

Meeting Report

Regarding:

EDF Hinkley Point C: Transport Forum

Date:

Thursday 17 March 2022 – 6pm

(Meeting held at: Bridgwater and Taunton College, Cannington)

Participating:

Jim Claydon, *Chair*

Bruce Eyley, *Kilve Parish Council*

Erland Plomgren, *Holford Parish Council*

Rob Morgan, *Cannington Parish Council*

Sue Goss, *Stogursey Parish Council*

Jake Dade, *Avon & Somerset Police*

Gary Perrett, *Sustrans / Community Cyclists*

John Burton, *Somerset West and Taunton Council*

Ann Bown, *Somerset County Council*

Robin Kinahan, *Fiddington Parish Council*

Andy Coupé, *Somerset County Council*

Hugh Davies, *Somerset County Council*

Jo Manley, *Sedgemoor District Council*

Chris Morgan, *Somerset West and Taunton Council*

Andrew Darch, *Otterhampton Parish Council*

Malcolm Reid, *Nether Stowey Parish Council*

EDF Team:

Andrew Cockcroft, *EDF*

Andrew Goodchild, *EDF*

Andrew Wagstaff, *EDF*

Brian Buckingham, *EDF*

Carolyn Morgan, *EDF*

Robyn Evans, *SEC Newgate*

Drew Aspinwall, *SEC Newgate*

Apologies Received:

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

Roy Pumfrey, *Stop Hinkley*

Leigh Redman, *Sedgemoor District Council*

Item	Action
1 Welcome and Introductions	
1.1	Jim Claydon ('The Chair') welcomed everyone to the meeting. He asked everyone to introduce themselves and ran through the venue arrangements and forum protocols.
2 Meeting Note and Matters Arising	
2.1	The Chair referred to the meeting note of 25 November 2021 and invited any further comment on the draft and the afternotes provided.
2.2	3.21 – On the distribution list for notifications of training, it was confirmed that the list has been expanded to include all those living along the C182. Forum members were encouraged to sign up to the new notification system to receive updates. Sue Goss (SG) confirmed that she received the notification.
2.3	4.12 – It was noted that the statistical error spotted by Richard Cuttell (RC) in the fly-parking table in the presentation has been amended.
2.4	5.13 – Brian Buckingham (BB) provided an afternote on Combwich Wharf, confirming that the issue was explored with the Parish Council at their meeting. Rob Morgan (RM) said this was fine.
2.5	There were no further comments, and the draft meeting note was agreed.
3 Project Progress Update - (Andrew Cockcroft, EDF)	
3.1	Andrew Cockcroft (AC) provided an update on the project.
3.2 Covid-19 – Developing Our Response	<ul style="list-style-type: none"> HPC is now the first construction Site in the UK to be able to deliver its own vaccination clinics. The project's nurses have undergone specific training to prepare them. HPC continues to operate as a Covid Managed Project – accessing site by providing vaccination status or negative test result. Assessment of changes driven by the Government strategy of "Living with Covid-19". AC confirmed that the requirement to wear face masks on buses has been removed over the past month.
3.3 Progress Update	<p>AC highlighted some major visual changes over the past few weeks:</p> <ul style="list-style-type: none"> Hinkley Point C's first reactor building is now 17-metres taller. Unit 1's second 347-tonne liner steel ring was lifted onto the Unit 1 reactor building, which now stands at more than 32 metres tall.
3.4 Progress Update - MEH	<p>AC said work on the MEH phase is ramping up and shared an image from inside one of the electrical buildings. Linked to this is increased manufacturing of components and electrical systems off site to be brought in. AC highlighted the instrumentation and control cabinets being manufactured in France and said some are also being manufactured in Somerset, including in Bridgwater and Midsomer Norton.</p>

- The plant's Main Control Room is installed in the Nuclear Island Safeguard Building. It houses the instrumentation & control systems for the new power station
- The control room is housed in a structural steel 'box-in-box', a design which protects against:
 - Seismic events or mechanical vibrations – it is suspended on 18 vibration dampers that connect it to the enclosing concrete cell.
 - Background noise
 - Atmospheric contamination – the MCR is served by dedicated filtered HVAC that ensures the atmosphere inside remains habitable.

