

# Meeting Report

**Regarding:**

**EDF Hinkley Point C: Transport Forum**

**Date:**

**Thursday 26 November 2020 – 6pm  
(Online Conference)**

**Participating:**

Jim Claydon, *Chair*

Erland Plomgren, *Holford Parish Council*

Rosemary Woods, *Williton Parish Council*

Doug Bamsey, *Sedgemoor District Council*

John Burton, *Somerset West and Taunton Council*

Andy Coupé, *Somerset County Council*

Sarah Littler, *Somerset County Council*

Deborah Bunce, *North Petherton Town Council*

Ann Bown, *Somerset County Council*

Roy Pumfrey, *Stop Hinkley*

Sue Goss, *Stogursey Parish Council*

Rob Morgan, *Cannington Parish Council*

Richard Cuttell, *W.H.A.G*

Andy Darch, *Otterhampton Parish Council*

Gary Perrett, *Sustrans / Community Cyclists*

Alex Smith, *Sedgemoor District Council*

Jake Dade, *Hinkley Point Neighbourhood Policing Team*

Robin Kinahan, *Fiddington Parish Council*

Hugh Davies, *Somerset County Council*

Bruce Eyley, *Kilve Parish Council*

**EDF Team:**

Andrew Cockcroft, *EDF*

Andrew Goodchild, *EDF*

Rachel Lister, *EDF*

Andrew Wagstaff, *EDF*

Beth Homer, *EDF*

Drew Aspinwall, *Newgate Communications*

**Apologies:**

Cllr Liz Leyshon, *Somerset County Council*

**In addition to the forum meeting notes and agendas, all presentations and reports are available at [www.edfenergy.com/hpccommunity](http://www.edfenergy.com/hpccommunity)**

Item	Action
<b>1 Welcome and Introductions</b>	
1.1 Jim Claydon ('The Chair') welcomed everyone to the online meeting and ran through the list of attendees detailed on-screen and checked everyone was able to take a full and active part in the meeting.	
<b>2 Meeting Note and Matters Arising</b>	
2.1 The Chair referred to the meeting note of 16 July 2020 and invited any further comment on the draft and the Afternotes provided.	
2.2 There were no further comments and the meeting note of the last meeting was then approved. The meeting note and those from previous meetings, are available from the website <a href="http://www.edfenergy.com/hpccommunity">www.edfenergy.com/hpccommunity</a> (Transport Forum section)	
<b>3 Project Progress Update - (Andrew Cockcroft, EDF)</b>	
3.1 The Chair introduced Andrew Cockcroft (AC) to the Transport Forum. Andrew shared with the forum his background and experience on the project gained over the past 11 years.	
<p>Andrew then gave an update on progress on site and major milestones. AC also covered the ongoing adaptations to working arrangements in relation to coronavirus. This included on-site measures, transport to and from site, testing facilities and tracing mechanisms and inspections from ONR and Public Health England.</p> <p>The presentation, made available ahead of the meeting, can be viewed here: <a href="http://www.edfenergy.com/hpccommunity">www.edfenergy.com/hpccommunity</a></p> <p>Follow up questions / discussion topics included:</p> <p>Pre-submitted questions from Roy Pumfrey (RP), Stop Hinkley Action Group:</p>	
3.2 <b>Q1)</b> "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 EDF report on the investigation into this potentially catastrophic event and when will it be presented to ONR for external scrutiny?"	
<p><b>A1)</b> AC explained that the joint investigation with Bylor is still ongoing as to the cause of the collapse, a number of potential causes have been identified which will be included in the report, which will be sent to ONR by the end of year for external scrutiny.</p> <p>RP said he was disappointed that the report had not been submitted earlier as had heard it was to be submitted by the end of November.</p>	
3.3 <b>Q2)</b> "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?"	
<p><b>A2)</b> AC explained that HPC do not operate a service from Avonmouth P&amp;R, and that P&amp;R is not part of the Travel Plan. Workers from Wales are instructed to use J23 M5 P&amp;R. There</p>	

was a minibus from the HPC Bristol office to site that stopped at P&R at Avonmouth to collect anyone wanted to get on at that location but this service has discontinued.

- 3.4 Pre-submitted question from Cllr. Rosemary Woods (RW) - Williton Parish Council  
**Q)** “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?”

Pre-submitted question from Cllr Hugh Davies - County Councillor for Williton, Watchet and Stogursey.

