

# DRAFT Meeting Report

**Regarding:**

EDF Hinkley Point C: Transport Forum

**Date:**

Thursday 16<sup>th</sup> March 2023 – 6pm

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

**Participating:**

Esther Lawson, *Avon & Somerset Police*

Valdo Andrade, *Avon & Somerset Police*

Andy Coupé, *Somerset County Council*

John Roberts, *Nether Stowey Parish Council*

Anne Reed, *Wembdon Parish Council*

Penny Everett, *Nether Stowey Parish Council*

Hugh Davies, *Somerset County Council*

John Burton, *Somerset West and Taunton Council*

Shaun Ryall, *Cannington Parish Council*

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

Bruce Eyley, *Kilve Parish Council*

Rosemary Woods, *Somerset County Council*

Chris Morgan, *Stogursey Parish Council & Somerset  
West and Taunton Council*

**EDF Team:**

Andrew Cockcroft, *EDF*

Andrew Goodchild, *EDF*

Andrew Wagstaff, *EDF*

Brian Buckingham, *EDF*

Stacy Walker, *EDF*

Rachel Lister, *EDF*

Robyn Evans, *SEC Newgate*

Drew Aspinwall, *SEC Newgate (Chair)*

**Apologies Received:**

John Addison, *Cannington Parish Council*

Roy Pumfrey, *Stop Hinkley*

Sue Goss, *Stogursey Parish Council*

Item	Action
<b>1 Welcome and Introductions</b>	
1.1 Drew Aspinwall ('The Chair') welcomed everyone to the meeting. He asked everyone to introduce themselves and ran through the venue arrangements and forum protocols.	
<b>2 Meeting Note and Matters Arising</b>	
2.1 The Chair referred to the meeting note of 17 November 2022 and invited any further comment on the draft and the afternotes provided. There were no further comments and the meeting note was approved.	
<b>3 Project Progress Update - (Andrew Cockcroft, EDF)</b>	
3.1 Andrew Cockcroft (AC) provided an update on the project.	
<b>3.2 Safety and Learning</b>	
AC began by saying it has been a difficult few months for the project, with a fatality on site and a road incident involving a HPC bus. He said learning is being taken from both of these serious events and HPC have taken a step back and are now looking to bolster and reinforce safety messaging. Investigations are continuing on both events and AC said he should be able to provide an update at the next Community Forum.	
<b>3.3 Reactor Pressure Vessel Complete</b>	
<ul style="list-style-type: none"><li>• The first nuclear reactor built for a British power station in more than 30-years is complete and ready for delivery to Hinkley Point C.</li><li>• The "reactor pressure vessel" is the high strength cylinder that contains the nuclear fuel and the chain reaction needed to make heat.</li><li>• At just 13m long and weighing in at 500 tonnes, each of the two reactors at Hinkley Point C will help power around 3 million British homes.</li><li>• The reactor has been built in France by Framatome; the same nuclear engineering company which built Britain's last nuclear reactor, at Sizewell B in 1991.</li><li>• Teams have spent 80,000 engineering hours on its construction.</li></ul>	
<b>3.4 Unit 1 Equipment Hatch Cover</b>	
<ul style="list-style-type: none"><li>• One of the first major milestones of 2023.</li><li>• The Equipment Hatch cover and leak-tight assembly for Unit 1 arrived at Avonmouth on Monday 6<sup>th</sup> March.</li><li>• The hatch provides an opening to allow large items of equipment to be moved into the Reactor Building during construction and operation.</li><li>• Its leak-tight cover will eventually be placed on the inside of the building, allowing the hatch to open and close while maintaining the containment boundary when the Reactor is in operation. The cover measures 8.4m in diameter and weighs 48 tonnes.</li><li>• The hatch will be held at Avonmouth until the supporting civils work has been completed. It will then be shipped to Site via Comwich Wharf.</li></ul>	
<b>3.5 Marine Works</b>	
<ul style="list-style-type: none"><li>• Balfour Beatty has successfully installed the first Internal Ring Propping (IRP) into Intake Tunnel 1.</li><li>• The IRP system provides safety bracing for the previously installed tunnel concrete rings. In turn, this will allow the team to cut a hole in the side of the tunnel and mine towards the liners that'll be installed this year through the Heads.</li></ul>	
<b>3.6 First Accumulator Tanks</b>	
<ul style="list-style-type: none"><li>• The first of four Accumulator Tanks for the Unit 1 Reactor Building was installed on 4th February.</li></ul>	

- Lifted into position by Big Carl, the tank weighed 51 tonnes and measured 9.1m tall.
- The Accumulators are an essential safety component as they'll passively inject boronated cooling water into the primary circuit without the need for outside intervention in the event of a loss-of-coolant incident.

