

Meeting Report

Regarding: EDF Hinkley Point C: Transport Forum	Date: Thursday 14 th November 2024 – 6pm
	(Meeting held at: Bridgwater and Taunton College, Cannington)
Participating:	
Doug Bamsey, <i>Chair</i> Mark Phillips (MP), <i>Wembdon Parish Council</i> John Roberts (JR), <i>Nether Stowey Parish Council</i> Richard Cuttell (RC), <i>West Hinkley Action Group</i> Andy Coupé (ACé), <i>Somerset Council</i> David Dodge (DD), <i>Otterhampton Parish Council</i> Gary Perrett (GP), <i>Sustrans</i> Robin Kinahan (RK), <i>Fiddington Parish Council</i> John Roberts (JR), <i>Nether Stowey Parish Council</i> John Addison (JA), <i>Cannington Parish Council</i> Roy Pumfrey (RP), <i>Stop Hinkley</i> Sue Goss (SG), <i>Stogursey Parish Council</i> Chris Morgan (CM), <i>Stogursey Parish Council</i> Roy Pumfrey (RP), <i>Stop Hinkley</i> Rosemary Woods (RW), <i>Somerset Council</i>	EDF Team: Andrew Cockcroft (AC), <i>EDF</i> Rachel Lister (RL), <i>EDF</i> Stacy Walker (SW), <i>EDF</i> Andy Wagstaff (AW), <i>EDF</i> Drew Aspinwall, <i>SEC Newgate</i> Matthew Williams, <i>SEC Newgate</i> Apologies Received: Nicola Hale, <i>Community Safety Officer, Somerset Council</i> Hugh Davies, <i>Somerset Council</i> Jamie Jamieson, <i>EDF</i>

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

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	<p>The Chair referred to the meeting note of 11 July 2024 and invited any further comment on the draft and the afternotes provided.</p> <ul style="list-style-type: none"> - Item 3.12 – Afternote: Upon review, it was agreed that SW had answered the question fully and there was no additional relevant information to provide in the meeting note. - Item 3.12 – Afternote: Re. workforce fluctuation; having discussed with the EDF team it was mentioned that there is no further publicly available 	
2.2	There were no comments and the meeting note was approved.	
3	Project Progress Update - (Andrew Cockcroft, EDF)	
3.1	<p>Andrew Cockcroft (AC) provided an update on the project.</p> <ul style="list-style-type: none"> • Excellent progress being made to the external cladding of the turbine hall – an essential step before components are installed. • Both the 20 and 40 tonne cranes have been energised, ready for use in the component installation phase. 	
3.2	<p>Unit 2</p> <ul style="list-style-type: none"> • Recent work on Unit 2's Dome have been completed 2 weeks ahead of schedule. • All 14 supports have now been fitted quicker thanks to learnings from Unit 1. • Unit 2's dome supports were fitted from within one of the pre-fabrication bunkers leading to easier conditions for the welders to work more efficiently. 	
3.3	<p>Electrical milestones</p> <ul style="list-style-type: none"> • The Auxiliary Transformer is now well on its way towards being ready to undergo full commissioning, following the first supply of electricity to one of the systems in the Electrical Building that will make it work. • The system, known as 1LVL, was fitted by the MEH Alliance in September and was the first one to be handed over to the Commissioning Team. • Hinkley Point C's Generator Stator is on its way and will be transferred to site towards the end of the month. • The stator is responsible for converting the rotating magnetic field to electric current and therefore one of the most important components of the power station. 	
3.4	<p>Preparations for Reactor Core installation</p> <ul style="list-style-type: none"> • At the end of August, the final set of columns for the Hatch Transfer System (HTS) were installed, completing the six columns needed for the system and bridge installation located on the Fuel Building. • Construction has also commenced on the Outside Lifting System (OLS) with the base plates and counterweights already installed and the 40-metre-tall column in progress. 	

