

Welcome

Agenda:

Transport Forum – Thursday 16th March 2023

1. Welcome and introductions
2. Meeting note / matters arising from last Forum held on: 17th November 2022 - (Chair)
3. Project Progress Update - (Andrew Cockcroft EDF)
4. Update from Transport Review Group – (Rachel Lister, EDF)
5. Successful Reactor Pressure Vessel Delivery - (Brian Buckingham, EDF)
6. Update on Hinkley Logistics Hub - (Andrew Goodchild, EDF)
7. Recent Community Feedback / Any Other Business - (Chair)
8. Date of next meeting: Thursday 13th July 2023 at 6pm

Item 3: Project Progress Update

Andrew Cockcroft

Senior Manager – Community Relations

Safety and Learning



Our Life-Saving Rules
GENERAL SAFETY



Our Life-Saving Rules
SITE & FIELD SAFETY



Our Simple Actions



ZERO HARM





Reactor Pressure Vessel Complete

- 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.
- The “reactor pressure vessel” is the high strength cylinder that contains the nuclear fuel and the chain reaction needed to make heat.
- 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.
- 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.
- Teams have spent 80,000 engineering hours on its construction.





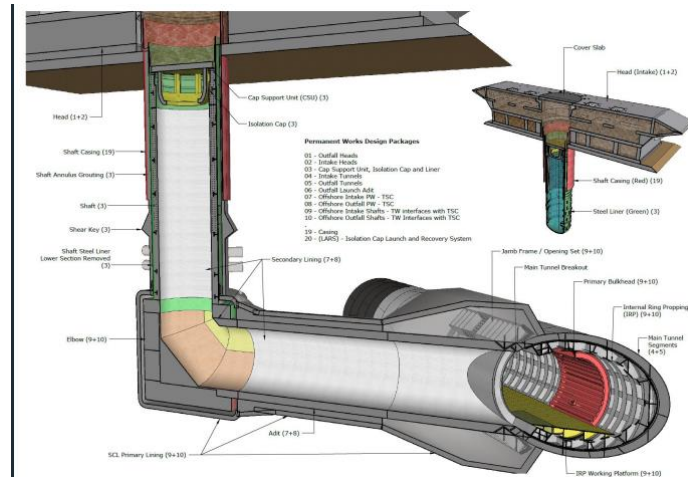
OSPRE
OFFSHORE TRANSPORT

Unit 1 Equipment Hatch Cover



- One of the first major milestones of 2023.
- The Equipment Hatch cover and leak-tight assembly for Unit 1 arrived at Avonmouth on Monday 6th March.
- The hatch provides an opening to allow large items of equipment to be moved into the Reactor Building during construction and operation.
- 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.
- The hatch will be held at Avonmouth until the supporting civils work has been completed. It will then be shipped to Site via Combsich Wharf.

Marine Works



- Balfour Beatty has successfully installed the first Internal Ring Propping (IRP) into Intake Tunnel 1.
- 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.

First Accumulator Tanks

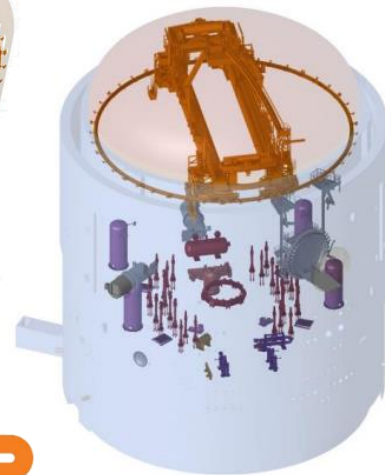
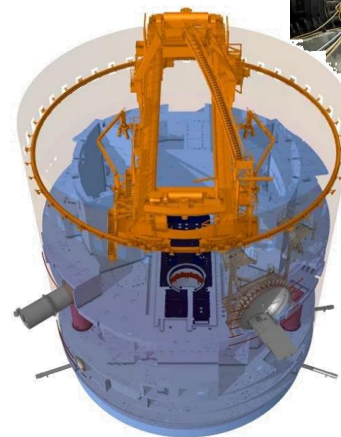


- The first of four Accumulator Tanks for the Unit 1 Reactor Building was installed on 4th February.
- Lifted into position by Big Carl, the tank weighed 51 tonnes and measured 9.1m tall.
- The Accumulators are an essential safety component as they'll passively inject boronated cooling water into the primary circuit without the need for outside intervention in the event of a loss-of-coolant incident.