3.5 The Framatome Warehouse

Key Facts:

- Will function as an office, material handling, storage and workshop facility.
- Represents the first permanent building to be completed.
- Steel framed warehouse clad with insulated panels and took 28 months to build.
- The building houses its own internal gantry crane – allowing the movement and storage of large-components.

Use:

- Construction Phase - store and prepare important components to be installed by Framatome at the heart of the plant including Instrumentation, Control Panels and Safety Valves.
- Operational Phase - store large strategic components, which will be used in servicing and as critical spares for outages.

3.6 Delivering Socio-Economic Benefit

- The project continues to meet and exceed its targets for social and economic benefit for the local area.
- New jobs available and new training facilities will mean that local people can benefit, no matter their skill level or current position.
- Currently at £4.1 billion spent in the South West.
- 874 apprentices trained – getting very close to the 1000 mark towards the end of this year.
- 13,529 new jobs created on site so far. On track with local recruitment at 36%.
- £8 million has now been invested into Centres of Excellence – collectively they are a strong route in for local people to retrain or come in at junior levels.

3.7 The year ahead

- Around 217,000m³ of structural concrete will be poured – averaging 80 pours per week. That is over double the number poured each week in 2021.
- The MEH alliance will begin work on circa 500 rooms – ramping up their workforce in the process.
- Will pass 50% of all equipment deliveries to site – that's more than 1,000 in 2022.
- Key areas of activity:
 - Continued ramp up of civils and MEH.
 - Work will begin on the main control room.
 - The simulator building will be transferred to the pre-operations team.
 - Progress on marine works, including installation of intake heads.

3.8 Associated Developments

- **Cycle Safety:** Actions are being taken to improve signage and educate the workforce on site to avoid dangerous cycling in pedestrianised areas.
- **Bridlepath Widening:** Over the next month, TCI will be making improvements to the bridlepath by the Hinkley campus. This will make it wider and more suitable underfoot / wheel.
- **Workforce Uplift:** AC said the workforce uplift programme is close to concluding. In terms of the decision-making process, they are now within phase 4 and working with local authorities to make decisions and ratify increased mitigation measures in the pipeline.

3.9 Application for DCO Material Change

Hinkley Point C's initial Development Consent Order was granted by the UK government in March 2013. Since that time, there have been a number of non-material changes to the plans for the new power station including the recently approved one in December 2021, but no-changes that have constituted a full material change to the original DCO have occurred.

Later this year, HPC will be submitting a material change application that will include:

- Permission to remove the requirement to install an acoustic fish deterrent system.
- A change in the method of spent fuel storage from "wet" to "dry".
- Changes to the plot plan to accommodate a relocated and re-designed Meteorological Mast.
- Permission to retain the existing Temporary Substation as a permanent feature to supply electricity to HPA and HPB.
- The addition of four new structures to house sluice gates and lifting beams which would be used during outages.

As a material change, a full public consultation will take place with the public and all statutory consultees in advance of the application submission. The consultation is currently expected to begin in May 2022.

AC gave assurance to Forum members that there will be a special forum meeting for them to engage with and there will be more detail available later in spring and into summer.

Questions

- 3.10** Hugh Davies (HD) asked about damage and works to the seawall, saying that he read that there were plans for some changes. AC said he is unaware of any damage or any need to change the seawall. Bruce Eyley (BE) added that he understood that it is the wall at A Station that requires some work, saying some analysis has been carried out.
- 3.11** In response to Gary Perrett (GP) on the cycle path, AC recognised the need for a wider holistic solution. He said the bridleway is not being seen as a 'sticking plaster', rather it needed improvement anyway.
- 3.12** Ann Bown (AB) asked about the number of HPC workers currently off work due to Covid. AC said these numbers are not something the project formally reports on.

