

# Meeting Report

**Regarding:**

**EDF Hinkley Point C: Transport Forum**

**Date:**

**Thursday 18 March 2021 – 6pm**

**(Online Conference)**

**Participating:**

*Jim Claydon, Chair*

*Erland Plomgren, Holford Parish Council*

*Rosemary Woods, Williton Parish Council*

*Jo Manley, Sedgemoor District Council*

*John Burton, Somerset West and Taunton Council*

*Andy Coupé, Somerset County Council*

*Deborah Bunce, North Petherton Town Council*

*Ann Bown, Somerset County Council*

*Sue Goss, Stogursey Parish Council*

*Rob Morgan, Cannington Parish Council*

*Andy Darch, Otterhampton Parish Council*

*Gary Perrett, Sustrans / Community Cyclists*

*Leigh Redman, Sedgemoor District Council*

*Malcolm Reid, Nether Stowey Parish Council*

*Anne Reed, Wembdon Parish Council*

*Jake Dade, Hinkley Point Neighbourhood Policing Team*

*Robin Kinahan, Fiddington Parish Council*

*Hugh Davies, Somerset County Council*

*Bruce Eyley, Kilve Parish Council*

*Sue Spicer, Shurton Resident*

**EDF Team:**

*Andrew Cockcroft, EDF*

*Andrew Goodchild, EDF*

*Andrew Wagstaff, EDF*

*Beth Homer, EDF*

*Drew Aspinwall, SEC Newgate UK*

**Apologies Received:**

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

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 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 26 November 2020 and invited any further comment on the draft and the Afternotes provided.	
2.2 3.4 - Afternote regarding the Community Bus service had been superseded by more recent events: Andrew Cockcroft (AC) said there will a 'good news' update later in the meeting.	
2.3 3.14 - the terminology was explained in the Afternote.	
2.4 7.2 - Jake Dade (JD) reported that the speed check data from the C182 (Bypass and Rodway Hill) could not be shared with Cannington Parish Council as a "Driver Behaviour" Speed Indicator Device (SID) used in these locations, which displays the speed but does not create a report / capture the data.	
2.5 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 AC gave an update on progress on site and major milestones. Starting with Covid 19 measures, AC reinforced and reassured the forum that the robust measures in place will continue to remain until guidance states that these can be removed in a nationwide context. There is no rush in EDF's perspective and will be taking very small steps regarding this over the next few months.	
3.2 AC then reported that work on site is progress well. Unit 1 Nuclear Island progress included the lifting in of large concrete slabs (+800 t), as part of the internal structure have been poured in fabrication areas and lifted into place. Unit 2 is seeing efficiency improvements of 20-30% are being seen across construction, testament to the learnings being transferred from one unit to the other. At the Unit 1 Conventional Island the final Turbine Column (TG) installation has begun; manufacture of the Turbine Hall steelwork mainframe is set to start in April.	
3.3 Hinkley Point C features the "largest single shafted turbine ever produced" and was the first milestone of 2021, with "blading" (fitting) of the low-pressure turbine itself, took place.	
3.4 With the Combrich Wharf works still underway, the temporary jetty was used to take delivery of the pieces of the dome roof which has been constructed in France. Deliveries of items to the jetty is not going to be the norm but in this case the pieces are relatively small making it possible on this occasion. The majority of large components will be coming in through the Wharf as soon as it is ready.	

- 3.5** Looking ahead to 2022: AC said that all Civil & MEH engineering will be almost completed; Tunnelling completed; Turbine Hall building completed; Reactor Pressure Vessel (RPV) will have been delivered to site; Connection to National Grid completed; Operations Training underway; 90% of Unit 1 equipment & 70% of Unit 2 equipment delivered to site.
- 3.6** Combwich Wharf: Piling work is coming to an end, plant which is no longer needed is being removed from site, including the large crane that has been supported the piling works. The focus then shifts the installation of the Transfer Slab. We expect the first deliveries using the Wharf in the Summer.
- 3.7** Mud dredging: 2 applications underway for dredging and disposal of mud (from the second phase of dredging later in 2021) within the Severn Area of Conservation (SAC), one with Natural Resources Wales for the Cardiff Grounds licensed disposal site and one with the Marine Management Organisation for the Portishead licensed disposal site. CEFAS have tested the mud beyond internationally recognised best practice, with more samples at greater depth and with a greater range of analysis. The results confirm previous analysis that the mud is perfectly safe for disposal at sea and poses no risk to humans or the environment. The results also confirmed that the low levels of radioactivity in the mud is predominantly naturally occurring.

