours
 - 0 HGV over permitted time limit
 - 22 HGVs deviated from the approved route
- 38 breaches (0.26% of total HGV movements) during Q3
 - 1 HGV outside of permitted delivery hours
 - 1 HGV over permitted time limit
 - 36 HGVs deviated from the approved route

Thank You

Item 5:

Bridleway Creation Order – Coastal Path

Sarah Littler

Somerset County Council

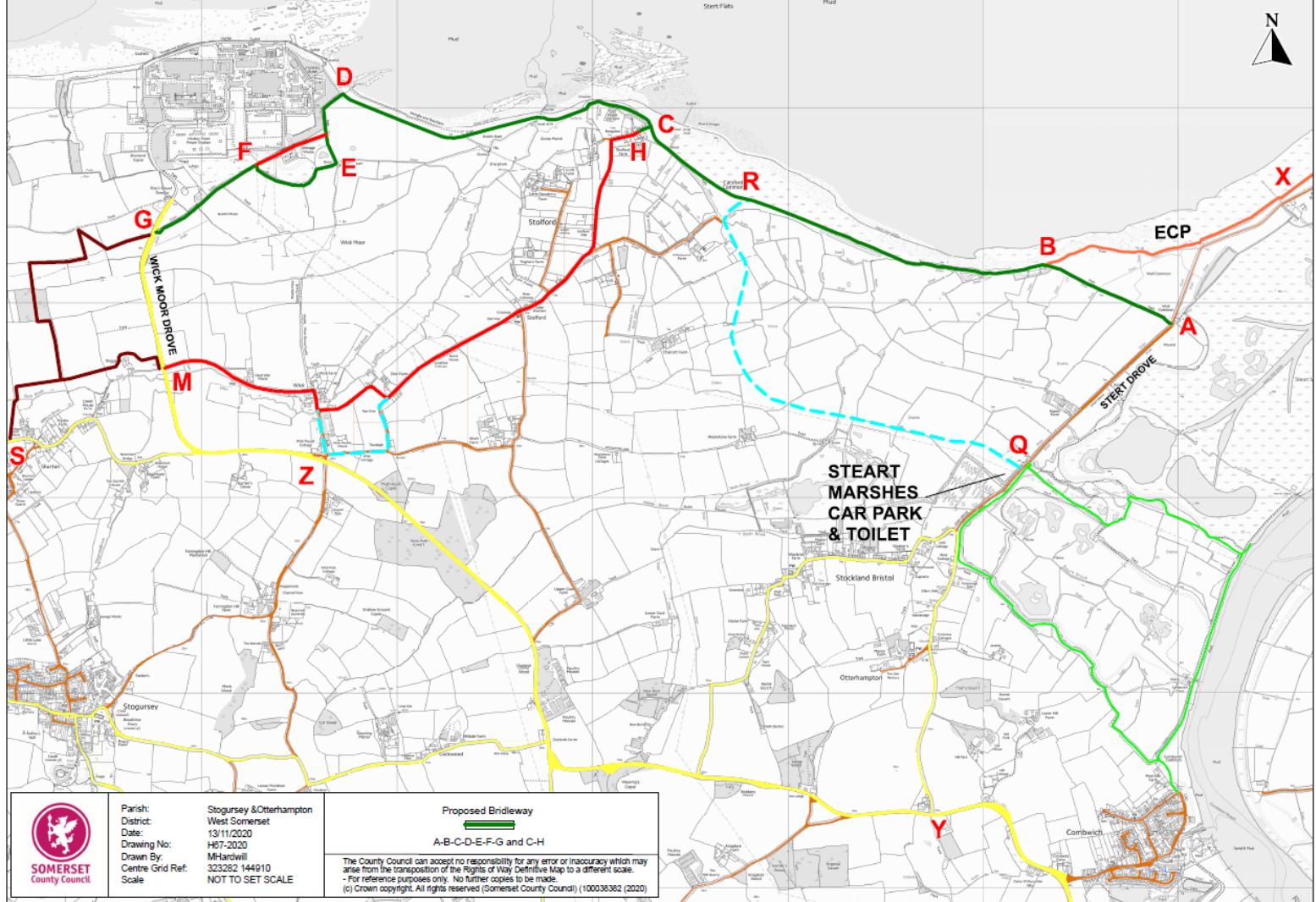


Bridleway Creation Order – Coastal Path




Background

- Rights of Way Improvement Plan 2006 – upgrade of public footpath WL23/95 to bridleway
- Site Preparatory Works - Rights of Way Restoration and Enhancement Plan – aims and scope
- Works achieved to date, including realignment of WL23/95
- Bridleway Creation Order – purpose and intent
- Consultations to date
- Bristol Port Company Scheme



Parish: Stoursey & Otterhampton
 District: West Somerset
 Date: 13/11/2020
 Drawing No: H87-2020
 Drawn By: MHardwll
 Centre Grid Ref: 323282 144910
 Scale: NOT TO SET SCALE

Proposed Bridleway

 A-B-C-D-E-F-G and C-H

The County Council can accept no responsibility for any error or inaccuracy which may arise from the transposition of the Rights of Way Definitive Map to a different scale.
 -For reference purposes only. No further copies to be made.