Progress in 2023

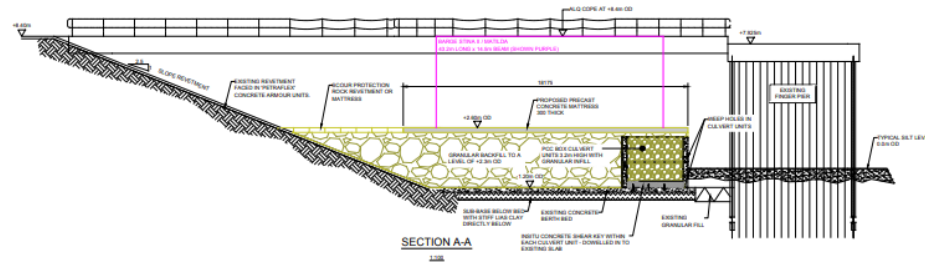
- The project **will reach the peak of construction** with both main-civil works and mechanical and electrical installations in progress.
- This will be **the year we place the Dome onto Unit 1** and receive the Reactor Pressure Vessel on-site.
- In the Bristol Channel, more great work will occur as we **drill the shafts 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 our **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.

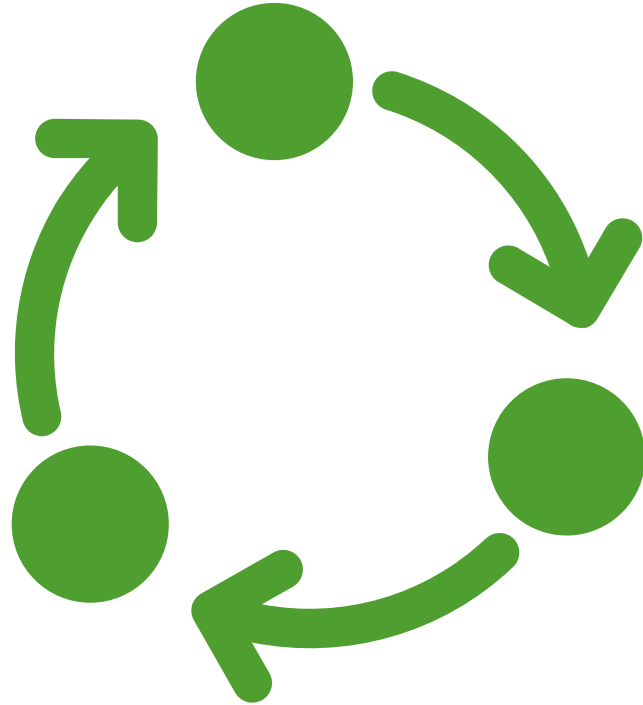


MISSION 2
COMMISSION

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.
- A focus on looking to weekend movement windows but we will need to ensure that deliveries spend as little time as possible at the Wharf itself.







The leading choice for specialist passenger transport

SPS Training

March 2023



Summary

- Ongoing Driver Development Training (routes, vehicles)
- Driver Certificate of Professional Competence Training (CPC) (35 in 5)
- Banksperson / Body Cam / Tachograph / Secure refreshers
- Drive SAFE refresher training
- Driver Remedial / Assessments
- Driver Quality Audits / Gatechecks / In-service Checks
- Competency Tests
- Throughcare Assessments – Driver Training for drivers with less than 12 months service.



D EDICATED

R ESPECTFUL

I NNOVATIVE

V ERSATILE

E MPOWERED

Pre-submitted Questions

- *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?*
- *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?*

- Submitted by Roy Pumfrey, Stop Hinkley

Pre-submitted Questions

- *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?*
- *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.*

- Submitted by Sue Goss, Stogursey Parish Council

Thank You

Item 4: Update from Transport Review Group

Rachel Lister

HPC Transport Planning Lead, Site Nuclear Compliance

Transport Review Group Quarterly Report

- This presentation provides a summary of the Transport Review Group Quarterly Report for October to December 2022 (Q4)
 - Construction Workforce Travel Plan (CWTP); and
 - Construction Traffic Management Plan (CTMP).
- Presented to the Transport Review Group (TRG) on 30 January 2023.
- This presentation is for information to the Transport Forum.
- Transport Forum is responsible for collating views from the public and forms the key link between the TRG and the wider community and provides an indication of the HPC transport issues that are impacting the general public.