- 3.13** AB raised concerns about the cycleway through Wembdon due to the narrow roads. She said there are cars parked on the top part of Wembdon Hill that could cause a danger. Andy Coupé (ACé) said the route through Wembdon is an assigned cycle route and also the preferred route. He said the existence of parked vehicles along Wembdon Hill is actually quite helpful as it acts as a natural traffic calming measure. There are residual concerns the Parish Council have on the volume and speed of traffic, an issue which the authority is live to. He added that there is no evidence of any particular issues associated with cyclist safety in the village.
- AB asked what signage will be put up. ACé said there is already signage on poles and that it is an assigned cycle route. AB said she has not noticed these and suggested that therefore others will also have not spotted them.
- 3.14** SG made the point that the presentation on the DCO material change mentioned the fact that it will change the type of storage from wet to dry but did not state that it will require an enlargement of the building, saying this is an important point that should be included. AC responded by informing the Forum that it will increase the building size by about a third and will increase in height.
- 3.15** On cyclist safety, SG questioned when Somerset County Council will do something on improving signage, particularly along the side of the brook at Shurton, which she said has been an ongoing issue for some time.
- ACé said the area traffic engineer was due to undertake a site visit to check the existing signs and lines and whether anything can be improved. He could not give a timeline on this but gave assurance that the area traffic engineer will attend the location.
- 3.16** Chris Morgan (CM) also spoke on cyclist safety. He said that SCC Highway have ignored the state of roads between Hinkley Point and a couple of the larger campsites being used, one at Nether Stowey and one at Holford. CM said he has emailed three times since the end of January to get a pothole repaired.
- ACé apologised on behalf of SCC if there has been a failure in any way to respond to correspondence regarding the pothole. ACé said he can only surmise that it has been through the correct process but that if he is provided with the details then he will pass them on to the area's Highway Officer and ensure it is brought to their attention.
- 3.17** CM also raised concerns on the number of cyclists travelling without lights, specifically to Moorhouse Farm, calling for some kind of education on road safety. The Chair asked whether the cyclists were actually Hinkley workers. CM responded that they were all on the way to Moorhouse Farm and therefore there were.
- AC recognised the concerns raised by CM and the danger of travelling without lights. He said HPC runs campaigns internally and have physically issued its cycling community with high-vis, bike lights and other equipment. He offered assurances that the EDF team can look at undertaking a renewed campaign on this.
- 3.18** On road safety, Jake Dade (JD) said Avon and Somerset Police ran a campaign last year with Devon and Somerset Fire and Rescue Service, providing people with high-vis equipment, and said this sort of activity can be undertaken again. He said Avon and Somerset Police are looking to hold a bike marking event around Hinkley this spring. AC welcomed the possibility of HPC being involved in this.

- 3.19** GP said there will be an active travel day at Bridgwater Town Hall on Saturday 21st May and encouraged EDF to be involved in this. (There will be more information about this event on the Bridgwater Area Cycling Campaign website: <https://thebacc.org.uk/> nearer the time).

AC thanked GP for this information.

Item 4: Update from Transport Review Group

4.1 Transport Review Group Quarterly Report

Carolyne Morgan (CeM) summarised the Transport Review Group Quarterly Report for October-December 2021. This information was presented to the Transport Review Group (TRG) on 8 February 2022.

4.2 Construction Workforce Travel Plan (CWTP)

CeM compared quarter 3 (Q3) against Q4 2021, summarising that there are slightly higher numbers for the HPC bus service in Q4 and slightly less walkers but that this was probably due to the day the survey was undertaken and the rise in the HPC bus service.

She said that overall, the targets are broadly similar to those set out for the travel plan itself. The final journey to the site had a total of 87.5% on the bus and a total of 8% walking.