- 3.4 **Q)** “When will the Community Bus service be resumed?”

**A)** Andrew Wagstaff (AW) said the community bus was due to recommence on 9 Nov, but then we went into lockdown, so now with the Tier system in place the intention is to restart the service on Monday 7 December 2020. AW confirmed that the service will have a 50% capacity to allow for social distancing (circa 15 / 16 people on the bus) – the 2<sup>nd</sup> service will start further west so there will be capacity for everyone to join, these arrangements will be reviewed if and as required.

#### AFTERNOTE

**AFTERNOTE:** A mailshot was sent out to members of all Fora on 2<sup>nd</sup> December which said: “The Hinkley Point C Community Bus Service between Bridgwater and Minehead will begin again, initially operating for 2 weeks between Monday 7th and Friday 18th December. After the Christmas holiday period, the service will then re-commence on Monday 4th January.” The bus timetable (which covers Dec 2020 and into 2021) is available to download as PDF [here](#) and also alongside further information on the website under Community Bus: [www.edfenergy.com/hpccommunity](http://www.edfenergy.com/hpccommunity)

- 3.5 Regarding the route diversion request, AW said that the existing route will be kept because there are some bus users in Doniford, with restricted mobility who are reliant on that service, and that the proposed diversion would take the bus into settlements that are already served by a commercial bus service and would disadvantage those who are not served by another service.

AW explained the rationale regarding keeping the route as it has been for the past several years, including avoiding a low railway bridge and not duplicating services.

- 3.6 Hugh Davies (HD) congratulated AW for the approach the project has taken keeping the Community Bus route as it is.

Pre-submitted by Andy Darch – Otterhampton Parish Council

- 3.7 **Q)** “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?”

**A)** AW said that whilst we are enjoying the respite from fly parking complaints, we don’t yet know when and if we are going to resurrect the bus services through those villages to

the north of Cannington, but wanted to reassure Andy Darch that when services do commence that the fly parking team will be out in force to make sure the project keeps on top of the issue.

- 3.8** RW asked “Where does the sediment from the dredging end up?”  
AC said the proposal / HPC’s preference is that the sediment goes to the Licenced Cardiff Grounds Disposal Site
- 3.9** Ann Bown (AB) asked about Covid 19 case figures and what the approach to Christmas break now that Somerset has been placed in Tier 2. AC said that the measures that have been put in place already have been commended by public health bodies and that HPC is not a causative factor in driving up cases locally. AC added that the HPC will be responding to the arrangements for Christmas and will be clarifying these very soon, having just received the new guidance today along with the rest of UK (26/11/2020).
- 3.10** Doug Bamsey (DB) added that further guidance from Government is expected regarding movement between Tier 2 and Tier 3 and requested further clarification as to how HPC are managing that as soon as it is available.

**AFTERNOTE:**

- This has been communicated to key stakeholders and the general public via social media on 11th December 2020.
- It details our approach to managing the movement of the workforce around the Christmas period and the increased controls in place on their return.

**AFTERNOTE**

The update from Nigel Cann is below:

“As the Christmas holidays approach and following recent Government announcements, I’d like to take a moment to update you with the latest on Hinkley Point C’s response to Coronavirus.

Like many of you, I have been encouraged by news of successful vaccines. However, I want to reassure you that we will not drop our guard in the coming months as we wait for a national vaccination programme. Our extensive measures to prevent infection are proving to be effective and they will continue to be in place for as long as the risk exists. Our approach has been commended by Public Health England and our independent regulator, the Office for Nuclear Regulation.

I know that the movement of workers to and from our region has been an area of concern for some in the community. That is why we have taken expert advice on the best way to prepare for workers returning after the Christmas break. As a result, in January we will complete an extensive testing programme - doubling our capacity for random and targeted testing across the entire workforce. This will identify people carrying the virus, even if they don’t show any symptoms. If they test positive, they will be asked to self-isolate in line with Government guidance.

In addition, anyone returning from overseas countries not covered within existing air corridor arrangements will quarantine and be tested before returning to work. All new starters will continue to be tested at our testing centre at Junction 23. When it is our turn

to join the national vaccination programme, I hope we can reduce demand on the local NHS by offering our medical facilities to be part of the programme. We also know that personal responsibility and reinforcing the right behaviours is paramount. We are continuing to increase our team of “Covid Champions” who are reinforcing safe behaviours whilst communicating to all employees on the importance of Covid safety as they return to work.”