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Revision: 01
Company Document
TRANSPORT REVIEW GROUP QUARTERLY REPORT 2022 Q4
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HPC COMPANY DOCUMENT

**TRANSPORT REVIEW GROUP QUARTERLY
REPORT
2022 Q4**

| | |
|--------------------|------------------|
| Revision | 01 |
| Date of Issue | 14/01/2023 |
| Document No. | 101056679 |
| Owner | EDF Energy |
| Next Review Date | Next Review Date |
| Owner & Approver | Rachel Lister |
| Technical Reviewer | James Goodridge |
| Author | Rachel Lister |

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Construction Workforce Travel Plan (CWTP)

| Final Journey to HPC | Target | Q3 (21/09/22) Workforce | % | Q4 (30/11/22) Workforce | % |
|----------------------|-------------|--|-------------|--|-------------|
| Walk | 9% | 640 | 9% | 671 | 8.5% |
| Cycle | 0% | 25 | 0.4% | 34 | 0.4% |
| Motorcycle | 0% | 70 | 1% | 75 | 0.9% |
| Car | 4% | 212 (173 car drivers and 39 passengers) | 3% | 215 (188 car drivers and 27 passengers) | 2.7% |
| HPC Bus Service | 87% | 6,161 | 86.7% | 6,932 | 87.4% |
| Total | 100% | 7,108 | 100% | 7,927 | 100% |

Construction Workforce Travel Plan (CWTP)

- Final Journey to HPC Site (last Quarter)