CeM updated on bus passengers and their locations:

- Bridgwater (including Campus) – 31.5%
- J23 P&R – 27.1%
- J24 P&R – 10.8%
- Taunton & J25 P&R – 4.7%
- Quantock Lakes P&R / Cannington – 11.8%
- Washford Cross P&R – 2.3%
- Local – 2.5%
- WSM – 2.4%
- BoS – 0.9%

4.3 Construction Workforce Travel Plan (CWTP)

Between Q3 to Q4, there was a rise from 98 to 214 fly-parking complaints received to the helpline, but only 21% were confirmed as HPC related fly-parking.

The monitoring was undertaken and identified 398 fly-parking at HPC so overall there was a total of 444 for the last quarter of 2021. CeM said the three phased approach for tackling fly-parking is still in place.

4.4 Construction Traffic Management Plan (CTMP)

CeM confirmed that the HGV deliveries are within the caps set in the DCO for the last quarter.

In last quarter there were:

- 38 breaches (0.28% of total HGV movements) during Q3
- These 38 breaches were all due to HGVs deviating from the approved route
- There were:
 - 0 HGV outside of permitted delivery hours
 - 0 HGV over permitted time limit
 - 0 HGV deviated from HGV route and outside of permitted delivery Hours

- In Q3 there were on average 169 daily HGV movements and 88 daily HGV deliveries
- In Q4 there were on average 207 daily HGV movements and 102 daily HGV deliveries
- The forecast for Q1 2022 is 220 daily HGV movements and 120 daily HGV deliveries.

Questions

- 4.5** Andrew Darch (AD) asked whether the HGV deliveries referred to are just to the main site or Combwich Wharf as well. He raised an incident where an HGV came into Combwich village instead of going to the wharf, asking whether this would be included in the figures. Brian Buckingham (BB) confirmed that it is included in the figures and that deliveries to Combwich are no different to those to the main site. He recalled the incident raised by AD and confirmed that HPC responded to this.
- 4.6** Sue Goss asked the reason why drivers are deviating from the approved route? AC said he understood that was a small gap where some signage had been removed could have contributed to the causes of these incidents, along with drivers following the sat nav over the signage. He said the signage has been put back in place to mitigate against this. BB added that the wayfinding signage was improved before Christmas. He confirmed that it is typically drivers who are following the sat nav and not the wayfinding, but re-iterated that said that it is only a small minority, as shown by the figures.
- 4.7** AB asked whether HPC will look at starting a bus route in the Woolavington area. Andrew Wagstaff (AW) offered assurance that the bus routes are constantly reviewed. There is a formal review once a month to focus on the hotspots of workforce populations and specific requests for a bus service from groups of people in the same area. However, AW said the issue with the more rural areas is that people living in that area may work across different shift patterns and therefore HPC would need to put a limited number of reduced capacity vehicles on a consistent service to meet everyone's shift to and from site and this is not always feasible.
- 4.8** AB suggested that is why people in those areas may not be employed by HPC as they cannot get to site. AW acknowledged this point but said there are challenges in providing the bus services, particularly for more service-orientated specialisms on site who work disparate shifts. He said HPC would like to be able to service everyone from every area, but this is not always possible or feasible from both a frequency and bus availability point of view.
- 4.9** Rob Morgan (RM) said the clerk of Cannington Parish Council has requested the timetable for all buses that go through the centre of Cannington. AW agreed to provide this.
- AFTERNOTE:** the latest timetable was emailed to the Clerk on 22/03/22

**AFTER
NOTE**

5 Item 5: Transport Update - (Brian Buckingham / Andrew Wagstaff, EDF)

- 5.1** Brian Buckingham (BB) gave an update on works and activity at Combwich Wharf.

5.2 Combwich Wharf Construction

Completed works:

- Major constructions works such as piling and the slab area
- Removal of fenders on Dolphin F

- Replacement of 9 of the 11 emergency access ladders
- Relocation of broadband fibre cable
- Commissioned security infrastructure
- Fenders installed to support upcoming delivery
- Acoustic fencing completed.

Remaining works:

- Remaining emergency access ladders (target 31st Mar 2022)
- Reinstatement of Public Right of Way (target by May 2022)
- Demolition of Dolphin F (plan is to do that before first proper deliveries for the project in July this year).

