

Welcome to the
TRANSPORT FORUM

CHANGE IS IN *OUR POWER*



Agenda: Transport Forum – Thursday 13th November 2025

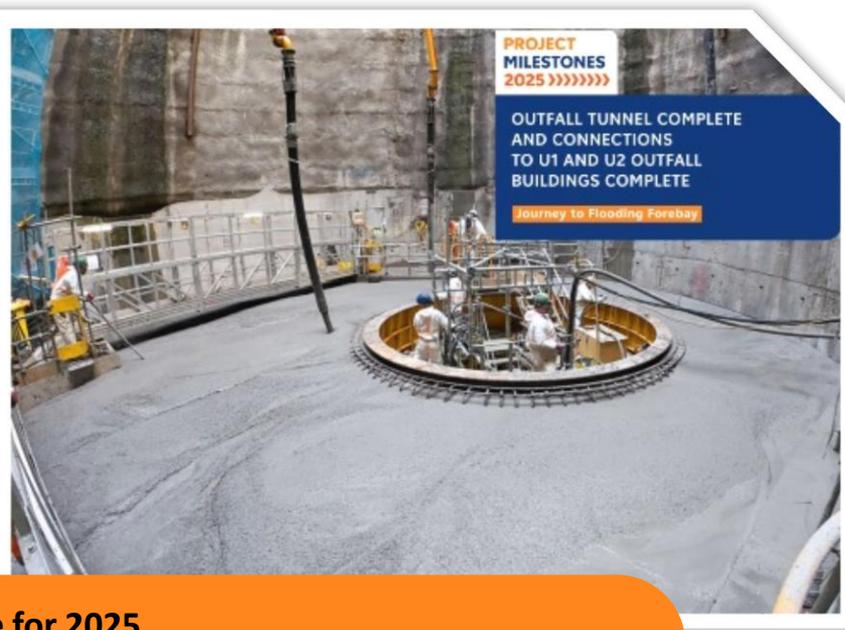
1. Welcome and introductions
2. Meeting note / matters arising from last Forum held on: 10th July 2025 - (Chair)
3. Project Progress Update - (Andrew Cockcroft, EDF)
4. a) Transport Review Group Quarterly Report - (Rachel Lister, EDF)
b) Workforce uplift transport implications – (Rachel Lister, Andrew Cockcroft, EDF)
5. Passenger Transport Update - (Andy Wagstaff, EDF)
6. Marine Deliveries, Road Deliveries and Diversionary Routes - (Claire Warner-Blackman, EDF)
7. Any Other Business - (Chair)
8. Date of next meeting: Thursday 12th March 2026 at 6pm

Progress Update



- Nicola Fauvel has been appointed as HPC Station Director. She will transfer from her current role at Hinkley Point B in the new year.
- 3 • Meanwhile, the “Triple-Point” connection has been successfully installed into the outfall shaft. It connects the two reactor units to the outfall tunnel and represents one of the most complex pieces of concrete and steelwork.

Progress Update



9 key milestones now complete for 2025

- **Most recently;**
 - **Outfall tunnel now complete**
 - **Unit 1's Emergency Diesel Generators installed**
- Major milestones later this year will include the completion of primary circuit welding and completion of the pumphouse building.
- Mechanical and electrical installations are c.6% complete on Unit 1.



Pre-Submitted Question:

1.

On 7th November, Bloomberg reported that ‘the HPC project, ridden by repeated delays and cost overruns, is bracing for yet more setbacks.

The latest schedule for completion around the end of the decade is likely to be pushed back by at least another year as operator Electricité de France SA continues to grapple with the installation of electrical systems.’

What date would you now put on the first HPC electricity going on the grid, given that 2017 and now 2025 have proved to be grossly inaccurate start dates?

Submitted by Roy Pumfrey, Stop Hinkley

Thank You

Item 4A:

