

Meeting Report

Regarding:

EDF Hinkley Point C: Transport Forum

Date:

Thursday 14th March 2024 – 6pm

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

Participating:

Doug Bamsey, *Chair*

Mark Phillips (MP), *Wembdon Parish Council*

Chris Hinchcliffe (CH), *Avon & Somerset Police*

Andy Coupé, *Somerset Council (ACé)*

Robin Kinahan (RK), *Fiddington Parish Council*

Gary Perrett (GP), *Sustrans*

Bruce Eyley (BE), *Kilve Parish Council*

Shaun Ryall (SR), *Cannington Parish Council*

Sue Goss (SG), *Stogursey Parish Council*

Allan Jeffery (AJ), *Substituting for Roy Pumfrey*

Leigh Redman (LR), *Bridgwater Town Council*

Hugh Davies (HD), *Somerset Council*

Lenny Cross (LC), *Avon & Somerset Police*

EDF Team:

Andrew Cockcroft (AC), *EDF*

Andrew Wagstaff (AW), *EDF*

Jamie Jamieson (JJ), *EDF*

Rachel Lister (RL), *EDF*

Drew Aspinwall, *SEC Newgate*

Robyn Evans, *SEC Newgate*

Apologies Received:

Rosemary Woods, *Somerset Council*

Roy Pumfrey, *Stop Hinkley*

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 16 November 2023 and invited any further comment on the draft and the afternotes provided.
2.2	Bruce Eyley (BE) flagged an error in the meeting note which stated that the original cost of HPC is £20 million rather than £20 billion. This has been corrected in the final meeting note.
2.3	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	Dome Lift <ul style="list-style-type: none"> • The 245-tonne steel dome has been successfully lifted into place. • The lift was carefully planned to take advantage of a weather window to allow the manoeuvre to be completed in low wind conditions. • The Polar Crane is now protected and the building is now weather-tight. • This accelerates civil construction work to MEH.
3.3	Latest Progress MEH – Marshalling Cabinets <ul style="list-style-type: none"> • The MEH team has successfully installed the first 6 Electrical Marshalling Cabinets in the Electrical Building. Five more are currently being installed. • The cabinets are manufactured by Staffordshire-based Capula and are part of HPC's instrumentation and control system. Equipment – Reactor Core Internals <ul style="list-style-type: none"> • The reactor core contains a series of internal components that hold the 241 fuel assemblies, guide the control rods and regulate neutrons around the fuel. • They were delivered safely by ship to Avonmouth on 19th February.
3.4	Increasing Efficiency <ul style="list-style-type: none"> • Applying the lessons learned from the build of the first unit continues to have a positive impact on the progress of Unit 2. On average, Unit 2 is seeing around a 20% to 30% improvement compared to Unit 1. • The efficiencies and innovations can be passed directly to the construction of Sizewell C. • New 3D scanning technology means transferring the 8,000 rooms to the MEH teams is getting quicker. Handover times from completion to painting have been reduced from 14 weeks to just two weeks. • Welding work for Unit 2's pools is now being completed four times faster than on Unit 1 by using a more efficient welding technique. • Unit 2's 52-tonne equipment hatch was installed six weeks faster than it was in Unit 1. • The safeguard building foundations have been completed on Unit 2 in six months - four months quicker than on Unit 1.

3.5 Looking Forward to 2024

- Steam generators will arrive at site.
- The MEH phase will accelerate.
- We will install the reactor pressure vessel.
- Heat exchanger installation.
- Spent fuel building pool slab poured.
- Unit 2 pumphouse walls complete.
- First phase of pre-stressing of reactor building.
- Auxillary transformer systems ready for commissioning.
- Unit 2 reactor cavity installed.

3.6 Schedule and Cost Update

- AC explained that going first in building a design adapted for UK regulations and restarting a nuclear industry after an almost 30-year pause has been harder than anticipated.
- HPC have had to substantially adapt the design to meet British regulations, making 7,000 changes, adding 35% more steel and 25% more concrete. In common with other major projects, Hinkley Point C has also been hit by inflation, labour and material shortages.
- AC said that building something for the first time is hard, but repeating an identical design with the same people and suppliers is easier, noting that building the identical second unit has typically been 20-30% faster.

3.7 AC said the target for Unit 1 operation is 2029. He said this is achievable, but that HPC need to be open about the risks, explaining that there are a further two dates, 2030 and 2031, which are based around different levels of risk. He said the 2030 date is what could be best described as a central case, 2031 as a worst case and 2029 as a best-case scenario. He restated that HPC are working towards 2029.