### 3.7 Progress in 2023

- The project will reach the peak of construction with both main-civil works and mechanical and electrical installations in progress.
- This will be the year HPC place the Dome onto Unit 1 and receive the Reactor Pressure Vessel on-site.
- In the Bristol Channel, more great work will occur as the shafts are drilled to connect the heads to the cooling water tunnels.
- The main control room that has been pre-fabricated will also be transferred into Unit 1 for its fit-out.
- In addition, the suppliers of the Nuclear Steam Supply System (Framatome) and Turbine (GE) will increase their presence on Site and start installing equipment.
- The MEH teams will also be accelerating the installation of 1,000 km's of pipework and cabling as rooms are transferred from the main-civils work.

### 3.8 Combwich Wharf and Logistics

- All remediation work now completed at Combwich Wharf with the installation of an upgraded berthing bed.
- A busy schedule of deliveries as major components begin to arrive to support the Mechanical and Electrical installation.
- Training of in-house teams to carry out escorted moves along the C182 completed and awaiting vetting confirmation.

3.9 AC reiterated that it will be busy over the peak of construction, but that HPC will continue to work closely with the communities around Combwich. Due to the sensitivity of some of the components being brought in, HPC will not advertise exactly when the load is coming in or declare what it is. However, they can inform people when they are moving the load along the C182.

### 3.10 Team News

- AC introduced Stacy Walker who has joined HPC as Stakeholder Relations Manager.
- Rob Jordan has been welcomed back to the project to take on the role of Site Construction Director.
- Nigel Cann is transferring to the Sizewell C project from the start of April 2023.

### 3.11 SPS Training

Andrew Wagstaff (AW) gave an update on the training that SPS drivers get:

- There is Ongoing Driver Development Training (covering different routes and vehicles)
- Drivers take part in Driver Certificate of Professional Competence Training (CPC)
- Banks person / Body Cam / Tachograph / Secure refreshers are used in training
- Drive SAFE refresher training is undertaken by everyone at SPS
- Driver Remedial / Assessments are also offered
- Driver Quality Audits / Gatechecks / In-service Checks are done on an ad-hoc basis by the driver training team (AW reported that SPS are about to increase the driver training team to a team of 8)
- Competency Tests are linked to remedials and assessments
- Throughcare Assessments – Driver Training for drivers with less than 12 months service.

AW reiterated that safety is key on the project. The recent incident involving the double decker bus is still being investigated but HPC will be able to provide an update in due course.

**3.12** Bruce Eyley (BE) asked if any lessons were learned from Secure Bus during the incident. AW responded that no specific lessons were learnt with regards to Secure Bus as a result of the Double Deck bus incident. What the incident did prove was that the integrity of the HPC Secure Bus process was maintained throughout the incident with the Site Access system being updated as planned when the integrity of a secure vehicle en-route to site is breached.

**3.13 Pre-submitted Question – Circular Route**

Submitted by Sue Goss, Stogursey Parish Council

‘Would it be possible for the Circular route of the HPC bus serving HPC workers living in Stogursey and the hamlets be included in the road gritting scheme run by SCC highways from now on? This is obviously not a main transport route but I understand that there have been issues, particularly at Priory Hill, Stogursey, when there is frost and / or icy conditions.’

Chris Morgan (CM) also commented that said there was no salting or gritting on the circular route around Stogursey.

Andy Coupé (Acé) said the route through Stogursey, including Burton and Shurton, is on the gritting network, though it is not on the full resilient network which is essentially limited to the principal roads around the County. He said that unfortunately, the scale of the gritting operation in the County means that it is not economically feasible to add the additional routes to the full network.

**3.14** Anne Reed (AR) said the B3339 through Wembdon is used as the alternative route, which is where the double decker overturned. She said this sort of incident is likely to happen when there is ice and snow if there is no gritting.