BB said they will identify a window in the programme to demolish the dolphin in line with licence from the Marine Management Organisation. BB said this should not be too invasive but needs to be removed as it is a hazard to the barge manoeuvring in and out of the berth.

5.3 Operational Update

Next scheduled dredging campaign w/c 14th March 2022

- National Grid Delivery (not part of the HPC project)
- Delivery Window the 20 - 22nd March 2022
- 3 x Series Transformers from Germany, 120 tonnes each
- Transporter is 30m long
- Transit via the C 182 under Self Escort Sat 25th & Sun 26th March 2022

BB said the notification system is a useful tool to keep up-to-date on delivery movements and encouraged everyone to sign up.

5.4 Barge on Barge (B2) Marine Engineering Design

- MMO screening process ongoing
- Stakeholder engagement continues
- Delivery Barge (x 2) undergoing procurement
- Expected issue of MMO License in Jul 2022
- Base Barge procurement on hold until MMO License has been approved

BB explained that benefit using the Barge-on-Barge technique was that is meant operations can be undertaken for longer and safer than the tides naturally permit. The new barges are being made in Holland but will be painted locally in Appledore dockyard.

Questions

5.5 GP asked about noise regarding the demolition of Dolphin F.

BB confirmed that the work can be undertaken within the noise limits as set out in the DCO.

5.6 GP asked about the use of the term 'series reactors' in the presentation.

BB confirmed that they are transformers and GP advocated using the word 'transformers' as 'reactors' could be misinterpreted. BB noted this.

5.7 AB said the presentation showed that delivery would take place on Saturday 25th March but said that the 25th of March is a Friday.

BB confirmed that it would be taking place on the Saturday and Sunday of that weekend.

Stearth Cyclepath

- 5.8** AW said HPC have started initial negotiations with the County and District Council officers regarding the proposed route and surfacing for the cycle path. He said it is still a work in progress and the design is still up for debate, as is the route to a certain extent. He said HPC are looking to revise some of the drawings based on initial conversations with councillors, with a view to broadening the engagement programme with the Parish Councils and local residents after May's local government elections.

5.9 Doggett's lay-by bollards and enhanced fly-parking team presence

On fly-parking, AW highlighted a picture of the bollards put in place at Doggett's lay-by, which he reported has resulted in stopping the vast majority of fly parking in this location. AW added that HPC have also enhanced the presence of the fly-parking team to ensure they are there for the main peak shift arrival and departure times, which has resulted in a significant reduction in fly-parking in the vicinity.

Along with this, HPC have formalised the strike process on site and the Tier 1's and Unions have now all signed up to this. AW added that the process has been formalised to serve formal anti-social behaviour notices to serial offenders, saying it is due to commence soon.

Trip Level Capacity Monitoring

- 5.10** AW gave an update on bus capacity:

Arrivals: The majority of individual trips are fully utilised between 5-6am. Fleet mix can be cross-referenced with other routes that may benefit from DD if there are capacity issues.

Departures: Secure departures from East and West Offices are managed based on daily shift-end and can vary between days.

AW said he is generally content with the figures. He told the Forum that he has set Somerset Passenger Solutions (SPS) a target of in and above 97% for the peak high-volume high-frequency routes.

5.11 Questions

Malcolm Reid (MR) asked whether 100% means the bus is full.

AW said this means the bus is absolutely full, confirming this means 83 people on a double decker and 53 people on a coach.

- 5.12** SG said the presentation on the proposed cycle route did not include the part of the track from Stolford to Hinkley Point. AW said it was just indicative for the purposes of the presentation and gave assurance that there are very detailed drawings which will be used as part of the consultation.

- 5.13** SG welcomed that the bollards are in place at the layby by the campus. On behalf of RC, she asked whether monitoring is taking place at the weekends also? AW confirmed that monitoring takes place at the weekend but not 24 hours a day. He said they are currently looking to recruit two positions in SPS, which will give more enhanced cover over the weekends.