3.8 In terms of cost, the project running a few years longer means additional cost. Cost has risen to the new range of £31-£34 billion cost range (2015 values). HPC use 2015 values to be clear of the cost increase (by maintaining 2015 it gives a cost which is independent of inflation).

3.9 Mark Phillips (MP) asked what the actual cost is. AC explained that HPC use this range for consistency. He said that if you were to put the numbers into the Bank of England index system, it would give a figure of around £46bn, but that HPC do not go by this in terms of its own financial position.

3.10 Allan Jeffery (AJ) said that cost is for the French Government. He said the UK Government will say it is a French project and not for the UK Government to put money in. AC said this accurately reflects the position, but as a project, HPC are not involved in this, rather it is a discussion between the French and UK Governments.

3.11 AC said the project has seen a rocky time and the cost and schedule accounts for major events such as the Covid-19 pandemic and the Russia-Ukraine war. He explained that the worst of known risks is behind the project, but there are additional figures to take account of unpredictable risks.

3.12 Sue Goss (SG) asked what the weight of the steam generator is. Jamie Jamieson (JJ) said it is 575 tonnes. SG said it will have quite an impact on the C182. JJ said it will move on a trailer which has been designed around the wharf itself.

3.13 People Update

As the project moves into peak construction and the workforce grows, HPC will be working with Somerset Council and wider community groups to ensure they continue to limit any impact on the local area.

3.14 Wider benefits continue to grow:

- Almost 40% of the HPC workforce are local.
- 1,300 apprentices trained so far with c.70 percent coming from the local area.
- £5 billion has been spent with thousands of local businesses from across the South West.
- Centres of Excellence are fully operational and will support the next generation.
- A new advertising campaign is highlighting some of the 'local heroes' who have been forging careers at HPC.

3.15 Leigh Redman (LR) said 40% are classed as local workforce, asking what term is used for local. AC said this refers to the 90-minute commuting zone and clarified that this does not extend to Swindon.

3.16 Pre-submitted Question – Parking

Submitted by Gary Perrett, representing Otterhampton Parish Council

'There has been an increasing amount of workers parking on Brookside Road, Combwich. There have been 5 - 6 cars there every day from the village plus ones that come from elsewhere and it is making the entrance to the village dangerous as well as not being able to access the drains to clear them. What can be done about this continuing issue?' GP added that this is the entrance to Combwich, with as many as eight cars parking on the left-hand side of Brookside Road. He said there is an 800-yard rule where people should not be coming from, and these are mostly people residing in the village driving to the outside of the village.

Answer: AC said this area is a red zone, meaning HPC put additional resource into dealing with it.

Andrew Wagstaff (AW) said the SPS team were in this area this morning (14 March 2024) from 4am and found that of the ten cars parked in the area, six were registered to the project and four were not. Throughout the morning, they then looked at where the cars re-appeared, with five appearing at Brookside Road. AW reported that there have been 18 occurrences of fly parking since 1 February 2024 along this road for vehicles not registered to the project, which presents its own challenges in terms of identifying the drivers. However, he said that in the next few weeks, the SPS team will be going to the area in an attempt to identify the drivers of these unregistered vehicles to go through their Tier 1 employers on site. He said HPC will also be mail dropping and emailing the policy as a reminder to residents, explaining that workers are expected to walk and not drive to the bus stop.

AFTERNOTE

AFTERNOTE: This is in line with the Construction Workforce Travel Plan "All workers living within approximately 800m of a direct bus stop will be allocated to the appropriate direct bus. This will ensure that users of direct bus services are within easy reach of that service and can reach their pick up point via a relatively short walk (approximately 10 minutes).

It is recognised in the Construction Workforce Travel Plan Addendum and supporting Bus Strategy that "in urban settings such as Bridgwater it is recognised that some workers are walking 800m+ to access bus stops/services and it is proposed that all workers within the urban area of Bridgwater will be allocated a bus stop, even if they live more than 800m from a bus. Evidence from the workforce surveys carried out since the commencement of the project consistently identifies that more than 20% of workers travel more than 10 minutes by walking or cycling as part of their journey to work and therefore are likely to walk further than the previous 10 mins assumed".

3.17 GP acknowledged that HPC put a lot of work and effort into fly parking, but said it is a bit of a game for people because there does not appear to be strict enough repercussions. AW said the fly parking enforcement policy was re-issued in December 2023. He said the project had found that the measures prior to this were not strict enough but that since re-introducing the fly parking enforcement policy, three people have been suspended from the project and one sacked, and so it is starting to have an impact.