Acé said Wembdon Rise is part of the primary route so it does get gritted as part of the routine, but Wembdon Hill, further to the north, is on the green route.

**3.15 Pre-submitted Question**

Submitted by Roy Pumfrey, Stop Hinkley

‘Why do you continue to use ‘big’, ‘great’ and ‘huge’ to describe aspects of the work at HPC? Would it be possible to allow Forum members to make up their own minds without use of subjective adjectives and to simply state objectively the size/weight/capacity of the activity and the components involved?’

AC said that he could not see these words used within the presentation pack and any use of superlatives amongst the team comes from passion for the project and that he would respond to Roy Pumfrey directly on this in due course.

**3.16 Pre-submitted Question – RPV**

Submitted by Roy Pumfrey, Stop Hinkley

‘The song and dance about the arrival of the RPV reminds me about the Combwich wharf/freight layby argument during the DCO application. The Chair of Otterhampton PC went to some lengths then to demonstrate that the quantity of material required to construct the layby facility exceeded what could be delivered by sea, given the tidal restrictions at Combwich. Can you tell us now how much material has gone into making the freight layby area and how much has been delivered by sea?’

AC said this is more of an academic question, given that neither of the associated developments attached to the wharf such as the laydown area and the alternative layby which was given permission have been developed. In terms of bringing materials in, AC said HPC have been very successful in operating the jetty which is bringing in a proportion of aggregates and having a massive impact on reducing lorry loads.

**AFTERNOTE:** Vessels delivering material to the temporary jetty have delivered over 1,000,000 tonnes of material to HPC to date.

**AFTERNOTE**

**3.17 Pre-submitted Question – C182 Maintenance**

Submitted by Sue Goss, Stogursey Parish Council

'The C182 between Wick Woods and HPC is deteriorating badly - the road surface itself is relatively good but it would appear that there are problems with the underlying road structure resulting in dips and bumps which impact adversely on all road users. This could well be the result of usage by heavy construction traffic but is now impacting on all road users. HPC buses seem to be particularly affected - often seen to be lurching towards the traffic on the opposite carriageway - which is obviously not ideal and potentially dangerous. Are you aware of this and is there a plan in place to remedy these faults particularly along the stretch of road between Wick wood and the Stogursey junction?'

Acé said this is a fair concern to raise given the undulations in the road that are felt when driving on it. The C182 is subject to a deflectograph survey every two years as an obligation of the original DCO S106. Interestingly, the most recent survey that was undertaken in 2021 confirmed that the road is in good structural condition with the exception of the length beyond the junction of Burton/Shurton and the HPC site. As a result, this section was the subject of surface treatment within the past 18 months or so.

Deflectograph surveys have been shown to give reliable estimates of the residual life of a road. Although the measurements are taken on the road surface the deflection measured is the sum of deflections in all layers of the road, including the sub-grade on which the road has been built. This means that the measurements reflect not just weakness visible at the surface, but also weaknesses that are developing within the pavement.

The key issue the C182 faces is its width and alignment which means that the road is liable to overrunning from large vehicles. The results in accelerated deterioration of the road edges. This led to the haunching works which were undertaken a few years ago.

Acé said the next survey is due this year and it will be interesting to see how the structural condition of the road continues to fair given the winter we have had. In the meanwhile, any defects in the road should be reported through the Council's online reporting system and repairs will be made in accordance with its intervention standards.

**3.18** CM said there is one area with a huge indentation in the road on a corner, which is a major concern and seems to be getting worse.

**3.19** AR said if it is affecting the way buses are being driven then this would be detected by dashcam footage in the buses.  
AC agreed and said this will also come from feedback from the bus drivers, who will not continue if they feel it is dangerous.

**3.20** Richard Cuttell (RC) said that the gullies were being cleaned on the A39 the day after the double decker incident. He said it would be a good idea to do this on the C182.  
Acé said the County Council operates a planned maintenance programme for cleaning highway surface water drains on all the roads it maintains. How often it does this depends on where they are (the classification of the road) and the relative risk of flooding.  
Acé did not want to comment on the incident on the A39.