- 3.11** RP wanted to know is there was still 21 reported Covid-19 cases. AC said he would not be giving a running total.
- 3.12** RP asked about arrangements for Hostel Accommodation. AC clarified that the campuses have been allowed to stay open; there was relatively small number of people staying in hotels.
- 3.13** RP asked if Goal 3: *Unit 1 Feed water tank manufacturing complete* and Goal 4: *Engineering design for reactor building internal structure complete*, would be complete by the end of the year. AC said that was the intention.
- 3.14** RP asked and explanation as to what ‘TG’ Column and ‘CRF’ stood for within the presentation.

**AFTERNOTE:**

- TG refers to “Turbine Generator” column
- AC is sourcing the exact detail surrounding the “CRF” system.

**AFTERNOTE**

- 3.15** Richard Cuttell (RC) asked if there was an update on the proposal to remove Acoustic Fish Deterrent (AFD) from the water intake system?  
AC said no there is no new information to share at this stage.
- 3.16** Bruce Eyley (BE) asked if the 2021 Project Goals have been published yet.  
AC said not yet but they will be shared when they are.
- 3.17** Gary Perrett (GP) requested that questions be focussed on Transport issues and not cross over into issues dealt with at the Community and Main Site Forums.  
The Chair said that RP was not able to join the most recent Community Forum due to technical problem so on this occasion allowed the line of questioning.

**4 Update from Transport Review Group (TRG)**

**4.1** Rachel Lister (RL) presented the TRG Quarterly Report Summaries for Quarter 2 2020 (April – June) and Quarter 3 2020 (July – September).

**4.2** There were no questions regarding the presentation  
The slides are available on the website: [www.edfenergy.com/hpccommunity](http://www.edfenergy.com/hpccommunity)

**5 Bridleway Creation Order – Coastal Path – (Sarah Littler, Somerset County Council)**

**5.1** Sarah Littler (SL) gave an update on Somerset County Councils Bridleway Creation Order.

**5.2** SL gave some background to the work Somerset County Council has undertaken to create

a Right of Way Improvements Plan (2006), which was where the suggestion for the bridleway was made by a local bridleway association. This proposal was included in The HPC Rights of Way Restoration and Enhancements Plan (2009) which contains the mitigation and legacy projects for the rights of way network and are being funded by HPC via Section 106 funding. SL explained the timelines and schemes to create joined up network of bridleways and activities to date.

- 5.3** Gary Perrett asked about potential of the bridleway/cycleway as part of the Bristol Port Company (BPC) project coming to fruition. This would provide a Bridleway between map locations Q to R negating the need for users to travel along Stert Drove. SL said that BPC had confirmed earlier this year they would not be taking forward their scheme and that as such, there was no prospect of the bridleway on their land being developed which was reason for pushing ahead with the Bridleway Creation Order as proposed.

The slides are available on the website: [www.edfenergy.com/hpccommunity](http://www.edfenergy.com/hpccommunity)

**6 Steart Marshes to Hinkley Point:  
Opportunity to create a surfaced route for non-motorised users – (Rachel Lister, EDF)**

- 6.1** RL gave a presentation to update the Transport Forum on the opportunity to create a surfaced route for non-motorised users between Steart Marshes and Hinkley Point. The slides are available on the website: [www.edfenergy.com/hpccommunity](http://www.edfenergy.com/hpccommunity)

Pre-submitted question submitted by Gary Perrett - Sustrans & Community Cyclists

- 6.2 Q)** “Steart 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.

GP added the he welcomed the proposals but said there are some significant issues and changes since the work was originally undertaken to be addressed and requested 1 to 2-hour session to explores these.

**A)** RL said she would welcome a meeting and also bring in the technical engineers and meet with GP and other key stakeholders in early 2021. The Planning Application and Design Drawings are being developed from the feasibility work / preliminary outline design drawings / technical specifications prepared in 2013/2014. The scope / development of these were discussed with local groups including Gary and Parish Councils

(and comments raised through these conversations have been noted). The engineers are now reviewing the information gathered previously as part of developing the new drawings and a design meeting will be set up.

GP said he would provide written summary of the key points.

Pre-submitted questions from Andy Darch (AD) – Otterhampton Parish Council

- 6.3** “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.