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Item 6: Steart Marshes to Hinkley Point: Opportunity to create a surfaced route for non-motorised users

Rachel Lister

EDF

Introduction

- To update the Transport Forum on the opportunity to create a surfaced route for non-motorised users between Steart Marshes and Hinkley Point
- The presentation will cover:
 - Background
 - Current Activity
 - Next Steps
 - Design Drawings
 - Planning Application
 - Further Information

Background

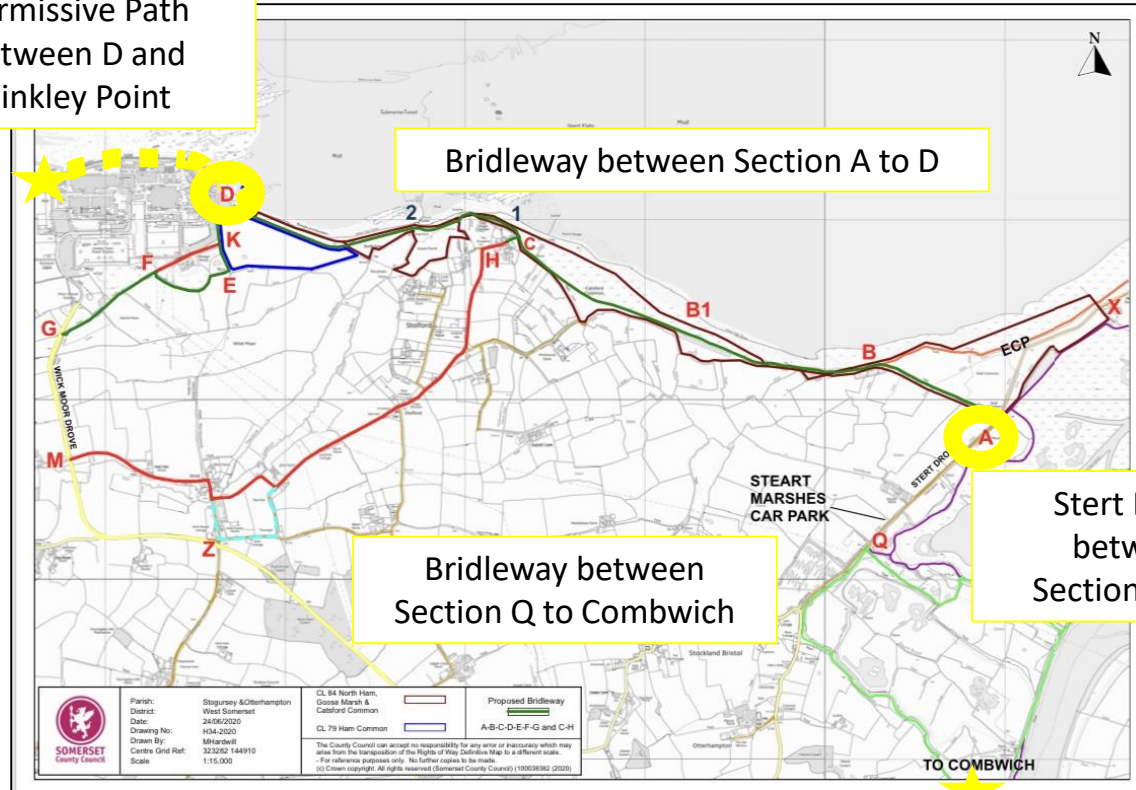
- **Bridgwater to Hinkley Point Outline Feasibility Study** - considered the development of a cycle route between Bridgwater and Hinkley Point which was anticipated to be used for recreational and commuting purposes by members of the local community and workers at Hinkley Point
- This would support the Government's guidance to promote sustainable / active travel and provide an alternative option for those who choose to cycle
 - *Bridgwater to Combswich – mainly funded through HPC S106 monies and was completed and opened by SCC*
 - *Combswich to Hinkley Point - 9 route options were identified, assessed and considered by their deliverability*
 - *The preferred route option was identified which utilised Stert Drove and the existing West Somerset Coast Path / The England Coast Path. Preliminary Design Drawings were prepared in 2014.*