	<ul style="list-style-type: none"> This is the first time that an RPV will be in the UK for many decades; only 2 of these RPVs are available so no chances will be taken. <p>MP then asked if the installation was imminent? AC replied that the aim is to install the RPV by the end of the year. He emphasised that, unlike dome lift, there is no need to wait for a weather window - all systems need to be ready.</p>	
<p>3.5</p>	<p>Transport and logistics – C182</p> <ul style="list-style-type: none"> Work to repair the C182 has now been completed. AC thanked members for their patience while the works took place. Further identification of improvement work or repair should continue to be reported to the Council via the normal channels. <p>AC thanked SG and CM for their patience and raising this issue - and involvement with C182 roadworks, including diversion along the Operation HAROLD route.</p> <p>AC said he feels the difference driving along it.</p>	
<p>3.6</p>	<p>Workforce Uplift</p> <p>AC gave an update on the process being followed and the anticipated timeline for Workforce Uplift. The topic papers are currently being prepared.</p> <p>AC then showed members a slide outlining the sorts of mitigation being considered, divided into six categories.</p>	
<p>3.7</p>	<p>Pre-submitted Question – Saltmarsh / Acoustic Fish deterrent</p> <p>“EdeF’s attempts to find a community willing to host a saltmarsh as mitigation for the proposed removal of the requirement to install Acoustic Fish Deterrents (AFD) at HPC have only succeeded in stirring up a succession of hornets’ nests. Additionally, the publication of a definitive report by the AFD Delivery Group effectively destroys the EdeF arguments for removal of the AFD. In light of these developments:</p> <ul style="list-style-type: none"> Will EdeF now see sense and drop the removal of the AFD from the proposed Material Changes to the DCO for HPC? Clarify for worried landowners that threats of Compulsory Purchase Orders for land to create saltmarshes have no legal standing?” - Submitted by Roy Pumfrey, <i>Stop Hinkley</i> <p>Answer: AC mentioned it was a well-raised question; he suggested that him and RP talk through this further in more detail after the meeting.</p> <p>In terms of the Acoustic Fish Deterrent (AFD) feasibility and the AFD delivery group report, the key point from EDF is that they’ve read the report, what is important is that it’s grounded in science. There are worries about bias, and no reference points in that document to rely on.</p> <p>AC said that while the report is an important position statement, there needs to be evidence behind it. Formally, EDF doesn’t agree with statements within it.</p> <p>RP then said that this was raised at the last Forum, and on the point about the AFD Delivery Group, one of the contributors is an academic at the University of the West of England (UWE), so it hasn’t solely been put forward by people with a commercial argument in favour of an AFD.</p>	

	<p>RP's other argument is that mitigation measures proposed is causing a great deal of angst among local communities. SW got the 'short straw' by having to go to Arlingham, AC to Kingston Seymour.</p> <p>RP then asked if EDF could clarify that it has no legal right to CPO's? AC confirmed that at no point has anyone been sent anything in relation to a CPO. A 'section 172 notice' provides rights for a developer to access land to conduct low level environmental surveys.</p> <p>RW asked for confirmation – AC confirmed this will be discussed at the CF in January.</p> <p>SG asked what the local community engagement process was. SG said she didn't feel that it's appropriate for it to only go to LCN's and doesn't think that was the right way to go about it.</p> <p>RP asked if there were in the region of 12,000 workers at HPC? But no mitigation come up with for a state of affairs existed for a year.</p> <p>The Chair confirmed there will be a Forum to deal with this in the 2025.</p>	
4	Update from Transport Review Group – (Rachel Lister, EDF)	
4.1	Rachel Lister (RL) provided a summary of the Transport Review Group Quarterly Reports for April to June 2024 (Q2) and July to September (Q3), which was presented to the Transport Review Group on November 14 th 2024.	
4.2	<p>Construction Workforce Travel Plan (CWTP)</p> <p>RL then ran through the CWTP</p> <p>Final journey to HPC site (Q2)</p> <ul style="list-style-type: none"> - Walk 4.8% - Cycle 0.8% - Motorcycle 0.4% - Car (Driver) 1.8% - Car Share (Driver) 0.3% - Car Passenger via HPC Car Park 0.3% - Car Passenger via Drop Off Location 1.5% - HPC Bus Service 90% <p>Final journey to HPC site (Q3)</p> <ul style="list-style-type: none"> - Walk 4.4% - Cycle 0.8% - Motorcycle 0.4% - Car (Driver) 2.0% - Car Share (Driver) 0.2% - Car Passenger via HPC Car Park 0.2% - Car Passenger via Drop Off Location 1.3% - HPC Bus Service 90.6% 	
4.3	<p>HPC Bus Passenger Boarding Locations (last Quarter)</p> <ul style="list-style-type: none"> - North of Bridgwater 16% (including 9% at Breaan Campus) - Local Area 12% - West Somerset (including Washford Cross P&R and Minehead) 3% - Taunton & J25 P&R 11% - J24 P&R 6% - J23 P&R 15% - Bridgwater (including Campus) 37% 	