3.18 AW said he today (14 March 2024) received notifications from SPS of three workers who were at strike three since the reintroduction of the fly parking enforcement policy. He said this will then be taken forward with the Tier 1's who have two weeks to formally discipline their employee, report back to NNB what the disciplinary process has been to adjudicate whether this is sufficient, followed by the project director taking a view on whether the individual is to remain on the project.

3.19 Pre-submitted Question – Deliveries

Submitted by Gary Perrett, representing Otterhampton Parish Council

'Could you provide an update on the current schedule of deliveries coming into Comwich Wharf?'

Answer: AC said there are 35 barge deliveries over the course of the year from May until the end of December. He added that this will be averaged out over the year.

JJ said there is a restriction on when deliveries can come into Comwich and a tidal window every month ranging from three days to eight days. He reiterated that this will be spread out over the year with single pieces, as well as two or three components on the barges.

3.20 GP asked whether HPC will be taking stuff away from the wharf with the containers on the barges.

JJ said HPC are currently undergoing the review of the reverse supply chain. He said the problem this year is the ability to get the barge back to Avonmouth to then get the next load back in again.

3.21 On the sustainability point and re-using materials, AC said HPC are very close to agreeing a programme with the Bridgwater Carnival to use all the project's excess wood and metal to build their carts. He said HPC are also actively transferring waste concrete down to the south coast to help with a sea kelp project.

3.22 On fly parking, AC said HPC are aware of the problems in Wembdon.

MP asked for clarity on the 800m rule.

AW explained that if there is a bus stop within 800m of a residence where a member of the workforce resides, they will be directed to that bus stop as their means of travel to site.

MP said he keeps hearing the argument from workers that they live in the village and so they can park where they want.

AW made clear that the expectation on workers is that they walk distances of up to 800m to catch a bus at a stop, not drive and park on a road side. With regard to parking around their residence, he said there are some challenges with the workforce parking outside some of the let properties. He said SPS will not ticket a car if it is parked within 300m of the worker's residence overnight, but encouraged MP to report the VRNs to SPS so they can take action.

AC said MP is doing the right thing in reporting these incidents and repeated AW's points that once the project can evidence that someone has gone through the strike process, heavy action is taken.

AW said they can only take action against registered vehicles on the database and acknowledged that there are sometimes challenges with the registration process.

3.23 Pre-submitted Question – Schedule and Cost

Submitted by Roy Pumfrey, Stop Hinkley

'All the waffle about why HPC is now even further behind schedule and will cost £46billion (please stop using 2015 figures; I can't buy anything at 2015 prices!) as opposed to £20billion

isn't about 'building something for the first time' is it? The HPC EPR is 4th in line after Olkiluoto, Flammanville and Taishan, only one of which may be working! And why do you quote completion as 2029 when Paris HQ says 2031?'

Answer: AC covered the 2015 figures and 2029 date in his presentation to the Forum. He said Paris HQ reference three dates, 2029, 2030 and 2031 and that HPC are targeting 2029.

3.24 Pre-submitted Question – People Update

Submitted by Roy Pumfrey, Stop Hinkley

'Where are you with the Mitigation discussions with Somerset Council on Workforce Uplift when numbers on site have already sailed merrily past the last negotiated 8,600 and left 10,000 in their wake as they hurtle towards 15,000?'

Answer: There was earlier discussion on mitigation measures and AC repeated that HPC will provide an update to the Forum once they have certainty on the numbers and measures.

3.25 Allan Jeffery (AJ) questioned whether HPC could be heading towards 15,000 workers. AC said it depends on the returns from the MEH alliance for example. AC did not want to hypothesise about where the peak will be but guaranteed that HPC will mitigate appropriate to the number.

The Chair said there will be a special forum to deal with workforce uplift.

3.26 Pre-submitted Question – Deflectograph Survey

Submitted by Sue Goss, Stogursey Parish Council

'I understand that the long - awaited results of the Deflectograph survey have now been shared and discussed with the appropriate HPC team. As you will know, Stogursey Parish council are extremely concerned about the current condition of the underlying structure of the C182 between the Idson Lane and Shurton / Burton junctions.

The condition of this stretch of road has deteriorated over recent times with the increase of both construction and passenger traffic to HPC, plus the transport of very large pieces of AIL. With the proposed increase in Workforce numbers, plus further, even larger pieces of equipment due to travel on this route from Combswich - then the stretch of road in question is liable to deteriorate even further - putting all road users at even more risk.