Current Activity

- **SCC - Bridleway Creation Order**
- **NNB Genco HPC Ltd** - see this as an opportunity to create a surfaced route for non-motorised users between Steart Marshes and Hinkley Point by providing surface and access improvements.

Proposed Surface and Access Improvements

■ ■ Permissive Path between D and Hinkley Point



Next Steps *(NNB Genco HPC Ltd)*

- **Design Drawings**
 - To be developed from the 2014 Preliminary Design Drawings
 - Road Safety Audit Process
- **Planning Application**
 - Pre Application Discussions – taking place
 - Environmental Impact Assessment Screening
 - Ecology Report
 - Flood Risk Assessment
 - Landscape Visual Appraisal
 - Archaeological Desk Based Assessment (DBA)
 - Public consultation
 - Common Land Consent Application (possible s38 Application)
 - S278 Agreement
 - Permissive Agreement to Cycle (coastal path behind Hinkley Point).

Design Drawings

- Developed from the Outline Design Drawings prepared in 2014
- The aim is to provide surface and access improvements, such as:
 - Where appropriate, a bound / sealed surface – materials to be reviewed for off road sections to reduce potential environmental, landscape and visual impacts
 - Consideration for areas where vehicles may need access for maintenance etc
 - Access gates and cattle grids.

Design Drawings

- The following standards will be referred to:
 - Sustrans Traffic Free Routes and Greenways Design Guide
 - DMRB CD 143 – Designing for Walking, Cycling and Horse-Riding
 - The Traffic Signs Regulations and General Directions 2016 (TSRGD)
 - LTN 01/20 – Cycle Infrastructure Design
 - The British Horse Society Specification and Standard.

Design Drawings

- Example of surfacing from The Trans Pennine Trail & (source: flexipave),
bridleway access barrier and signage



Planning Application – Engagement

- Engagement took place as part of the Feasibility Study and outline Preliminary Design Drawings in the form of briefings, letters, phone calls, drop-in sessions and online surveys. This involved:

2013 / 2014	
Council Key Members	Land Owners – Sharpham and Sheep Commoners & Bristol Port Company
Local Ward and County Members	Environment Agency
Local Parish Councils	Natural England
Local Community Groups – Combwich Cycling Sub Group & Sedgemoor Cycle Group	Wildfowl & Wetlands Trust (WWT)
HPC Transport Review Group	Hinkley Point Cycle Group
HPC Transport Forum	Hinkley Point Employees
Hinkley Point Road Safety Forum	Sedgemoor District Council Staff Members