<p>4.4</p>	<p>Bus Movements</p> <p>Bus movements a day (DCO) – 1,232. Bus movements a day (Last Quarter) – 1,073.</p> <p>Note: Current bus movements a day include “empty running” buses which are not included in the DCO number.</p>	
<p>4.5</p>	<p>Construction Workforce Travel Plan (CWTP) – HPC Car Share</p> <ul style="list-style-type: none"> • The car share targets in the DCO relate to the proportion of car passengers as a total of mode share to the park and rides including those walking and cycling. Car passenger proportions at J23 and J24 P&Rs are 13.7% and 14.7% respectively (with targets set for peak construction at J23 P&R 38% and J24 P&R 36%). • Overall, 24% of those arriving via car to all Park and Ride were car sharers (2,849 bus passengers arriving via car and of these 691 via Car Sharing– 323 car share drivers and 368 car passengers). • Promotion of HPC Car Share continues and a promotional week took place in September 2024. • 95 new members joined (342 members joined, increased from 247) 	
<p>4.6</p>	<p>During the last Quarter:</p> <p>The HPC Fly Parking Team undertook their own checks and investigated 649 potential observations. 226 bus passengers were found to be fly parking. This represents 2% of the total workforce and based on a full working week (Monday to Sunday) during the Quarter equates to 4 HPC workers fly parking a day (based on Monday to Friday excluding Bank Holidays). The Fly Parking Policy – 3 Stage Approach is applied to all HPC fly parkers.</p>	
<p>4.7</p>	<ul style="list-style-type: none"> • 32 breaches (0.26% of total HGV movements) during Quarter Q1: <ul style="list-style-type: none"> - 3 HGV outside of permitted delivery hours - 0 HGV over permitted time limit - 29 HGVs deviated from the approved HGV route • All HGV drivers who were involved in these breaches have received a Driver Strike. 	
<p>4.8</p>	<p>2024 Q2 (average): Daily HGV Movements – 156 Daily HGV Deliveries – 154 (below 500 DCO average limit)</p> <p>Forecast Next Quarter Daily HGV Movements – 210 Daily HGV Deliveries – 79</p>	
<p>4.9</p>	<p>RL then answered a number of questions from members.</p> <p>DD asked if there was any way of incentivising car-sharing?</p> <p>RL replied that lots has been tried; there is a very varied workforce. Construction workers ‘set in their ways’ and thus won’t use an app; campaigns such as ‘sign up get free breakfast’ didn’t see a large take-up. Other voucher competitions (£50 Amazon voucher) and incentives have been tried.</p>	

