

Meeting Report

Regarding:

EDF Hinkley Point C: Transport Forum

Date:

Thursday 16th November 2023 – 6pm

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

Participating:

Doug Bamsey, *Chair*

Bruce Eyley, *Kilve Parish Council*

Andy Coupé, *Somerset Council*

Gary Perrett, *Sustrans*

Roy Pumfrey, *Stop Hinkley*

Sue Goss, *Stogursey Parish Council*

Robin Kinahan, *Fiddington Parish Council*

Nicola Hale, *Community Safety Officer, Somerset
Council*

Valdo Andrade, *Avon & Somerset Police*

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

Mark Phillips, *Wembdon Parish Council*

Leigh Redman, *Somerset Council*

Shaun Ryall, *Cannington Parish Council*

Valdo Andrade, *Avon & Somerset Police*

Mike Haycraft, *Otterhampton Parish Council*

EDF Team:

Andrew Cockcroft, *EDF*

Andrew Wagstaff, *EDF*

Claire Warner-Blackman, *EDF*

Rachel Lister, *EDF*

Drew Aspinwall, *SEC Newgate*

Robyn Evans, *SEC Newgate*

Matthew Williams, *SEC Newgate*

Apologies Received:

Hugh Davies, *Somerset Council*

John Addison, *Cannington Parish Council*

In addition to the forum meeting notes and agendas, all presentations and reports are available at www.edfenergy.com/hpccommunity

Item	Action
1 Welcome and Introductions	
1.1	'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 13 July 2023 and invited any further comment on the draft and the afternotes provided.
2.2	3.22 – It was confirmed in an afternote that the revised Community Bus route and timetable was issued to all concerned and publicised in the local parishes.
2.3	4.9 – An afternote was provided which outlined details on HPC's motorcycle policy guidance.
2.4	4.16 – An afternote was provided which set out the bus numbers reported in the Transport Review Group Quarterly Report 2023 Q1.
2.5	Roy Pumfrey (RP) asked what a skeleton service is. Andrew Wagstaff (AW) explained that a skeleton service does not carry very many passengers but is still required for people who have requirements to leave work outside of their normal hours, for example to attend medical appointments. RP said this looks like many empty buses coming back and forth without many people on them. AW acknowledged that it creates this perception. RP asked why the numbers do not tally to and from site. AW said it may or may not be a passenger carrying service depending on the line further down the schedule.
2.6	There were no further comments and the meeting note was approved.
3 Project Progress Update - (Andrew Cockcroft, EDF)	
3.1	Andrew Cockcroft (AC) provided an update on the project.
3.2 The Path to Dome Lift	
	To achieve Dome Lift focus is on four key areas: <ol style="list-style-type: none"> 1. Completing the internal civil structures 2. Introducing key equipment 3. Preparing the Dome ready for lifting 4. Building and lifting in the Polar Crane
	Internal Civil Structures <ul style="list-style-type: none"> • Crane has now been removed from the centre of Unit 1. • Focus is on getting the +19.5m level slab finished which is a pre-cursor to Dome Lift. • In addition, work must be completed on the Ring Walls (located on the outer circumference of the internal structures).

- Rebar placement, form work erection and several concrete pours occur each week to progress the structures which will 'hold' components of the Nuclear Steam Supply System in place.

3.3 AC said HPC will be tracking the weather closely over the next few weeks to identify a window.

3.4 Leigh Redman (LR) asked about the reference to a three-day window and the anticipated time for lift.

AC said it normally takes around 6 hours to complete the full operation and it is likely to take place at night when the weather can often be calmer, and the site is quieter.

3.5 Project Progress Virtual Tour

A film was shown in which Simon Parsons, Nuclear Area Island Director, gave an updated site tour.

It is available to watch here - <https://www.youtube.com/watch?v=qnNJsTiB16E>

3.6 The Path to Dome Lift

Equipment introduction

- Several pieces of key equipment are required to be installed prior to Dome Lift.
- In August, the Reactor Pressure Support Ring was lifted into the building as well as the third accumulator for the emergency cooling system.