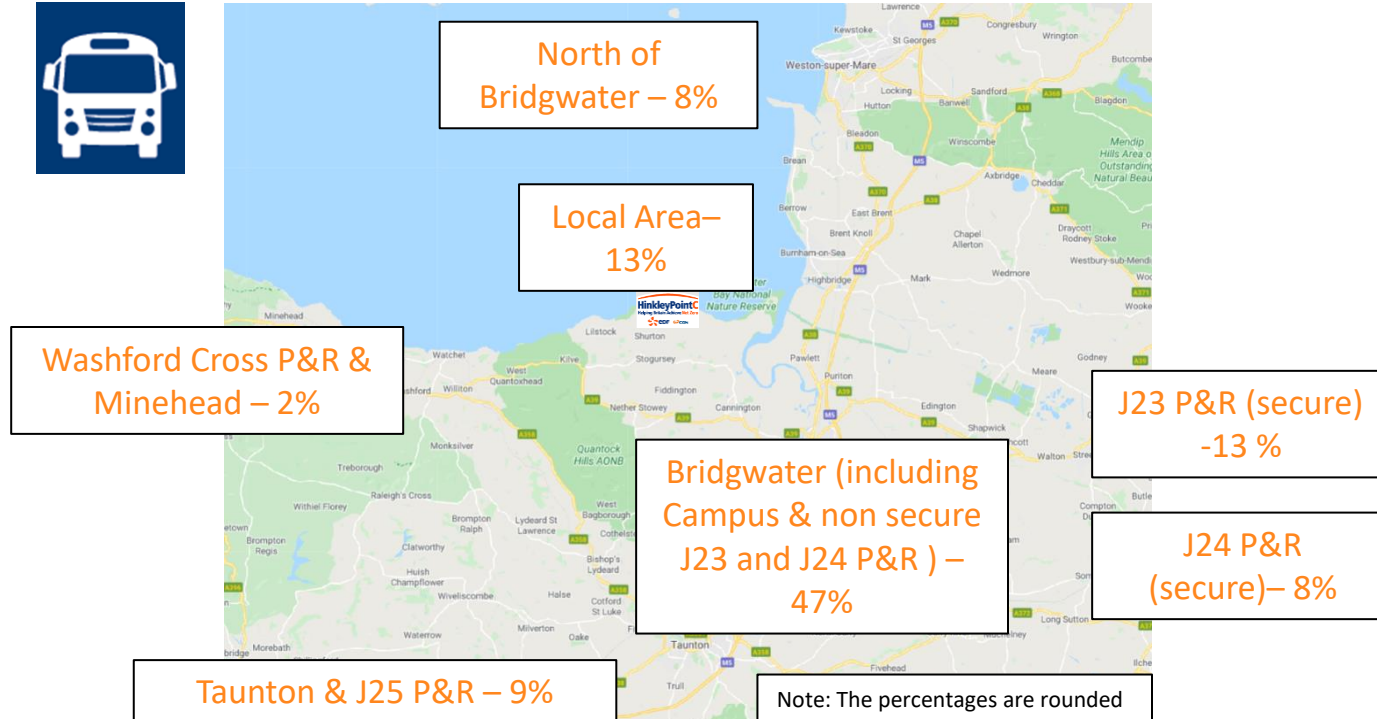
87.4%



8.5%

Construction Workforce Travel Plan (CWTP)

- HPC Bus Passenger Boarding Locations (last Quarter)



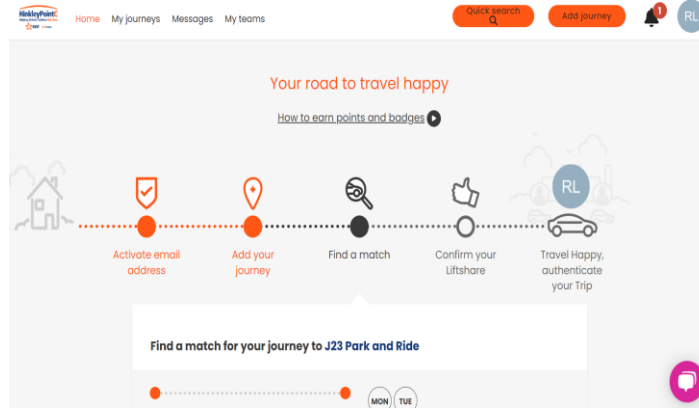
Construction Workforce Travel Plan (CWTP)

| HPC Helpline Complaints | 2022 Q3 | | 2022 Q4 | |
|---|---------|-----|---------|-----|
| Fly Parking complaints received by HPC Helpline | 119 | | 159 | |
| HPC Worker not Fly Parking | 20 | 17% | 27 | 17% |
| HPC Worker Fly Parking | 26 | 22% | 37 | 23% |
| Not a HPC Worker | 73 | 61% | 95 | 60% |

- 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.

HPC Car Share

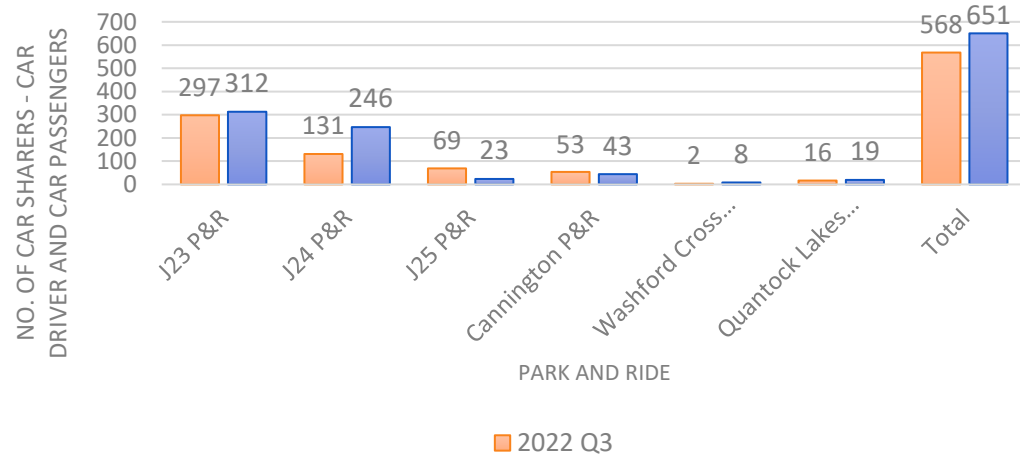
- HPC Car Share Strategy and Liftshare App – Launched 28th September 2022 and a 2nd Launch took place in December 2022.