Planning Application – Engagement

- Potential measures we have been considering so far include:
 - **Environmental and landscape impact** – *resurfacing materials and construction type to be as sympathetic as possible to the area to reduce disruption*
 - **Speed of cyclists** – *DMRB CD 143 – Designing for Walking, Cycling and Horse-Riding states that design speeds shall be 30km/hr for shared use paths. Areas of the route have been identified where it would not allow for cycling at this speed and this would naturally slow cyclists down. Warning signage will also be considered*
 - **Increased number of cyclists** – *the route would provide an alternative option for cyclists travelling from Comwich / Cannington / Bridgwater to Hinkley Point and opportunity for recreational cycling by the local community. It would not be a promoted tourist cycling route*
 - **Anti social behaviour** – *appropriate access barriers would be provided that are agreed by the land owners.*
 - **Road Safety** – *the proposals will be subject to a Road Safety Audit*
 - **Fly Parking** – *the HPC Fly Parking team would monitor the area for potential fly parkers & follow 3-step fly parking approach*
 - **C182** - *It is recognised that this alternative option would be a rural coastal path and may not be considered a valid route by all cyclists*
- Important to continue to find out the current views from the local communities and potential users
- There will be formal public consultation as part of the Planning Application.

Further Information

- In addition to the surface and access improvements between Steart Marshes and Hinkley Point, NNB Genco HPC Ltd continue to:
 - support the Hinkley Road Safety Forum
 - review use of variable message signs
 - use the CLOCS (Construction Logistics and Community Safety) standard for all HGVs
 - promote awareness of vulnerable road users and cycle safety through toolbox talks, Daily Safety Messages and Driver Safety Inductions for HGV and bus drivers; and
 - Encourage HPC cyclists to use P&R cycle facilities (*not a long-term option*).



Pre-Submitted Questions – Item 6

- *“Stear Peninsula Cycle Paths: It is essential that before any draft design drawings are presented at the transport forum or to local parish councils that an initial scoping meeting is conducted. There are many valid reasons for requesting an early meeting, in brief; a SSSI topography, correct route lines/paths choices, tarmac surfaces, access to Hinkley, lightning, maintenance, various safety issues and concerns over increase cycling numbers.
Are you willing to construct an initial meeting with ‘individual’ representatives from the local parishes & involved groups?”*
- Explanatory notes: In my consultations with HPC transport designated personal (and also with SCC) about large cycling infrastructure projects, such as this, it is truly disconcerting that there never is an initial scoping meeting to discuss the general design issues and particularly communities main safety concerns. What always happens, is design proposals are put together via consultants, these are given as draft proposals to local parishes or at such meetings as the EDF Transport Forum. If these proposals are not straight forward (as would be the case on the Steart Peninsula) those very plans will have to be redrawn and completely changed. Why, have they not initially consulted with the local communities? e.g. single representatives from Stolford, Steart, Stockland, Otterhampton Parish, etc.

– submitted by Gary Perrett - Sustrans & Community Cyclists

Pre-Submitted Questions – Item 6

Proposed cycle and bridle path from Combwich to Hinkley Point.

“OPC recognises that promotion of cycling and other road use other than the cars is paramount but whatever the provision it needs to be wholly appropriate and affective. OPC has concerns that this whole upgrade of the public footpath to a bridleway (Stear to Hinkley) and the proposed cycle way (Combwich to Steart) appears to be disjointed, where it need to be a coordinated approach with all stakeholders involved, cyclist to landowners and managers. It needs to be looked at holistically because the whole parish will be affected, Hence.