3.7 Assembling and preparing to lift the Polar Crane

- Work on the Polar Crane assembly is taking place in the large white building opposite the Simulator Building.
- The Crane will swivel around the Dome to manoeuvre heavy components during construction and then be used for maintenance and refuelling.

3.8 Progress

- The crane is taking shape and Mechanical & Electrical fit out well underway.
- 4x bogies and 2x cross members assembled and Quadrilateral formed.
- In the past few weeks giant trolleys have been lifted into the enclosure. These will run up and down the crane's two large beams on rails.

3.9 Turbine Hall – Internal Crane

- The 300t crane trolley made the journey from Combrich in September.
- The crane will live at the top of the Turbine Hall and will be used for installation and maintenance of the Turbine.
- The crane is being assembled by Fayat in Avonmouth, Bristol.

3.10 Marine Works

- The first of six Isolation Caps for have been delivered and installed.
- Each one consists of around 33 tonnes of high tech, first of type engineering.
- The caps have two important functions during construction and commissioning:
 1. Preventing water from entering the tunnels while the team completes the work to connect the tunnels to the heads sitting on the seabed.
 2. Allowing water from the Bristol Channel into the system, leading to the filling of the tunnels and ultimately flooding the forebay. Therefore, this delivery takes us one step closer on our Mission to Commission Hinkley Point C.

3.11 Mark Phillipps (MP) asked whether the heads are able to come off and open fully once commissioning is complete.

AC said they will open fully. On whether they will be able to be re-closed, AC explained that the caps will go and that the casings sit underneath the heads themselves.

- 3.12** Gary Perrett (GP) asked whether the steam generators will come in by boat.
AC confirmed that they will come in via Combwich Wharf and move up the road like other AILs.
- 3.13** Sue Goss (SG) said there is another session of escort training for the AILs scheduled for the weekend, commenting that she would have thought enough training would have taken place by now.
AC said Claire Warner-Blackman would provide an update on the training later in the meeting.
- 3.14** Roy Pumfrey (RP) questioned the likelihood of Sizewell C going ahead.
AC said HPC expect a final investment decision next year and see no barriers to this happening.
- 3.15** Robin Kinahan (RK) asked when the planned switch on date is for HPC.
AC said it is 2027, with Unit 2 following in 2028.
- 3.16** RP said Andrew's predecessor David Eccles assured Forum members that HPC would be complete by 2025 and it would only cost £20bn.
AC acknowledged this and said the pandemic had a major impact on the project.

3.17 HPC Bus Incident - January 2023

- Avon and Somerset Police have concluded their investigation and released a formal statement (statement below).
- The details of the investigation are not available to the wider public, the Council or EDF.

"An investigation into a collision involving a double-decker bus and a motorbike on the A39 Quantock Road, in Bridgwater, on Tuesday 17 January this year has now concluded.

Officers carried out a full and thorough investigation, which included reviewing dashcam and other relevant footage, carrying out interviews with those involved in the collision, attendance by our forensic collision investigation team and reviewing all other available data.

An examination of the bus by the Driver and Vehicle Standards Agency (DVSA) did not identify any mechanical defects.

Following these enquiries, there was no evidence of any criminal offences being committed and as a result no further action will be taken against either driver.

The evidence showed they both displayed standards which did not fall below that of a careful and competent driver.

A significant factor in this collision was the extent of ice on the road and the inclement weather conditions at the time."

- 3.18** SG said this road is notorious for icing up because of the amount of water that comes from the field on the road towards Cannington. She asked what Highways are planning to do about this to stop another occurrence of this scale happening next year.