	<p>In the 6 monthly survey, there was a question about what would make you car share? People were asked about the number of spaces, being closer to bus boarding, for environmental/sustainability reasons. There wasn't any strong data among responses. Going forward, there will be a focus on apprentices / graduates and what would make them car share.</p> <p>GP mentioned how 226 fly parkers seems like a large number even if it represents a low percentage. RL replied that it's about 4 a day; ideally this would be 0 but there is a real effort among Tier 1s on following this up. The number of repeat offenders is dropping. AC added that this is tracked v closely; but there isn't a spike month on month and the figures are static, showing that the interventions do work. RL added that the team enjoy the challenge.</p> <p>RP commented on how fuel duty didn't go up in the Budget but is amazed that financial incentives aren't there to make car sharing much more popular.</p> <p>GP repeated that what C are doing on this should be rolled out to A and B sites. RL had a call on Tuesday with Hinkley B to look at their ride share scheme and so they aware of this. AC added that it's the transfer of experience to Sizewell C as well to prepare them for this work.</p> <p>JA said that someone turned up at the Bowling Green at Cannington Court but nothing was said to this driver by staff – this should be reinforced? AC said this was good feedback, there's a grey area there as Cannington Court isn't technically an HPC office.</p> <p>AC will speak to their staff to ensure consistency.</p>	ACTION AC
5	Passenger Transport update (Andy Wagstaff, EDF)	
5.1	<p>AW gave the following update:</p> <p>342 additional parking spaces at Sedgemoor campus had been created and will come online in December, this will allow any potential fly parkers in that area to have a space on that campus. Once open, spaces will be allocated in the new year.</p> <p>RI had mentioned about the 11% coming from the Taunton area – 1 bus has been travelling down the M5 to J25 and other to Taunton via North Petherton. Only single decker buses can be used on this route in case of any diversion at Taunton station, which would pose a problem. They have invested in a software called 'ticketer,' which as well as ticketing also has a 'geofencing' capability, into which you can input hazards and which sounds an alert if the bus goes within 150m of them. This software has been fitted to 22 vehicles, 10 that were already in service and 12 new ones. This means that double decker buses can now be used on this route, which will reduce the number of vehicles on this route.</p> <p>AW repeated how fly parking is taken very seriously. A fortnight ago a fifth member of staff was dismissed for persistent fly parking, which was testament to the hard work undertaken by SPS.</p> <p>CM mentioned how there had been problems with coaches refusing to reverse in narrow local lanes. – and had raised this at the last Main Site Forum too. The complainant (a parishioner) has been in touch EDF staff – a response was promised but no response was received. CM feels this individual is entitled to response</p> <p>AW said that a conversation has happened because he was speaking to SW about this. AC added that contact has been made on an almost daily basis, and that the individual concerned prefers to be contacted through phone calls and messages.</p> <p>RP asked about buses; RL mentioned how HGV drivers are sanctioned for deviating from routes, are there similar restrictions if buses deviate from the route?</p>	

	<p>During occasions when the A39 is blocked between here and Bridgwater, locals use rat runs / lanes.</p> <p>AW replied that they don't track buses, however if it's noticed by duty operations managers (SPS) or it is reported, they will be in touch and this will be investigated – there are 3 different ways of tracking this. AC agreed this was a suboptimal route.</p> <p>RP then asked for what reason would a white bus have to go through Bridgwater town centre from the Taunton Road lights?</p> <p>AW – replied that if that's off an accepted route, they would need to find out from the individual driver concerned; but that forum members could report instances like this without a full registration.</p>	
6	Review of Abnormal Indivisible Loads (AILs) in 2024 (Andy Wagstaff & Andrew Cockcroft, EDF)	
6.1	AW and AC gave this update as JJ was unwell and unable to attend the Forum.	
6.2	<p>Members were then shown a video of the steam generators arriving into Combwich, before being transported onto site.</p> <p>A slide detailing the HPC marine line of communication was then shown.</p>	
6.3	<p>What is a marine AIL?</p> <ul style="list-style-type: none"> Abnormal Indivisible Load (AILs) are loads requiring a Special Movement Order to be transported. All AILs are authorised and managed through a dedicated team at National Highways. A Marine AIL is too large and / or too heavy to be transported on the road network – even with a police escort Marine AILs are delivered to Avonmouth by ship and off-loaded for storage in S-Shed. <p>Avonmouth Marine Operations</p> <ul style="list-style-type: none"> Scope of works to receive Marine AILs in a secure facility prior to Call Off to the HPC Site. Upon Call Off provide a HPC Barge Service from Avonmouth to Combwich Wharf. 	
6.4	<p>Community Safety Accreditation Scheme</p> <ul style="list-style-type: none"> Creates a framework for public and private bodies to work in partnership with the Police <p>What does this mean for HPC?</p> <ul style="list-style-type: none"> In-house team deliver escorting duties (G4S) Trained and accredited by Avon & Somerset Constabulary: 3-day classroom plus 2-day practical assessment using specially designed 'abnormal load.' Power are granted and exercisable in the Avon & Somerset area The CSAS team deliver all items up to 7.5m wide. Avon & Somerset Constabulary escort all items over 7.5m 8 CSAS team members are required per road move (additional to day job) <p>AW mentioned how this gives operational freedom to deliver loads without having to divert police resource. A lot of work by G4S, HPC and Osprey.</p> <p>RP asked where the huge bits of kit come from to be on a barge into Avonmouth and where they were manufactured?</p>	