There is more information about dredging here:

<https://www.edfenergy.com/energy/nuclear-new-build-projects/hinkley-point-c/about/dredging-bristol-channel>

- 3.8** Workforce Uplift: AC gave an overview of the engagement events ahead of proposed peak workforce increase which were completed in February. Work with Local Authorities ahead of decision-making process continues.
- 3.9** Community Bus: We plan to re-instate the Community bus as dictated by government advice. At present, this looks likely to be mid-April.

**AFTERNOTE:** Service resumed 12 April 2021 – see Timetable supplied as an Afternote.

**AFTERNOTE**

The presentation, made available ahead of the meeting, can be viewed here:

[www.edfenergy.com/hpccommunity](http://www.edfenergy.com/hpccommunity)

Pre-submitted questions from Andy Darch, Otterhampton Parish Council:

**3.10** Q1 – UPLIFT IN WORKFORCE

*“How many of these staff will be housed on site and what is the predicted increase in traffic volumes on the C182 as a result? If more staff are accommodated in the villages, can we have assurances that fly-parking is going to be dealt with effectively once bus pick-up points resume after lockdown?”*

A1) Andrew Goodchild (AG) said the number of workers staying at the Hinkley Campus on site won’t change from the 510 bed spaces currently in use.

The traffic levels on the C182 will not be more than was originally assessed. Partly as our bus fleet is operated far more efficiently than the DCO envisaged and partly as HGV traffic is now far less than before the jetty opened.

Our fly parking team will continue to operate and will continue to deal with any potential offenders.

### 3.11 Q2 - C182 SAFETY CONCERNS

*"Biffen's Corner - Residents and businesses accessing the C182 are extremely concerned about a potential increase in traffic along the C182 in parallel increase in agricultural and tourist traffic to/from Steart, Stockland and Otterhampton to the peninsula as spring approaches. Notwithstanding the safety element for all users there are five, million pound+ turnover businesses based in these villages with at least three needing 24 hour access. An incident at this junction could not only prove costly personally but also financially to these businesses, it could also prove to be a major disruption to the Hinkley Point fleet and villages south of the junction. Therefore, as a result of the increase in vehicle numbers and the potential safety and access implications at this junction, please could this junction be re-assessed with a view to implementing improved access?"*

A2) AG said: as referenced above, the traffic levels on the C182 will not be more than was originally assessed. We are not increasing the size of the on-site campus or car park, bus movements are expected to be much lower than originally anticipated in the DCO and HGV numbers are now much lower than prior to the jetty opening. As such, we don't believe any additional junction improvements are required to accommodate the increase in workers.

AG added that any questions regarding this or any other topic between fora, please email us at: [edfenergy@hpcenquiries.com](mailto:edfenergy@hpcenquiries.com) so it can be picked straight up.

Pre-submitted questions submitted by Gary Perrett - Sustrans/Community Cyclists:

### 3.12 Q1) *"Can you provide us with details of the 'Steart Peninsula Cycle Route' project position & timescales? And more particularly, do you still intend to hold separate meetings with the local parishes/interested parties to thoroughly consider all the major project design proposals & general concerns?"*

A1) Andy Wagstaff (AW): As we committed to do at the last Transport Forum, we plan to engage all relevant parties as we develop a detailed design for the cycleway. We are hoping to do that over the next few months and have been reflecting on the comments received and the objections lodged against the Bridleway Creation Order. We haven't progressed this given the difficulties of doing so whilst we are in lockdown.

AG added that timescale for formal discussions to start is not yet confirmed due to the reason already stated. Gary Perrett (GP) said that he is keen also have discussions regarding routes on the west side of the site too.