- 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.

HPC Car Share

- 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 -285 car drivers and 366 car passengers)



Construction Traffic Management Plan (CTMP)

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

| HGV Movements | DCO Cap (Movements) | Average Daily Movements | Maximum Movements on any day (Mon-Fri) | Maximum Movements on any day (Sat) |
|-------------------|--|-------------------------------|---|---|
| HGV Movements | 500 Average 750 (Mon to Fri) 375 (Sat) | 115 | 274 | 18 |
| | | | | |
| HGV Route 1 (J23) | 450 | 91 | 194 | 18 |
| HGV Route 2 (J24) | 300 | 24 | 80 | 0 |

Construction Traffic Management Plan (CTMP)

- Time Restrictions - HGV Movements (2022 Q4)

| HGV Movements | DCO Cap (Movements) | Average Daily Movements | Maximum Movements on any day (Mon-Fri) | Maximum Movements on any day (Sat) |
|---------------|---------------------|-------------------------|--|------------------------------------|
| 07:00 - 07:59 | 40 | 17 | 40 | 2 |
| 08:00 – 08:59 | 30 | 13 | 27 | 8 |
| 09:00 – 09:59 | 50 | 17 | 46 | 6 |
| 10:00 – 10:59 | No CAPS | 17 | 52 | 2 |
| 11:00 - 11:59 | | 11 | 26 | 0 |
| 12:00 – 12:59 | | 9 | 27 | 1 |
| 13:00 – 13:59 | | 12 | 34 | 0 |
| 14:00 – 14:59 | | 9 | 28 | 0 |
| 15:00 – 15:59 | | 5 | 22 | 2 |
| 16:00 – 16:59 | 50 | 2 | 10 | 0 |
| 17:00 – 17:59 | 40 | 1 | 8 | 0 |
| 18:00 – 18:59 | 40 | 0 | 3 | 0 |
| 19:00 – 21:59 | No CAPS | 1 | 4 | 0 |

Construction Traffic Management Plan (CTMP)

- 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*

Construction Traffic Management Plan (CTMP)

- Q3 (average):

| Daily HGV Movements | Daily HGV Deliveries |
|---------------------|----------------------|
| 157 | 79 |

- Q4 (average):

| Daily HGV Movements | Daily HGV Deliveries |
|---------------------|----------------------|
| 115 | 58 |

(below 500 DCO average Limit)

- Forecast 2023 Q1

| Daily HGV Movements | Daily HGV Deliveries |
|---------------------|----------------------|
| 160 | 80 |