Andy Coupé (ACé) said the Council's legal representatives have not yet received the Police report into the accident, but its own investigations have shown that conditions were indeed icy, in fact the area was subject to a Police warning the day before the accident and the road was appropriately gritted with specific responses to localised conditions. From its investigations we are not aware of anything which the Council did or failed to do which contributed to this very unfortunate accident or which made it more likely. Once the Police report is received it will be fully reviewed and assessed.

SG said the Council should be in contact with the person in charge of the land to stop the water going onto the road.

3.19 Planning Updates – Associated Developments

Sedgemoor Campus –additional car parking

- Application has been approved for 340 car parking spaces.

Combwich AIL Bypass

- Application for a temporary AIL bypass track within the existing Combwich Construction Compound is being considered by the Council.

Combwich to Hinkley Point Cycle Path

- The development of HPC's proposals for a cycle path from Combwich to Hinkley Point will be further considered in 2024, ahead of any application being made.

Hinkley Logistics Hub

- HPC's application for the Junction 24 Logistics Hub has been approved.
- Additional Parking for around 600 cars will provide HPC with additional spaces at peak of construction;
- The facility helps HPC to achieve a better distribution between J23 and J24 whilst work at Dunball Roundabout is undertaken.

3.20 GP spoke on the important role that active travel has to play in EDF's net-zero ambitions, something which he has been championing for years. He called for action to be taken to progress plans on the Steart cycle path.
AC said HPC continue to look to do something that meets everyone's needs and will make further progress on this once greater capacity is available.

3.21 SG asked about plans to access the actual cycle path from the Hinkley Stations if this goes ahead. AC said this is an unanswered question and there is a lot of detail within the application.

3.22 SG said it would be nice to see cyclists use the existing cycle path at Cannington rather than holding up the traffic along the road there. She said this would help the drivers.

3.23 DCO Material Change Application

In simple terms, an application to make changes to Hinkley Point C's original Development Consent Order application. The application will comprise the following 7 elements:

1. Removal of requirement to install an Acoustic Fish Deterrent
2. Compensation measures as a result of the removal of AFD
3. Changes to Interim Spent Fuel Store
4. Removal of building and replacement with Equipment Storage Building
5. Changes to Meteorological Mast
6. Retention of Hinkley Point Substation
7. Addition of Sluice Gate Storage Structures

3.24 Habitat Compensation Package

Emerging Proposals include:

- Saltmarsh
- Sea Grass
- Kelp Forest
- Oyster Beds
- Weir / Barrier Removal

3.25 Indicative Timetable

- Winter 2024 – Statutory Pre-Application Consultation
- Early 2025 – Submission of Application, Consultation and Pre-Examination Period
- Mid 2025 – Examination
- Late 2025 – Inspectors Recommendation to Secretary of State
- Early 2026 – Secretary of State's Decision

HPC are looking to start the consultation in early January and will give Forum members early notice of this.

- 3.26** RP asked whether the work carried out so far on the water intake aspect of HPC effectively stymies the addition of an acoustic fish deterrent.
AC said the AFD is effectively bolted onto the intake head.

- 3.27** Richard Cuttall (RC) asked how many tonnes of fish will be offset against this mitigation.
AC said that in simple terms, the worst-case scenario ranges from 18 to 47 tonnes of fish per year, equating to a small fishing trawler catch. He added that the number of protected species are much lower, in the hundreds, because of their ability to swim quickly, and that the intake heads are designed with such a low suction that fish must actively swim into them. He said there will be more detail in the consultation.

3.28 News

- 13th November – lifted one of the heaviest pre-fabricated components into the reactor building.
- 15th November – successfully lifted the new control room.

3.29 Pre-submitted Question – Deflectograph Survey

Submitted by Sue Goss, Stogursey Parish Council

'I understand that the above should take place on a two-yearly basis which time period ends in December this year. It would be useful if the result of this, particularly in regard to the section of the C182 through Stogursey parish from Idson lane through Wick woods to the Shurton / Burton junction are now available. As mentioned at previous meetings this stretch of road has become more uneven and undulating over time - it does not appear to be surface issues but likely to be more related to structural problems. This stretch of road is becoming more hazardous for drivers to use safely - with some straddling the centre line when safe to do so - rather than risk driving on the HPC bound carriageway and 'thrown' towards oncoming traffic. It will be interesting to hear the updated comments from Somerset Highways.'