### 3.13 Q2) *"Can you provide the meeting with the current timescales for the continuation of the Bridgwater - Cycling & Walking Corridor Improvement Schemes? For example, Wembdon to Victoria Road, Bristol Road improvements & River Parrett Path, etc. We have had a number of scheme improvements (Eastover Park/Cranleigh Gardens, Whitegates Roundabout) which, are to be commended. However, Bridgwater is in desperate need of long 'commuter' corridors that traverse the town from north, south, east & west."*

A2) Andy Coupé (ACé) said: Orders for the elements referenced have been raised with the Council's contractor and detailed discussions are taking place prior to the works being mobilised. There are some land/ legal issues still to resolve, however, on the part of the route between Linham Road and Bridgwater Docks which may mean this section will need to follow. A compliance check against the guidance set out in LTN 01/20 is underway and engagement with the Bridgwater Cycling Campaign is envisaged before the works commence.

**3.14** GP asked for clarification that a lot of work on this scheme is being undertaken this during this year. ACé confirmed that to be the case.

**3.15** Sue Goss (SG) also asked: *"Can we have an update on your proposal to SCC to upgrade the Steart to HPC bridleway to a cycle path?"*  
SG confirmed the response to GP's question answered this.

**3.16** Anne Reed (AR) asked: *"Is there a possibility of help towards upgrading cycle paths through Bridgwater/Wembdon e.g. alongside Wembdon playing fields and towards Church Rd and onwards to Wembdon Hill B3339"*

ACé said it was on the list for corridor improvements but which was put on hold due to a number of complex land and legal matters. It will depend on the budget remaining after the priority schemes have been delivered. GP and the Sustrans Team are working with Wembdon Parish Council looking at opportunities regarding that route.

GP added that the team will be going out to undertake a feasibility study in April for the Parish Council to consider.

AR said that some progress has been made on the land ownership issues, and all partners are relatively positive at this point.

**3.17** Rosemary Woods (RW) asked: *"Is there any cycling routes planned from the West (Williton) - I know that some Hinkley B staff cycle from the West at present."*

ACé said there are no plans in the Williton area in the Hinkley contest. The contributions from the Section 106 were focussed on the urban areas impacted. There is the Steam Coast Trail (SCT) and others that are more rural focussed.

AG added that the STC was funded through substantial investment from the Community Impact Mitigation Fund, the project whilst not complete does help with provision in this area. (For ref: [www.steamcoasttrail.org](http://www.steamcoasttrail.org))

RW added that they were starting to think about the permanent operational Hinkley Point C staff and where they may be living.

**3.18** SG asked: *"Is it possible for an update on your negotiations with your H and S team to reduce the proliferation of signage on the section of the emergency access road through the southern boundary lands?"*

AC said that this was still under review.

- 3.19** Hugh Davies (HD) asked about the capacity of the community bus.  
AW said that at the current 1m social distancing, that gives you a 50% capacity and we anticipate starting the service at 50% and when guidance is revised, we will respond accordingly and without interruption to the service.
- 3.20** Malcolm Reid (MR) also posted in the Q&A: *"The community bus was regularly full at Watchet. Will you be having social distancing in place when reintroduced?"*
- 3.21** AR asked: *"How are you contributing or participating in the vaccination programme (Covid)?"*.  
AC said the project has offered every assistance regarding facilities, but these have not been taken up.
- 3.22** Leigh Redman (LR) asked *"How many lateral tests are you now completing on site daily/weekly and what is your positive rate? Are you offering vaccines to staff? are you monitoring vaccination numbers?"*  
AC said that just under 1500 tests were undertaken last week with only 1 asymptomatic case. AC said that the latest edition of Plugged In has a feature on testing and wider Covid measures in place at site.
- 3.23** Anne Bown (AB) asked, how many workers do we have a site at the present time and how will there be in June?  
AC said that it is now circa 5,000 staff, we are not able to confirm what it will be in June at this point due the dynamic situation regarding both the project road map and that of the Government.
- 3.24** AB asked, has there been an increase in the number vehicle movements, have HGV's increased and what will that increase to in a few month's time, as it seems to be getting busier.  
AG said that the information forms part of the next agenda item TRG Quarterly Report Summary for the last quarter and can be picked up then.
- 3.25** MR asked: *"Regarding work force uplift and the consequent increase in parking in villages(Nether Stowey) Andy Wagstaff and team have been excellent on fly parking response but will HPC be approaching and liaising directly with potential parking opportunities rather using SDC and Parish Council's to deal?"*  
AW thanked MR for the feedback on the fly parking team's performance. AW said there is a follow up meeting with himself with AG planned.  
AG added that there is no one simple answer to this issue. AG said we don't want to come and impose a HPC solution on the village, and highlighted that MR and Nether Stowey Parish Council's in-depth local knowledge is fundamental to sorting this out and will continuing to work together to find a solution. Solutions in different villages will vary.
- 3.26** Bruce Eyley (BE) asked: *"Is there any intention to allow people to continue to work from home post Covid? There are obviously wellbeing and environmental benefits as transport to site is reduced?"*  
AG replied: For the mainly office-based workforce we are anticipating that people will continue to work from home and envisage a 50:50 split between being in the office vs.