Transport Review Group Quarterly Report

2025 Q2 and Q3 – Transport Forum Summary R01

Rachel Lister
HPC Transport Lead

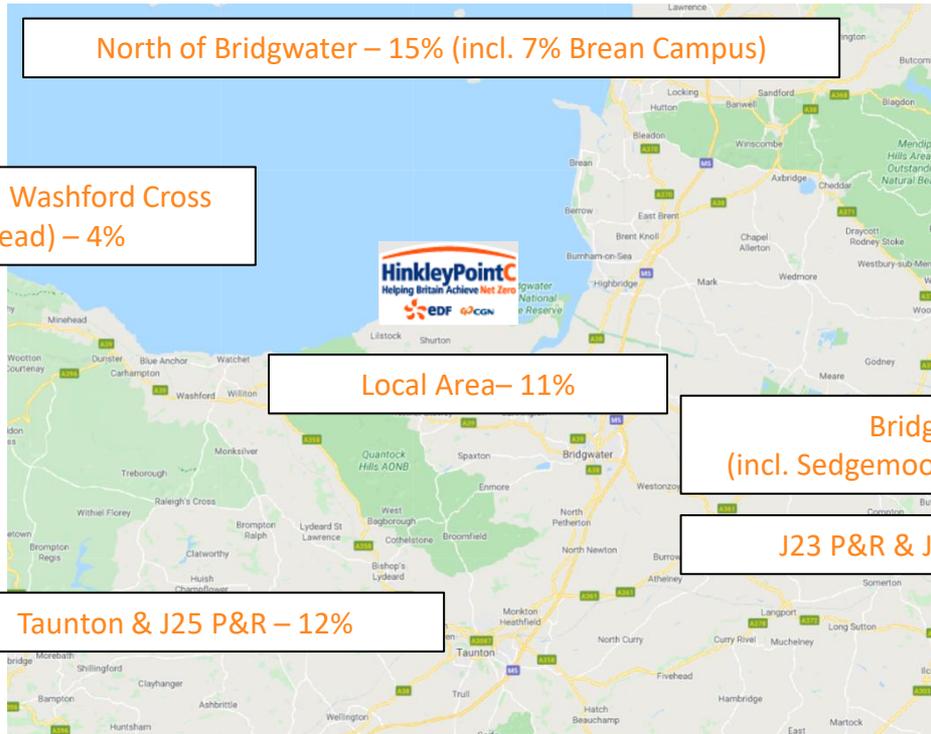
Construction Workforce Travel Plan (CWTP)

Final Journey to HPC	Target	Q2 (11/06/25) Workforce	%	Q3 (17/09/25) Workforce	%
Walk	9%	583	4.5%	584	4.4%
Cycle	0%	212	1.6%	93	0.7%
Public Bus	0%	0	0.0%	0	0%
Rail	0%	0	0.0%	0	0%
Motorcycle	0%	48	0.4%	48	0.4%
Car (Driver on Own)	4%	176	1.3%	175	1.3%
Car (unknown if on own or car share as outside of observed survey time)	-	192	1.5%	230	1.7%
Car Share (Driver at HPC Car Park)	-	52	0.4%	65	0.5%
Car Share (Passenger via HPC Car Park)	-	64	0.5%	75	0.6%
Car Share (Passenger via Drop Off Location at Hinkley Campus)	-	214	1.6%	185	1.4%
 HPC Bus Service	87%	11,552	88.2%	11,833	89.1%
TOTAL	100%	13,095	100%	13,288	100%



Construction Workforce Travel Plan (CWTP)

- HPC Bus Passenger Boarding Locations (Last Quarter)



- TRG is actively monitoring demand on Taunton bus services following review of information in Quarterly Report.

- Additional parking is available at Sedgemoor Campus and helping alleviate demand on J23 P&R during Dunball Improvement Scheme Roadworks.

- TRG is actively monitoring demand at the P&R.

Construction Workforce Travel Plan (CWTP)

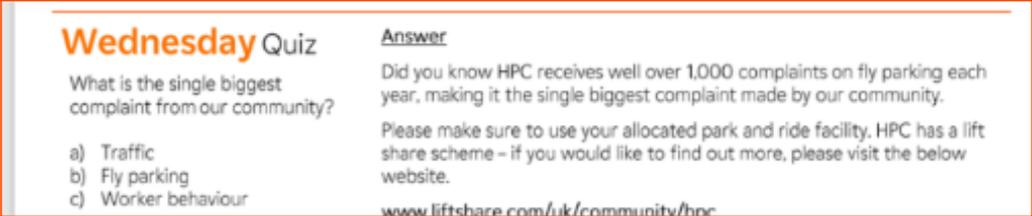
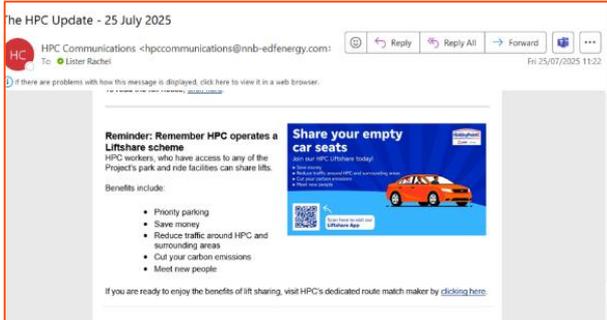
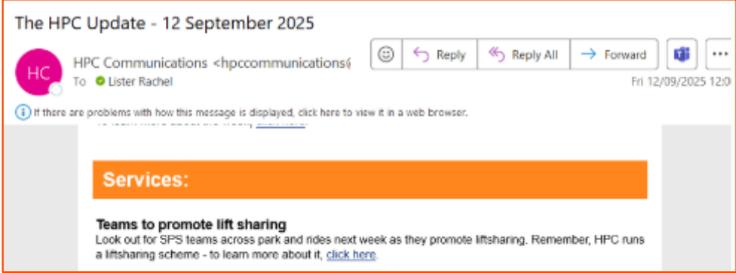