Answer: ACé stated that whilst it had been hoped to be able to report the outcome of the surveys to this Forum meeting, there has been a delay in completing the various surveys due to the recent spate of poor weather. Once the final element of the survey has been completed, the results will need to be analysed. In any event, it will be important to first consider the outcomes of the surveys with colleagues at EDF Energy given that they have been undertaken to assess the level of deterioration that is attributable to the HPC project. In the meanwhile, any defects that are identified in the highway should continue to be reported through the Council's website. Reports will be inspected within 3 working days and a repair will be planned as set out in our Highway Safety Inspection Manual. It should be noted that undulations in the road surface may not, in themselves, trigger the need for intervention. Whilst therefore it may be perceived that a road surface is unsafe, the assessment is undertaken against the criteria in the Highway Safety Inspection Manual which seeks to balance the requirements for planned and reactive works and programmes against national guidance and the budgets that are made available for maintenance of the highway across the whole of Somerset County.

- 3.20** SG said this is not a surface issue and you can see this clearly if you travel on it. SG said she travelled on it the other day with someone from Somerset County Highways who was going to

Speak with ACé about this. She asked how much EDF allocate to Somerset Council for highways maintenance, particularly the final part of the journey leading to HPC. SG said she believes this is caused by HGVs as the road condition is far worse on the journey going into Hinkley rather than the return load. She asked how much is allocated to keep the C182 safe.

ACé said the deflectograph survey will give information on the condition of the road. The last survey undertaken two years ago did not indicate that there were major structural issues. On funding from EDF for road maintenance, he said this is set out within the S106 agreement for the DCO and that the total contingency was £1m covering the HGV routes to the site which are assessed on a biennial basis.

3.21 Pre-submitted Question – Operation Harold Route

Submitted by Sue Goss, Stogursey Parish Council

‘Should the above traffic diversion ever be required to operate through Stogursey - then the current state of the roads/ lanes are not in a good condition to cope with the heavy vehicles - buses and HGV's etc - which would be involved. This route has been neglected and is in a poor state of repair - particularly with regard to regularly occurring pot holes (some of which have been regularly subject to repair) and erosion of roadside edges caused by mainly oversized farm vehicles. Should the Emergency Access Road ever be needed to be used then further problems could occur if this route was not properly maintained as it should be. Comments from Somerset Highways would be welcome.’

Answer: ACé said the emergency route is inspected and maintained in accordance with the Highway Maintenance Code of Practice and Highway Safety Inspection Manual. Any known highway defects can of course be reported online in the normal way, and we will inspect these as a matter of course. The fact is though that there is a limited budget for highway maintenance that is spread across the County according to a set of priorities. It should be further noted that Somerset Council has declared a financial emergency. This will inevitably have a further negative effect on the volume of highway maintenance that the Council will be able to undertake given significant pressures on other statutory services, most specifically in Adult Social Care. With that in mind, and given the increasing pressure on local authority finances, it is difficult to see a situation where significant planned investment would be made by the Council in the emergency routes from the HPC site.

3.22 SG said that if Somerset Councillors were at the Forum then she would have asked them to ask the Council leaders to approach EDF to provide more funding for possible work on the C182 and other areas.

AC said SG has now lodged this request at the Forum on a personal level. He said that HPC regularly test Harold routes and it is a rare occurrence to instigate Operation Harold. He said it is an important part of the project's emergency plan and if there are barriers to implement this then HPC will need to look at them.

AW said Operation Harold was last tested around four weeks ago and there were no problems reported back from the drivers. He added that the SPS specialist health and safety team regularly go along all routes.