- 5.14** Hugh Davies asked for the contact details to report landslips and other events, saying he has previously made contact but not had any feedback. AW said SPS monitor road traffic and emergency works notifications through their Ops Team. **ACTION:** AW provided the contact details to report such events.

ACTION

- 5.15** Responding to concerns from GP on the cycle path, AW said there is a substantial library of documentation from all concerned parties related to the project. He reiterated that HPC are not yet in a position to engage further but gave assurance that after the local elections, the up-to-date drawings, detailed mapping, and design will all be up for discussion as they continue to refine the proposed bridleway route and servicing.
- 5.16** MR called for the intermediate community bus to go to Bridgwater instead of stopping part way. AW said all buses go both ways and the full route. MR had raised this previously when this was not the case. AW said since then, normal service has resumed.
- 5.17** AD said there are some cottages (Dame Withcombe Cottages) opposite the turn into Combwich by the layby and called for some 'warning pedestrians' signage to be put up as there are a few families that live there who need to walk along the side of the road. ACé said the area traffic engineer has been in discussion with the Parish Clerk on the signage and that the signs will be ordered and implemented in the new financial year.

6 Any other business - (Chair)

Pre-submitted question from GP:

- 6.1** *A request please for the local council to clean and maintain the cycling & walking path between Combwich and Cannington. Debris and vegetation has built up over the length of the path, but mostly you need to tackle the poor state of the dipped areas (particularly in the granary lay-by) which are full of mud, stones, etc. Of note: the Cannington to Sandford path continues to remain relatively free from debris, due to the fact that a grass verge runs along side its full length.*

Jo Manley (JM) said this has been cleared and she has been told that it is done every nine weeks continuously. GP confirmed that following his question the areas had been cleaned 'immediately' and thanked those concerned.

- 6.2** SG asked about the proposed car parking initiative, by EDF, to alleviate car parking issues in communities closest to Hinkley. She asked when will the County Council and District Council officers make a decision on this, as the situation is becoming imminent. SG said she hopes the Councils will not prevaricate for much longer and would like some movement on this as it will take time for communities to create car parking spaces. Andrew Goodchild (AG) noted this request.
- 6.3** CM said he would appreciate Andrew's support on this issue and express his concern that it felt that everything is on hold at the moment, with the impending move to one unitary authority.
- 6.4** JD gave an update from Avon and Somerset Police, saying there have been complaints in Cannington regarding speeding following end of shift time at Hinkley, suspected to be Hinkley traffic. He said a speed detection device was put in place for 10 days and the data showed there is not a speeding issue through Cannington, particularly Rodway. There was an average speed of 29mph of 60,000 vehicles over ten days. JD said about 17% of vehicles were over the speed limit but that this does not go over the enforcement limit. He said the speeding issue was actually worse on the weekends. This information will be fed back to the complainant.

- 6.5 AD asked if there is any evidence that the 50mph speed activated sign at Biffins Corner, is having an impact on traffic speeds?
ACé said that as a vehicle activated sign, its purpose is to highlight the presence of the junction. He said there is general compliance with the speed limit, though there will always be those who do not comply.
- 6.6 SG sought clarity on which is the access road for Operation Harold (Op. Harold), asking whether it is along Stogursey Lane or Stringston Road?
JD said there are five routes for Op. Harold, including one that goes through Stogursey.
AW said emergency vehicles will use the Harold route.

AFTERNOTE: AW confirmed the Op. Harold route verbally with SG.

AFTERNOTE

- 6.7 **Thanks to Cllr Ann Bown:**
The Chair said it was Ann Bown's last forum as she will be standing down as a councillor. He thanked Ann for all the contributions she has made over the years and for representing her community.
AB said the project has been part of her life for the past 36 years and thanked the Forum and all those involved for always being courteous. She said it has been a wonderful experience to see the project progress and that it is good for young people, the economy, and people who work in the area generally and wished everyone all the best for the future.
- 7 **Date of next meeting:**
- 7.1 The next Transport Forum will take place on Thursday 14th July 2022 at 6pm
- 7.2 The meeting ended.