## **4 Update from Transport Review Group – (Rachel Lister, EDF)**

### **4.1 Transport Review Group Quarterly Report**

Rachel Lister (RL) summarised the Transport Review Group Quarterly Report for October to December 2022 (Q4), presented to the Transport Review Group (TRG) on 30 January 2023.

### **4.2 Construction Workforce Travel Plan (CWTP)**

Final journey to HPC site (last Quarter)

- 87.4% travelled by bus

- 8.5% pedestrians walking to site (including those walking to campus)

**4.3** RL gave a summary of HPC bus passengers from key locations:

- North of Bridgwater – 8%
- Local Area – 13%
- Washford Cross P&R & Minehead – 2%
- Bridgwater (including Campus & non secure J23 and J24 P&R) – 47%
- Taunton & J25 P&R – 9%
- J23 P&R (secure) – 13%
- J24 P&R (secure) – 8%

**4.4 HPC helpline complaints**

Fly parking complaints received by HPC Helpline for Q4 2022 was 159.

- HPC Worker not Fly Parking – 27 – 17%
- HPC Worker Fly Parking – 37 – 23%
- Not a HPC Worker – 95 – 60%

**4.5**

- The HPC Fly Parking Team also undertake their own checks and investigated 472 potential observations.
- During the last Quarter, 233 bus passengers were found to be fly parking.
- This represents 2.98% of the total workforce and based on a full working week (Monday to Sunday) during the Quarter equates to 3 HPC workers fly parking a day.
- All those identified will go through the 3 Step Fly Parking Process.

**4.6 HPC Car Share**

- HPC Car Share Strategy and Liftshare App – Launched 28<sup>th</sup> September 2022 and a second launch took place in December 2022.
- There is a monthly competition - HPC workers enter by signing up to the website or App and registering their journeys.
- A winner was announced for being the “Top Car sharer” for sharing the most car journeys and a joint prize was issued for sharing the most journeys together that month.
- RL said that the promotion of HPC Car Share will continue.
- 28% of those arriving via car to a Park and Ride were car sharers (2,357 bus passengers arriving via car 651 via Car Sharing- 285 car drivers and 366 car passengers).

**4.7 Construction Traffic Management Plan (CTMP)**

HGV Movements against HGV Average / Maximum Daily / Quarterly Limit for HGV Routes – 2022 Q4

35 breaches (0.39% of total HGV movements) during Q4

- 1 HGV outside of permitted delivery hours
- 0 HGV over permitted time limit
- 34 HGVs deviated from the approved HGV route

**4.8** RL said Brian Buckingham’s team have undertaken a route audit to identify areas where more information on the route may be needed for drivers.

**4.9** RL provided a breakdown of the average daily HGV movements and deliveries for Q3 and Q4, along with the forecast for Q1 2023.

**Q3 (average)**

- Daily HGV Movements 157
- Daily HGV Deliveries 79

(below 500 DCO average Limit)

**Q4 (average)**

- Daily HGV Movements 115
- Daily HGV Deliveries 58

(below 500 DCO average Limit)

**Forecast 2023 Q1**

- Daily HGV Movements 160
- Daily HGV Deliveries 80

- 4.10** AR asked whether there was any comfort that can be provided to cyclists who leave their bicycles parked along the traffic barriers alongside Homberg Way, and asked whether any bicycles have been stolen.  
RL said she has not had any feedback on this.  
Esther Lawson (EL) said none have been reported as stolen to Avon and Somerset Police.
- 4.11** RC asked whether HPC reports statistics on the vans and vehicles that are not HGVs.  
RL said HPC only report on the HGV numbers.  
Ace said an HGV is anything over 7 and a half tonnes and therefore the statistics capture more than you would expect.

**5 Successful Reactor Pressure Vessel Delivery - (Brian Buckingham, EDF)**

**5.1 Unit 1 Reactor Pressure Vessel Delivery – Feb 23**

Brian Buckingham (BB) gave a presentation on the Reactor Pressure Vessel (RPV) delivery.

BB spoke on the process, from the delivery of the RPV to the HPC Muster Port, transportation to Combwich Wharf, and transportation up the C182. He outlined the work that takes place with various stakeholders and the steps and measures that were taken against a backdrop of various security considerations. Working with partners in Framatome, he said it took around six months to get all the detailed planning in place.

A video was shown on the delivery.