3.23 Leigh Redman (LR) said Somerset Council reinstated the monitoring board and that unitary councillors regularly meet the officers responsible for the project. He advised SG to write to this group, so the officers and councillors are aware of this. It was confirmed that the group is called the Hinkley Monitoring Group.

3.24 Pre-submitted Question - C182 Grips

Submitted by Richard Cuttall, W.H.A.G

‘The grips on the C182 has not been dug out this year. This means that standing water is laying on the road even after other flooding has receded. This creates a road safety issue. Responsibility for maintenance presumably lies with Somerset Council but as the majority of the traffic is Hinkley related are EDF accepting any liability or allowing for any mitigation?’

Answer: ACé said it is correct that the grips (ditches) on the C182 have not been cleared this year. The Area Highway Office is currently looking into how this can be brought forward. We do, however, need to recognise that Somerset has experienced extreme levels of rainfall in recent weeks that will have contributed to the conditions you see on the ground.

3.25 Pre-submitted Question – HPC Bus Incident January 2023

Submitted by Roy Pumfrey, Stop Hinkley

‘The police statement on this is disappointing as it makes no mention of the cause/s of the accident/s, or the victims. What can you tell us about the 70 lucky survivors of the accident in relation to their working at HPC? The recent heavy rain has produced the run-off onto the A39 on Sandford Hill which, when it froze, presumably caused the accident. What steps are EdeF/SPS taking to avoid a repeat with a less favourable outcome this winter?’

Answer: AC said a number of the 70 people involved were seriously injured. Some are still in recovery and there are still a few individuals in the process of returning to work. He said they are still employed by HPC.

RP said he assumes there will be redress for those who have not returned to work.

AC said these individuals are still employed by the project and receive sick pay.

- 3.26** AW said there was no driver fault in the incident, and he attributed this to the intensive training scheme that SPS have. He said the training scheme is set to be formalised into a training academy in January 2024 to allow this expertise to go out as a prolonged legacy service in this area to wider transport providers.

- 3.27** RP raised concerns that the road conditions have not improved since last year. AC said HPC continue to work with Somerset Council on road safety and road conditions, as well as concentrating on vehicle maintenance and driver safety. He stressed that HPC do not want to see a repeat incident and continue to do all they can to prepare.

3.28 Pre-submitted Question – Second Workforce Uplift

Submitted by Roy Pumfrey, Stop Hinkley

‘Although there is no mention of the fact in the Project Progress presentation, it appears to be the case that there are 10,000 workers on site. This is 50% more than the original 6,500 and, apart from demonstrating how desperate EdeF is to reduce further delays to completion, seems to be avoiding the consultations with the Community and Mitigations discussions with Councils that were a feature of the first Workforce Uplift to 8,500. What is going on?’

Answer: AC said HPC have begun discussions with Somerset Council on steps to mitigate the impact of an increased number of workers, looking at all elements, from accommodation and transport to community safety. He said that they will bring this back to the Forums to outline details and plans once available, suggesting that this is likely to be in one of the first Forums of 2024.

- 3.29** SG asked about total peak numbers. AC said there are various things to consider when estimating what the total peak will be. For example, post Covid working patterns mean more people are working remotely and therefore there is a difference in the total figure and what it means in terms of impact. He said there is no condition which says the project is not allowed above a certain number, noting that decision making comes down to approval of HPC’s mitigation proposals themselves decided by the Socio-Economic Advisory Group and Transport Review Group. AC gave assurance that HPC will present solutions to problems and have discussions on how they plan to mitigate against any impacts.

- 3.30** LR said this is why it would be good to get the Hinkley Monitoring Group up and running again.

- 3.31** RP asked how many workers are currently on site and how many will be on site by the March meeting.
AC said there are just over 10,000 workers on site at the moment, but that he would need to check by March as the figure changes from month to month. He added that it will be a complex situation over the next few years due to changing requirements for the project, noting that some companies will reduce in size whilst others will increase.