Thank You

Item 5: Successful Reactor Pressure Vessel Delivery

Brian Buckingham

Freight Area & Service Manager

Unit 1 Reactor Pressure Vessel Delivery – Feb 23



Delivery to the HPC Muster Port



Transportation to Combwich Wharf



Transportation up the C182





Thank You

Item 6: Update on Hinkley Logistics Hub

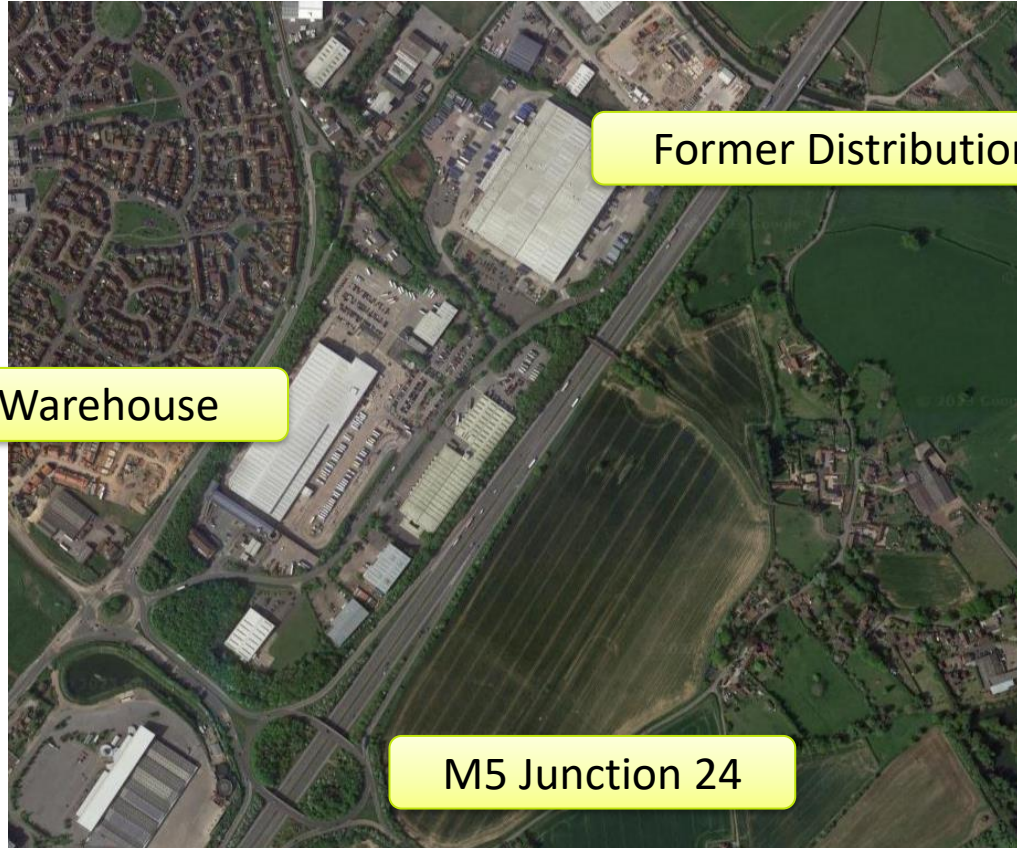
Andrew Goodchild

Planning Manager

Junction 24 – Hinkley Logistics Hub

- HPC has taken a 5 year lease on the former Argos Distribution Centre site near Junction 24.
- We 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 we propose to make use of the hardstanding around the building as bus storage with some additional park and ride capacity.

Junction 24 – Wider Context



Former Distribution Warehouse

Existing HPC Warehouse

M5 Junction 24

Junction 24 – Existing Junction 24 Operation



Existing
Warehouse

Bus Parking

Park and Ride

SPS
Offices/VMU

Junction 24 – Proposed Hinkley Logistics Hub



Existing
Warehouse

Bus / HGV
Parking

Park and Ride

Warehouse
Staff Parking

Junction 24 – Proposed Hinkley Logistics Hub



Bus / HGV
Parking

Park and Ride

Warehouse
Staff Parking

Bus Route

Junction 24 – Hinkley Logistics Hub



Bus / HGV Entrance/Exit



Warehouse Staff Parking Area



Park and Ride Area



Park and Ride Area

Junction 24 – Hinkley Logistics Hub - Rational

- Additional Parking (~600 cars) will provide HPC with additional spaces at peak of construction.
- Helps HPC achieve a better distribution between J23 and J24 whilst work at Dunball Roundabout is undertaken in 2023/24
- Creates additional employment opportunities for local people / former distribution centre staff
- Allows SPS to retain their base of operations at J24
- We are preparing an application to be submitted in Jan/Feb for the park and ride use.
- An application for a fence was approved in February.

Hinkley Logistics Hub – Net Trip Generation

AM Movements

| Time Period | Vehicular Trip Generation | | |
|-------------|---------------------------|------------|---------|
| | Arrivals | Departures | Two-Way |
| 00:00-01:00 | 0 | 0 | 0 |
| 01:00-02:00 | 0 | 0 | 0 |
| 02:00-03:00 | 0 | 0 | 0 |
| 03:00-04:00 | 0 | 0 | 0 |
| 04:00-05:00 | 163 | 0 | 163 |
| 05:00-06:00 | 166 | -18 | 148 |
| 06:00-07:00 | 79 | 65 | 144 |
| 07:00-08:00 | -34 | 34 | 0 |
| 08:00-09:00 | -24 | -21 | -45 |
| 09:00-10:00 | -29 | -23 | -52 |
| 10:00-11:00 | -28 | -30 | -57 |
| 11:00-12:00 | -26 | -26 | -52 |