**Overall response:** RL noted this and the engagement which previously took place in 2013/2014 is being reviewed as part of re looking into the resurfacing project.

- 6.4** 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.

**Response to a)** RL said this is noted and will be in discussion with the local authorities

- 6.5** 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?

**Response to b)** RL said the engineers/designers are experienced in designing shared use paths and will follow current standards including DMRB CD 143 – Designing for Walking, Cycling and Horse-Riding. The potential users will be considered as part of this. The concern for too many users will be discussed at a design meeting.

- 6.6** c. Is it not possible for EDF 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?

**Response to c)** HPC workers are able to cycle to any Park and Ride facility. However, this is not a long-term solution as the Park and Ride sites will cease operating when HPC is constructed.

- 6.7** 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?

**Response to d)** It is recognised that this alternative option would be a rural coastal path and may not be considered a valid route by all cyclists. HPC will continue to support cyclist safety through supporting the Hinkley Road Safety Forum, promoting awareness of vulnerable road users and cycle safety through tool box talks, Daily Safety Messages and

Driver Safety Inductions for HGV/Bus Drivers and use of the CLOCS (Construction Logistics and Community Safety) standard for all HGVs.

6.8

- 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 e.g. Farms, where there is evidence that it is starting to affect their business operations (Stock movement, cars blocking gates and verges).

**Response to e)** Other route options were explored as part of the Feasibility Study and this is the preferred route option to further explore currently. Any proposals for on road sections will be part of a Road Safety Audit process which will involve SCC.

f. 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. E.g., 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.”

AD thanked RL for the comprehensive update and welcomed the forthcoming engagement with local stakeholders and revision of the proposals.

Pre-submitted question from Sue Goss – Stogursey Parish Council

6.9

**Q)** “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 taxpayers - again this is unacceptable.

’d be interested to know how EDF / HPC can justify their proposals in light of the above.”

**A)** The designers are reviewing the surface improvements which may include a proposal where appropriate for a bound / sealed surface. The materials for off road sections will be

reviewed to reduce potential environmental, landscape and visual impacts. The maintenance would be covered through appropriate agreements with SCC.

- 6.10** SG asked if HPC knew what the uptake from cyclists might be to use these paths. RL said early indications from discussion so far suggest it would be circa 24 – 26 cyclists from Hinkley Point who would choose to use the route. RL feedback that workers cycling to site are doing so to keep fit, so the longer non road route would not be a deterrent.

SL responded to previous email exchange regarding environmental designations in the area. She confirmed that it is RAMSAR site (land listed as a Wetland of International Importance under the Convention on Wetlands of International Importance) and other designations including Special Area of Conservation, Specially Protected Area and Site of Special Scientific Interest – all of which will be taken into account. The ecologist report has highlighted some mitigation measure options.

- 6.11** SL said that the intention to create a bridleway was in response to request from a local bridleway associate to create a safe horse-riding route in the area as there was no provision. SL said we believe our proposals meet the criteria laid out in the legislation. SL said they will be talking to Environment Agency and the WWT about various options going forward.

## **7 Any other business - (Chair)**

Pre-submitted question from Richard Cuttell, W.H.A.G.

- 7.1 Q)** “Should HGV’s be displaying the ‘HPC Delivery’ in their windscreens? Some are missing.”

**A)** Beth Homer (BH) said Yes, we do still have HPC delivery signs and hand them out to all delivery drivers to display in their windscreens. We will continue to make emphasis on the importance of displaying these for all routes in and out of HPC.

- 7.2** Jake Dade (JD), gave an update of key issues that the Hinkley Point Neighbourhood Policing Team have been involved with over the Covid period following complaints about speeding along the C182, Cannington Bypass and Cannington itself. JD said that they have doing speed checks on C182 and the Bypass, on Rodway Hill and put up a speed monitor on Rodway Hill and the Bypass, which showed that actual speed were lower than perceived by the community and that speed dropped as a result of their presence.

The Policing Team ran a webinar with HPC during National Road Safety Week joined by 180 participants; JD has also been at the campuses on a monthly basis handing out information to workers and raising awareness of the issues.

RP asked if JD could submit the data to Cannington Parish Council.  
JD is following this up.

**ACTION**

## **8 Dates of futures meetings**

The next Transport Forum is currently scheduled for:  
**Thursday 18 March 2021 at 6pm.**

Meeting ended.