- 3.32** SG asked whether there is a maximum number of bodies on site.
AC said there is no exact number but there are limiting factors for a construction site, highlighting simple things to consider such as how many people can fit into a canteen and what HPC's busing operation can take.

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

- 4.1** Rachel Lister (RL) provided a summary of the Transport Review Group Quarterly Report for April to June (Q2) and July to September (Q3).

4.2 Construction Workforce Travel Plan (CWTP)

Final journey to HPC site (last Quarter)

- Walk – 5.5%
- Cycle 0.8%
- Motorcycle – 0.5%
- Car – 2.3%
- Car Passenger (via drop off location) – 1.3%
- HPC Bus Service – 89.6%

4.3 HPC Bus Passenger Boarding Locations (last Quarter)

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

- North of Bridgwater – 16% (including 8% at Brean Campus)
Washford Cross P&R & Minehead – 2%
- Taunton & J25 P&R – 10%
- Bridgwater (including Campus & non secure J23 and J24 P&R) – 42%
- J23 P&R (secure) – 11%
- J24 P&R (secure) – 6%
- Local Area – 12%

4.4 HPC Helpline Complaints for 2023 Q2 and Q3

- HPC Worker not Fly Parking: 21 (10%) for Q2 and 24 (15%) for Q3
- HPC Worker Fly Parking: 46 (21%) for Q2 and 33 (20%) for Q3
- Not a HPC Worker: 147 (69%) for Q2 and 105 (65%) for Q3
- The HPC Fly Parking Team also undertake their own checks and investigated 1,025 potential observations.
- During the last Quarter, 455 bus passengers were found to be fly parking.
- This represents 4% of the total workforce and based on a full working week (Monday to Sunday) during the Quarter equates to 7 HPC workers fly parking a day.
- All those identified go through the Fly Parking Policy – 3 Stages.

4.5 HPC Care Share

- Promotion of HPC Car Share continues with regular promotional events at the HPC canteens and Park and Ride sites. These include promoting use of the Liftshare App to find

a potential car share match and participate in the monthly competition (HPC workers enter by signing up to the website or App and registering their journeys).

- Overall, 22% of those arriving via car to a Park and Ride were car sharers (2,840 bus passengers arriving via car and of these 802 via Car Sharing– 277 car share driver and 344 car passengers).

4.6 Construction Traffic Management Plan

- 19 breaches (0.18% of total HGV movements) during Quarter Q2
 - 1 HGV outside of permitted delivery hours
 - 0 HGV over permitted time limit
 - 18 HGVs deviated from the approved HGV route
- 27 breaches (0.22% of total HGV movements) during Quarter Q3
 - 1 HGV outside of permitted delivery hours
 - 0 HGV over permitted time limit
 - 26 HGVs deviated from the approved HGV route

2023 Q2 (average)

- Daily HGV Movements – 139
- Daily HGV Deliveries – 70

2023 Q3 (average)

- Daily HGV Movements – 159
- Daily HGV Deliveries – 80
(below 500 DCO average limit)

Forecast Next Quarter

- Daily HGV Movements – 210
- Daily HGV Deliveries – 105

- 4.7** On fly-parking, RC asked how many workers have reached stage 3.
AW said in the last quarter 3 workers were suspended and one dismissed from the project.

5 Update on AIL Escorting - (Claire Warner-Blackman, EDF)

- 5.1** Claire Warner-Blackman (CWB) gave an update on AIL escorting and support to dome lift.