PM Movements

| | | | |
|-------------|-----|-----|-----|
| 12:00-13:00 | -27 | -30 | -57 |
| 13:00-14:00 | -31 | -30 | -62 |
| 14:00-15:00 | -25 | -38 | -64 |
| 15:00-16:00 | 136 | -27 | 110 |
| 16:00-17:00 | -22 | -30 | -52 |
| 17:00-18:00 | -26 | -27 | -53 |
| 18:00-19:00 | -14 | 195 | 181 |
| 19:00-20:00 | -13 | 88 | 75 |
| 20:00-21:00 | -14 | -15 | -29 |
| 21:00-22:00 | 0 | 0 | 0 |
| 22:00-23:00 | 0 | 0 | 0 |
| 23:00-00:00 | 0 | 0 | 0 |
| Total | 232 | 68 | 299 |

Hinkley Logistics Hub – Net Trip Generation

AM Movements

| Time Period | Vehicular Trip Generation | | |
|-------------|---------------------------|------------|---------|
| | Arrivals | Departures | Two-Way |
| 00:00-01:00 | 0 | 0 | 0 |
| 01:00-02:00 | 0 | 0 | 0 |
| 02:00-03:00 | 0 | 0 | 0 |
| 03:00-04:00 | 0 | 0 | 0 |
| 04:00-05:00 | 163 | 0 | 163 |
| 05:00-06:00 | 166 | -18 | 148 |
| 06:00-07:00 | 79 | 65 | 144 |
| 07:00-08:00 | -34 | 34 | 0 |
| 08:00-09:00 | -24 | -21 | -45 |
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| 22:00-23:00 | 0 | 0 | 0 |
| 23:00-00:00 | 0 | 0 | 0 |
| Total | 232 | 68 | 299 |

Hinkley Logistics Hub – Net Trip Generation

AM Movements

| Time Period | Vehicular Trip Generation | | |
|-------------|---------------------------|------------|---------|
| | Arrivals | Departures | Two-Way |
| 00:00-01:00 | 0 | 0 | 0 |
| 01:00-02:00 | 0 | 0 | 0 |
| 02:00-03:00 | 0 | 0 | 0 |
| 03:00-04:00 | 0 | 0 | 0 |
| 04:00-05:00 | 163 | 0 | 163 |
| 05:00-06:00 | 166 | -18 | 148 |
| 06:00-07:00 | 79 | 65 | 144 |
| 07:00-08:00 | -34 | 34 | 0 |
| 08:00-09:00 | -24 | -21 | -45 |
| 09:00-10:00 | -29 | -23 | -52 |
| 10:00-11:00 | -28 | -30 | -57 |
| 11:00-12:00 | -26 | -26 | -52 |

PM Movements

| | | | |
|-------------|-----|-----|-----|
| 12:00-13:00 | -27 | -30 | -57 |
| 13:00-14:00 | -31 | -30 | -62 |
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| 17:00-18:00 | -26 | -27 | -53 |
| 18:00-19:00 | -14 | 195 | 181 |
| 19:00-20:00 | -13 | 88 | 75 |
| 20:00-21:00 | -14 | -15 | -29 |
| 21:00-22:00 | 0 | 0 | 0 |
| 22:00-23:00 | 0 | 0 | 0 |
| 23:00-00:00 | 0 | 0 | 0 |
| Total | 232 | 68 | 299 |

Junction 24 – Hinkley Logistics Hub

- Presented and discussed proposals:
 - the Community Forum in January
 - Bridgwater Town Council in February
 - North Petherton Town Council in February
- Do Members of the Forum have any questions in relation to the proposal for the Hub?
- Do Members of the Forum have any comments / thoughts which they would like us to take into account when preparing the application which will be submitted?

Thank You

Item 7: Recent Community Feedback / Any Other Business

Chair

Item 8: Date of next meeting

Transport Forum: Thursday 13th July 2023 at 6pm

2023 dates for the Community, Main Site and Transport Forums

All 6pm start and on Thursdays

| | | | |
|------------------------|--------------------------------|----------------------------|---------------------------------|
| Transport Forum | 16 th March 2023 | 13 th July 2023 | 16 th November 2023 |
| Community Forum | 19 th January 2023 | 18 th May 2023 | 21 st September 2023 |
| Main Site Forum | 23 rd February 2023 | 22 nd June 2023 | 19 th October 2023 |

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Thank You