- a. The new cycleways when approved will attract more users/visitors to the area not just Hinkley Commuters. There is already a ‘parking squeeze’ in Combwich, how, for example will SCC and EDF plan to mitigate the extra traffic in the village and parking? To not advertise the route is not an answer, as amenities will self-advertise on social media groups.*
- b. A Multi use path is of concern, walkers, horses, cyclists, families and mobility scooters will all use the paths and can become very busy, OPC has concerns that this could be too many users for one path and become congested and unsafe, How is this planned to be managed?*
- c. Is it not possible for EFD to prevent/dissuade EDF employees from cycling beyond the park and ride in Cannington or promote that the option of the cycle and ride and the park and ride? Have other possible park/cycle and ride sites been considered on-route?*

– submitted by Andy Darch – Otterhampton Parish Council (page 1/ 2)

Pre-Submitted Questions – Item 6

- **d.** *OPC is concerned that commuting cyclists would realistically not use the existing proposed routes because of detour times (including factoring in bad weather and not the most direct/quickest route) if this is the case then what then? Do you then explore another option to safeguard cyclist safety?*
- **e.** *Increase of traffic on the Steart Drove and through Otterhampton from the C182 is of great concern to not only OPC but for residents and businesses in the parish. There is an average of 3 artic lorries, many large agricultural vehicles, several domestic delivery vehicles plus the 150 – 200 car movements on this narrow unlit single-track road with no pavement per day (equal to the predicted HGV usage along the C182 during the Hinkley C build). An increase in the number of cyclists, walkers, horse riders, mobility scooters and runners competing with a car every 3 minutes on any part of this road is a real safety concern. Especially for local business eg. Farms, where there is evidence that it is starting to affect their business operations (Stock movement, cars blocking gates and verges).*

OPC and other stakeholders would welcome an alternative route to be explored for the cycleway that would prevent ‘users’ from having to use the Steart Drove and road through Otterhampton. Eg, Linking with the Bridal path at Steart hump through the WWT path network that runs parallel to the Steart drove or a route that crosses at the Main WWT carpark and heads west in a more direct route towards Hinkley linking with exiting paths at Woolstone Farm possibly.”

– submitted by Andy Darch – Otterhampton Parish Council (page 2 / 2)

Pre-Submitted Questions – Item 6

“ I understand HPC are hoping to permit the use of cycles on the proposed bridleway and also to metallise ‘ this section / PROW in order to make it ‘suitable’ for their cyclists . Although accepting the safety reasons for such a designation, I would question the reasoning behind the necessity of using a tarmac type surface when the one already proposed by SCC would be more than adequate for such ‘ non -motorised ‘ vehicles . Cyclists currently use the cycle paths in the Steart section- a compacted surface of 5- 25 mls gravel chippings on a sub - base of granular material, which has been covered with a Sandy topsoil and lightly compacted - with absolutely no problems.

Therefore utilising such ‘ urbanised’ surfacing as proposed by EDF would be totally unnecessary and incongruous. The area from Steart to HPC ,within Stogursey parish , is subject to many Environmental designations including SSSI ‘s and RAMSAR Wetland protection - the surfacing as proposed by EDF would be totally unacceptable in this unique area .

Furthermore , although laudable that EDF offer to initially pay for the proposed surfacing ,the long term maintenance would fall on SCC - and ultimately , on the council tax payers - again this is unacceptable . I’d be interested to know how EDF / HPC can justify their proposals in light of the above.”

– submitted by Sue Goss – Stogursey Parish Council

Thank You

Item 7: Any other business

Chair

Pre-Submitted Questions – Item 7

“ Should HGV’s be displaying the “ HPC Delivery “ in their windscreens? Some are missing.”

– submitted by Richard Cuttell, W.H.A.G

Item 7: Date of next meeting

- **Thursday 18 March 2021 at 6pm**

FORUM DATES FOR 2021 (issued by email and available at www.edfenergy.com/hpccommunity)

2021 dates for the Community, Main Site and Transport Forums.

All 6pm start and on Thursdays – online until further notice.

Community Forum	21st January 2021	20th May 2021	23rd September 2021
Main Site Forum	4th March 2021	24th June 2021	21st October 2021
Transport Forum	18th March 2021	22nd July 2021	25th November 2021

2021 Community Drop In's at Cannington Court

All from midday and on Fridays – by prior appointment

19th February 2021

23rd April 2021

20th August 2021

17th December 2021

Thank You