5.2 Logistics Support to Dome Lift

- Allocation of priority loads to support dome lift
- Support through offsite construction of FAYAT Crane
- Marine AIL transportation of 10 critical path components
- Onsite movement of critical path equipment
 - Support for installation of Polar Crane
 - Support for installation of Emergency Diesel Generator Fuel Tanks
 - Support for installation of Fayat Crane
 - Support for installation of TEU tanks x 8
 - Support for installation of Turbine Hall Roof Sections

5.3 Marine AILS Deliveries to Combwich Wharf 2022

- National Grid Transformer
- TA Transformer & U2 EDG MFTs
- Polar Crane Assemblies
- Polar Crane Beam A & B

5.4 Reverse Supply Chain – Waste by Water

- Utilisation of empty barge returning to Avonmouth following delivery to Combrwich of HXA tank halves.
- 3x Biffa Scrap metal containers carrying a total of 21 tonnes.
- Saved a total of 108 miles of road mileage and 1.03 tonnes of CO2 from HGV emissions.

5.5 Temporary Jetty – Delivering more than aggregate

- Demonstrated the viability of the jetty to receive construction materials other than aggregate/sand, notwithstanding size and weight limitations.
- 45x Dome Liner Segments delivered.
- Originally a mitigation for Combrwich Wharf availability.
- Plans to ship prefabricated rebar cages direct from Avonmouth.

5.6 SG said she thought HPC were already shipping in rebar via the jetty.
CWB said they have undertaken a couple of trials but are now going to formalise it and make it a regular weekly arrangement.

5.7 Community Safety Accreditation Scheme (CSAS)

- A&SC have now trained and vetted 25 members of the G4S team.
- 11x Marine AILs escorted by G4S to HPC since August 2023.
- 2x Marine AILs delivered by A&SC in same period.
- A&SC review each Marine AIL and confirm Escort.
- Focus on continuous learning and development.
- Positive feedback and engagement with the community.

5.8 Avonmouth

- Construction of temporary habitat to accommodate Emergency Diesel Generators outside S Shed.
- Construction of rebar cage manufacturing facility on C Berth.

5.9 Combrwich Wharf

- Planning application made for Bypass Track through Wessex Compound – decision due.
- Extra fendering installed on Finger Pier following consultation with Port of Bridgwater.
- Combrwich Wharf Harbour Board set up to ensure compliance with the Port Marine Safety Code.

5.10 GP asked whether Otterhampton Parish Council can access the videos shared in the presentation online as he thinks all members should see it and asked whether removal of scrap and rebar up the road is a good asset for the barge, and whether there will be a lot more laydown in that area when trying to move.
CWB said the rebar will be fabricated at Avonmouth and stored there until it is ready to go straight to the jetty and site.

5.11 CWB said the project has made progress and is not anticipating any barge movements into Combrwich in January or February.

6 Any Other Business - (Chair)

6.1 AC said RC's latest reversing beacon report was logged and that the working theory is that this is a Wessex Water vehicle servicing the pumphouse.

6.2 GP sought an update on the Bridgwater, northern corridor routes and access.
ACé said the remaining elements to deliver are from Linham road to the docks. Provided no objections are raised as a result of upgrading the route via the Cycle Tracks Act, it was hoped to instruct a contractor in early 2024, which would effectively deliver the route along the River

Parrett. The docks element is being progressed as a Bridgwater Town Deal project and ACé is working with regeneration colleagues to bring forward this scheme which would replace the bridge into the Anson Way and Northgate site. Beyond this, the scheme to link Dunball to Puriton is in the design process and delivery would need to take into account the proposed the timing of the improvement works proposed at Dunball Roundabout. The final remaining element relates to an improvement between the Kings Drive roundabout and the Woodlands site and the Council is in active dialogue with the developer and development team regarding some land and legal matters .

- 6.3** GP raised concerns around funding and timescales for this.
ACé said this is reliant on external money rather than on Somerset Council money and is therefore protected from the financial challenges that the authority is facing.

7 Date of next meeting: Thursday 14th March at 6pm

- 7.1** The next Transport Forum will take place on Thursday 14th March at 6pm.

Next dates for the Community, Main Site and Transport Forums in 2024:

Community Forum – 18th January 2024

Main Site Forum – 22nd February 2024

Transport Forum – 14th March 2024

The meeting ended.