working from home. The office-based staff continue to make up about 10% of the workforce.

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

##### **4.1 Andrew Wagstaff (AW) presented the TRG Quarterly Report Summary for Quarter 4 2020 (October – December).**

In summary there were no significant changes between Q3 and Q4. With the final journey to HPC Site being 81.3% by bus and 13% on foot.

There are still no local bus services currently and as a consequence we have seen a very low level of suspected fly parking reported in the last 6 months. As we move forward the fly parking team will be monitoring and focussing on the potential impact on the local community as bus arrangements change.

##### **4.2 AW reminded the forum to please report any suspected fly parking via the website or by email: [edfenergy@hpcenquiries.com](mailto:edfenergy@hpcenquiries.com) so the team can investigate.**

##### **4.3 Bethan Homer (BH) presented the Construction Traffic Management Plan (CTMP). BH reported that all figures were well within limits for Q3 and Q4, no hourly caps were exceeded. BH confirmed that Q4 is a decrease from Q3. BH expected Q1 2021 to be same level as Q4 2020; these numbers are helped by the jetty now being used.**

##### **4.4 LR asked for clarification on the monitoring cameras which have now been removed and what the arrangements are now? BH said that a GPS system is now in place which monitors vehicle movements, each driver gets a device when they are booked in at the J23 Freight Management Facility and this data monitors HGVs coming to and from site. LR suggested that people may think that with the cameras removed that people may think that vehicles are now not being monitored and that some communication to this effect may be appropriate.**

##### **4.5 GP asked about Combs Wharf and if there would be a presentation on the large loads on the C182 once the Wharf comes online. AC said communication will be continuing with the Parish Councils and we will include a forward look for future Transport Forum updates. **ACTION****

**ACTION**

##### **4.6 BH then gave an overview C182 Structures Strengthening Works:**

The programme timetable is as follows:

New Bolham Bridge	15.03.21 – 16.04.21
Burn / Bum Brook Bridge	17.04.21 – 25.05.21
Stogursey Brook Bridge	17.04.21 – 25.05.21

There is a two-week contingency for weather restrictions: 26.05.21 – 10.06.21.

All works are planned to take place overnight between the hours of 1900 – 0500 from Monday evening through to Saturday morning at the locations and dates above and will have two-way traffic lights in place.



During daytime operations, traffic will run as normal, however, with a 30mph speed restriction at the location of the bridge structures. All heavy abnormal load are requested to move over the location at 10mph.

- 4.7** Erland Plomgren (EP) said Holford has a serious speeding issue and have asked if Hinkley Point C would consider funding a speeding sign and the maintenance needed for it and if so, how the Parish Council would go about applying for it.  
AC asked EP to email the request in, in as much detail as possible.  
Jake Dade (JD) said that there have been speed checks in that area and said he is available for any further assistance.  
AR said that Wembdon has been through the procurement process for a Speed Indicator Device (SID) and suggested that EP get in touch to utilise this information.

**ACTION:** DA to share contact details with EP re Wembdon clerk (Complete: actioned following the meeting)

**ACTION**

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

## **5 Any Other Business**

- 5.1** There were no items of other business.

## **6 Dates of future meetings**

- 6.1** The next Transport Forum is currently scheduled for:  
**Thursday 22 July 2021 at 6pm**
- 6.2** Members of the 3 Fora will be consulted regarding arrangements of future meetings.
- 6.3** Meeting ended.