	<p>AC replied that it depends on the component; he was unsure of where the Stator came from; AW added it comes in from North coast of Europe eg. Rotterdam.</p> <p>CM mentioned yellow beacons flashing and asked where the law stood on G4S driving with yellow lights flashing?</p> <p>AC there is a strict rule that beacons should be turned off when anyone leaves site. He suspects that someone forgot; and AW added that there are signs are you leave site reminding people to have these beacons turned off.</p> <p>SG added that this is a regular topic at this Forum; AC replied that the issue is one can't see one's own beacon.</p>	
6.5	<p>Marine AIL Deliveries to Comwich Wharf in 2024</p> <p>Members were shown photos of the components delivered into Comwich in 2024; the U2 Polar crane, the U1 steam generators, LPOCs, HP7 and HXA Tanks.</p> <p>AC added that one third of these components are on site so real progress being made in getting these to site.</p> <p>ACé added that structures on the C182 were reinforced to enable these loads to be carried down the road. A lot of signage in sockets that can now be removed.</p> <p>GP said how there was a road being constructed from Comwich Wharf; and asked if there will be no traffic on the wharf road for the foreseeable?</p> <p>AC asked for clarification as to whether GP was referring to the National Grid works? GP clarified that it's the road constructed near the wharf.</p> <p>AC said that the wharf road will only be used in exceptional circumstances. If access is needed for whatever reason then the wharf road will be used, but only sparingly.</p>	
8	<p>Any Other Business - (Chair)</p>	
8.1	<p>SG asked about the Operation Harold route. She said how at the next TRG, Somerset Highways/ HPC should get together and decide how this can be improved. She understands that Highways will be affected by redundancies being made by Somerset Council. Perhaps HPC will be using some of their own funds?</p> <p>JR said that the Operation Harold route isn't on the map for winter gritting. ACé confirmed this.</p> <p>GP mentioned how the path between Comwich and Cannington cycle path was in need of being renewed. The rest of the path rarely needs maintenance, but this stretch needs more regular attention – this was noted.</p> <p>JA asked about the white lining on Cannington straight? RW added that it's the same all over the patch; ACé added that Operation Harold situation was multiplied across the county, dealing with a limited budget and a series of priorities which are being dealt with in a sequential order. RW added that the Local Community Networks (LCNs) have been very helpful in this regard.</p> <p>AW updated members that LPOCs stands for Low Pressure Outer Casings (see 6.5)</p> <p>AC mentioned how this would be GP's last Transport Forum; he thanked him for all his expertise and guidance and critique provided over many years.</p> <p>The Chair updated members on dates for Forums for 2025.</p>	



9	Date of next meeting: Thursday 13 th March 2025 at 6pm	
9.1	The meeting ended.	