Understandably, the type of repair required would be much more complicated and time consuming than purely surface issues ie potholes - but this should be balanced by use of risk assessment - including identifying which party - HPC or Somerset Highways - would be responsible, should a serious accident occur due to lack of action in tackling these structural problems. In view of the above, it would be useful to know what steps will be taken to improve the condition and safety of this stretch of the C182?'

Answer: Andy Coupé (ACé) said that the survey has been completed and identified the need to undertake work on the C182, but it also identifies areas for treatment on the HGV routes from J23 and J24. The results have been discussed between the Council and HPC. Some further analysis is required to overlay future traffic predictions to the end of the construction project and beyond in order to ensure that any work that is undertaken provides a long-term solution into the operating needs of the power station. In the meanwhile, the Council is engaging with its contractor to begin to scope what works might be necessary. The results of the additional analysis are expected to be available in the next few weeks. It is not possible at the current time to therefore share the detailed results.

3.27 SG said it is not a case of resurfacing that is needed on the C182 as the stretch seems to be more of an underground issue. She said that all HGVs travel along the C182 to HPC so it is a very important stretch of road and warned there could be an accident if work is not undertaken to make the road safe. She recognised that the Council is strapped for cash but

noted that HPC have a lot of money allocated as part of the DCO to keep the highways they use in good condition.

On financing, AC said some sums from the DCO S106 remained available, but the focus was currently on understanding the nature of the works required.

3.28 The Chair asked whether an update could be provided at the next Transport Forum.

ACTION: AC and ACé agreed to do an item on this at the next Forum.

ACTION

3.29 LR asked that this item is widened to look at road conditions on the main supply routes. The Chair said this may take focus away from the C182, the main issue of concern which has been raised.

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 October to December (Q4).

4.2 Construction Workforce Travel Plan

Final journey to HPC site (last Quarter)

- Walk – 5.2%
- Cycle – 0.6%
- Motorcycle – 0.4%
- Car (Driver) – 2.2%
- Car Passenger via HPC Car Park – 0.2%
- Car Passenger via Drop Off Location – 1.3%
- HPC Bus Service – 90%

4.3 HPC Bus Passenger Boarding Locations (last Quarter)

- North of Bridgwater – 16% (including 8% at Brean Campus)
- Local Area – 11%
- Washford Cross P&R & Minehead – 2%
- Bridgwater (including Campus) – 36%
- J23 P&R -17%
- J24 P&R – 8%
- Taunton & J25 P&R – 9%

4.4 Bus Movements

- Bus movements a day (DCO) – 1,232
- Bus movements a day (last quarter on survey day) – 1,095

Note: Current bus movements a day include “empty running” buses which are not included in the DCO number.

4.5 HPC Helpline Complaints for 2023 Q3 and Q4

- HPC Worker not Fly Parking 24 (15%) for Q3 and 22 (17%) for Q4
- HPC Worker Fly Parking 33 (20%) for Q3 and 29 (22%) for Q4
- Not a HPC Worker 105 (65%) for Q3 and 82 (62%) for Q4
- The HPC Fly Parking Team also undertake their own checks and investigated 824 potential observations.
- During the last Quarter, 344 bus passengers were found to be fly parking.
- This represents 3% of the total workforce and based on a full working week (Monday to Sunday) during the Quarter equates to 5 HPC workers fly parking a day.

- The Fly Parking Policy – 3 Stage Approach is applied to all HPC fly parkers.

4.6 Construction Workforce Travel Plan (CWTP) – HPC Car Share

- HPC Car Share Strategy and Liftshare App – Launched 28th September 2022 and promotion of HPC Car Share continues.
- 28% of those arriving via car to a Park and Ride were car sharers (3,124 bus passengers arriving via car and of these 875 via Car Sharing– 381 car share drivers and 494 car passengers).

4.7

- 17 breaches (0.15% of total HGV movements) during Quarter Q4:
 - 1 HGV outside of permitted delivery hours
 - 0 HGV over permitted time limit
 - 16 HGVs deviated from the approved HGV route
- All HGV drivers who were involved in these breaches have received a Driver Strike.

4.8 2023 Q4 (average):

Daily HGV Movements – 154
Daily HGV Deliveries – 76
(below 500 DCO average limit)

Forecast Next Quarter

Daily HGV Movements – 180
Daily HGV Deliveries – 90

5 Passenger Transport Update - (Andrew Wagstaff, EDF)

5.1

AW gave an update on the monthly additional route assessments which take place between NNB and SPS to attract more people onto the buses, and work to reduce driver fatigue on the project.