- 5.2** Penny Everett (PE) asked how much the weather must be taken into account.  
BB said HPC have a subscription to a very good weather forecasting system. HPC set the dates and then two weeks ahead of this they monitor the long-term, medium and short-term forecasts.

He explained that there are certain no-go points and places of safety in the event of weather changes that were not anticipated. He added that the road journey itself is subject to weather thresholds in terms of wind.

BB said that since working on the project, there is not a single delivery that he is aware of that has had to be cancelled due to the weather.

- 5.3** RC said AC previously gave assurance at the Main Site Forum that there would be no additional buses coming through the villages. RC said the Cannington bus came through the villages during the delivery and asked whether there would be additional single decker buses coming through in future.  
BB said HPC must make sure there is a way of getting the workforce to and from site, and there will always be bus traffic and additional car traffic cutting through Burton, Shurton and Stogursey. He said HPC are mindful of the fact that the public and members of the project will need to use the road space at the same time that deliveries take place, and therefore do not close the road.
- 5.4** AW gave assurance that this would not be the case for every AIL movement but it is unrealistic to shut down site for eight hours when there are large loads. In these instances, HPC will put on a



single-deck bus for the Cannington shuttle service, using the Cannington Park and Ride as a hub, with a bus running every half hour.

## **6 Update on Hinkley Logistics Hub - (Andrew Goodchild, EDF)**

**6.1** Andrew Goodchild (AG) gave an update on the Hinkley Logistics Hub.

### **Junction 24 – Hinkley Logistics Hub**

- HPC has taken a 5-year lease on the former Argos Distribution Centre site near Junction 24.
- HPC will use the warehouse to store equipment and material prior to it being transported to HPC (similar to the warehouse at the existing Junction 24 Park and Ride site).
- The number of HGV movements will not be anywhere as intensive compared to the former occupier and so HPC propose to make use of the hardstanding around the building as bus storage with some additional park and ride capacity.

### **6.2 Junction 24 – Hinkley Logistics Hub – Rational**

- Additional Parking (~600 cars) will provide HPC with additional spaces at peak of construction.
- It will help HPC achieve a better distribution between J23 and J24 whilst work at Dunball Roundabout is undertaken in 2023/24.
- It will create additional employment opportunities for local people / former distribution centre staff.
- It will allow SPS to retain their base of operations at J24.

**6.3** AG said the number of movements anticipated by HPC will be less than the previous occupier. HPC have provided a note and its methodology on this to National Highways and Somerset County Council and are awaiting feedback before submitting the application.

**6.4** AG also reported that Sedgemoor District Council approved a separate application for a fence in February 2023.

**6.5** AG said HPC presented and discussed the proposals at:

- The Community Forum in January 2023
- Bridgwater Town Council in February 2023
- North Petherton Town Council in February 2023

AG encouraged members to ask any questions on the proposal but gave assurance that people will have the opportunity to comment to Somerset County Council once the application is made.

**6.6** Hugh Davies (HD) asked where the site is in relation to Canalside.

AG said HPC's operation is much closer to the M5. Movements to and from the distribution centre would be around Huntworth roundabout and the M5.

**6.7** The Chair asked how many people / additional jobs there would be working in the warehouse.

AG said about 80-100, explaining that there will not be as many as there were working at Argos as HPC's operation is not as complex. He added that HPC may look to utilise some of the mezzanine floor as part of office space for the wider warehousing logistics operation.

## **7 Recent Community Feedback / Any Other Business - (Chair)**

**7.1** AC said the team have been talking about whether buses can reverse.

AW confirmed there is not a 'no reversing' policy within SPS. In an instance where there are two buses, the bus without passengers would be the one expected to reverse.



- 7.2 Stacy Walker said an AIL movement is taking place on Sunday 26<sup>th</sup> March 2023 and a text message will go out as normal three days ahead of this to those signed up to the system. You can sign up to the Notification service for rolling road blocks on the C182 at <https://www.surveymonkey.co.uk/r/XQY9VDP>
- 8 **Date of next meeting: Thursday 13<sup>th</sup> July 2023 at 6pm**
- 8.1 The next Transport Forum will take place on Thursday 13<sup>th</sup> July 2023 at 6pm.
- 8.2 The meeting ended.

DRAFT