5.2 Additional Route Assessments

AW explained that there are around 17-19 routes, 175 different spots, and that these are monitored through heat mapping.

5.3 Fatigue Model

AW explained that the fatigue model concept started in June 2023. The SPS SHE team conducted an initial risk assessment by department, using the HSE fatigue & risk index tool. A small sample of data was collected to understand the impact of fatigue across the workforce. This showed a genuine need for a bespoke SPS fatigue model. SPS recruited for a Mathematics undergraduate for a 6-week summer placement. The Undergraduate using the rota output from the scheduling team built a fatigue model in R studio. The fatigue model assesses numerous factors from the duty; Start time, night driving, rest time before duty, consecutive days worked, length of duty. The model combines these results and returns a value rating the duty's fatigue. In conjunction, the data team have facilitated several driver forums to understand more about fatigue and if any of the metric's weighting needs adjusting. Resulting in a refined and bespoke fatigue model for SPS. The model is being used in the business, rotas are evaluated for any high fatigue scores and adjusted prior to releasing to drivers.

5.4

GP asked for statistics on the number of cyclists going to the Cannington Park and Ride and how HPC could increase this number.

AW said promoting sustainable travel on site has always been a challenge and that there have been a number of initiatives over the years.

AFTERNOTE: The Transport Review Group's report shows that in Q2 2024 8 bicycles were observed parked at Cannington Park and Ride. This number is considered to be a likely average.

- 5.5 MP raised concerns regarding the amount of people that get off the buses and cross the road dodging cars.
AW said duty of care and safety is paramount on the project, but HPC can only take this so far. However, he offered assurance that HPC do regularly remind workers of the importance of safety.

AFTERNOTE

AFTERNOTE: Below is a flash alert on bus passenger behaviours. This was issued site-wide on 12 April to all NNB work e-mail addresses and Tier One contractors for inclusion in the site-wide 'Toolbox Talks', which are daily briefs with the workforce.

A number of passengers leaving HPC buses in various off-site locations are exposing themselves to the risk of being struck by other vehicles passing by or even the bus itself as it moves off, due to them walking straight out into road immediately in front or behind the bus. High risk areas where this behaviour is common include the NDR and Taunton Road.

Passengers are advised to:

- Walk to the closest safe crossing point and cross when safe to do so.
- Wait until the bus has moved off and cross the road when safe to do so.
- At Brean Campus, follow the designated footpath and do not walk across the bus stand.

- 5.6 Lenny Cross (LC) asked whether there is any data to reflect the period between drivers finishing their shift and starting their shifts the next day.
AW said this is monitored as it is a legal requirement for enforced rest. He did not have the average figure but confirmed that they either meet or exceed these standards.
LC wanted to know whether there is any correlation between the rest period and registered fatigue as the standard of driving could be affected.
- 5.7 LR suggested that with the seasons changing, now may be a good time to promote the fact that there are safe cycle routes.
RL has raised the observations of bicycles parked along Homberg Way / NDR with Somerset Council who are considering this and provision of cycle parking. Further bicycle parking at Sedgemoor Campus is also being considered by HPC. AC said Stacy Walker has been looking at the possibility of installing bus shelter cycle racks. He said HPC must do all they can to make it as easy as possible for people to cycle to work.
- 5.8 Hugh Davies (HD) asked whether the drivers are capped.
AW said SPS cap the number of hours a driver can do via regulation and law anyway, but within that, drivers must have MD sign off to undertake a level of overtime which brings them close to the legal limit of driving.
JJ said HPC also track every single person that comes onto site and if they come onto site for more than a run of 12 days, this is highlighted, and their line manager must explain why the individual has not had an enforced rest and a standby rest day.
- 5.9 HD argued that a lack of quality sleep makes people tired and that the caravan sites may impact this.
AW acknowledged that quality of sleep is important, but said the campuses are relatively quiet areas.
- 6 **Any Other Business - (Chair)**
- 6.1 GP asked whether there will be a definitive response on the cycle route.
AC said this is something HPC are keen to progress when the team have greater capacity. He committed to provide an update as soon as more information is available.
- 7 **Date of next meeting: Thursday 11th July at 6pm**

7.1 The next Transport Forum will take place on Thursday 11th July 2024.

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

Community Forum 16th May 2024 / 19th September 2024

Main Site Forum 20th June 2024 / 17th October 2024

Transport Forum 11th July 2024 / 14th November 2024

The meeting ended.