Bus Movements a Day (DCO)	Bus Movements a Day (Last Quarter on Survey Day)
1,232	1,196

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

Construction Workforce Travel Plan (CWTP) – HPC Car Share

- 25% of those who arrived at a Park and Ride via a car were car sharing (based on a total of 3,223 travelling to the Park and Ride facility as a car driver or passenger).
 - DCO targets set for peak construction are based on the proportion of car passengers as a total of mode share to the park and rides including those walking and cycling.
 - For example, the DCO target for J23 P&R is 38% car passengers and last Quarter 15% were car passengers (with a further 13% car drivers with passengers).
- Promotion of HPC Car Share continues
- 787 members have joined the HPC Car Share scheme via Mobilityways



Construction Workforce Travel Plan (CWTP)

HPC Helpline Complaints	2025 Q2		2025 Q3	
HPC Worker not Fly Parking	32	7%	39	7%
HPC Worker Fly Parking	29	7%	108	18%
Not a HPC Worker / Not Registered	430	88%	450	75%
Total	491	100%	597	100%

- **During the last Quarter:**
 - The HPC Fly Parking Team also undertook their own checks and investigated 988 potential observations (the team are increasing the number of observations they are able to undertake).
 - 243 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.
 - The Fly Parking Policy – 3 Stage Approach is applied to all HPC fly parkers.

Construction Traffic Management Plan (CTMP)

- **HGV Movements against HGV Average / Maximum Daily / Quarterly Limit for HGV Routes**

HGV Movements	DCO Cap (Movements)	2025 Q2			2025 Q3		
		Average Daily Movements	Maximum Movements on any day (Mon-Fri)	Maximum Movements on any day (Sat)	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)	186	343	48	172	290	42
HGV Route 1 (J23)	450	133	199	48	126	206	42
HGV Route 2 (J24)	300	53	144	0	46	98	0

Construction Traffic Management Plan (CTMP)

- Time Restrictions – HGV Movements

HGV Movements	DCO Cap (Movements)	2025 Q2			2025 Q3		
		Average Daily Movements	Max Movements on any day (Mon-Fri)	Max Movements on any day (Sat)	Average Daily Movements	Max Movements on any day (Mon-Fri)	Max Movements on any day (Sat)
07:00 - 07:59	40	25	37	8	25	38	18
08:00 - 08:59	30	18	29	10	18	28	8
09:00 - 09:59	50	28	46	10	25	46	8
10:00 - 10:59	No CAPS	23	56	8	23	42	4
11:00 - 11:59		21	44	5	19	34	16
12:00 - 12:59		22	41	8	18	40	4
13:00 - 13:59		19	39	8	18	40	2
14:00 - 14:59		17	46	2	15	32	0
15:00 - 15:59		9	22	2	7	30	0
16:00 - 16:59		50	2	12	0	2	11
17:00 - 17:59	40	0	4	0	0	2	0
18:00 - 18:59	40	1	4	0	0	2	0
19:00 - 21:59	No CAPS	1	5	0	0	6	0

Construction Traffic Management Plan (CTMP)

- **49 breaches (0.37% of total HGV movements) during last Quarter:**
 - 0 HGV outside of permitted delivery hours
 - 0 HGV over permitted time limit
 - 49 HGVs deviated from the approved HGV route
- All HGV drivers who were involved in these breaches have received a Driver Strike.
- HGV Route Compliance:
 - Driver Briefings random observations
 - Senior Leadership Engagement Tours
 - HGV Signage review

Construction Traffic Management Plan (CTMP)

- Last Quarter (average)

Daily HGV Movements	Daily HGV Deliveries
172	94

- (below 500 DCO Average Limit for movements)

- Forecast Next Quarter

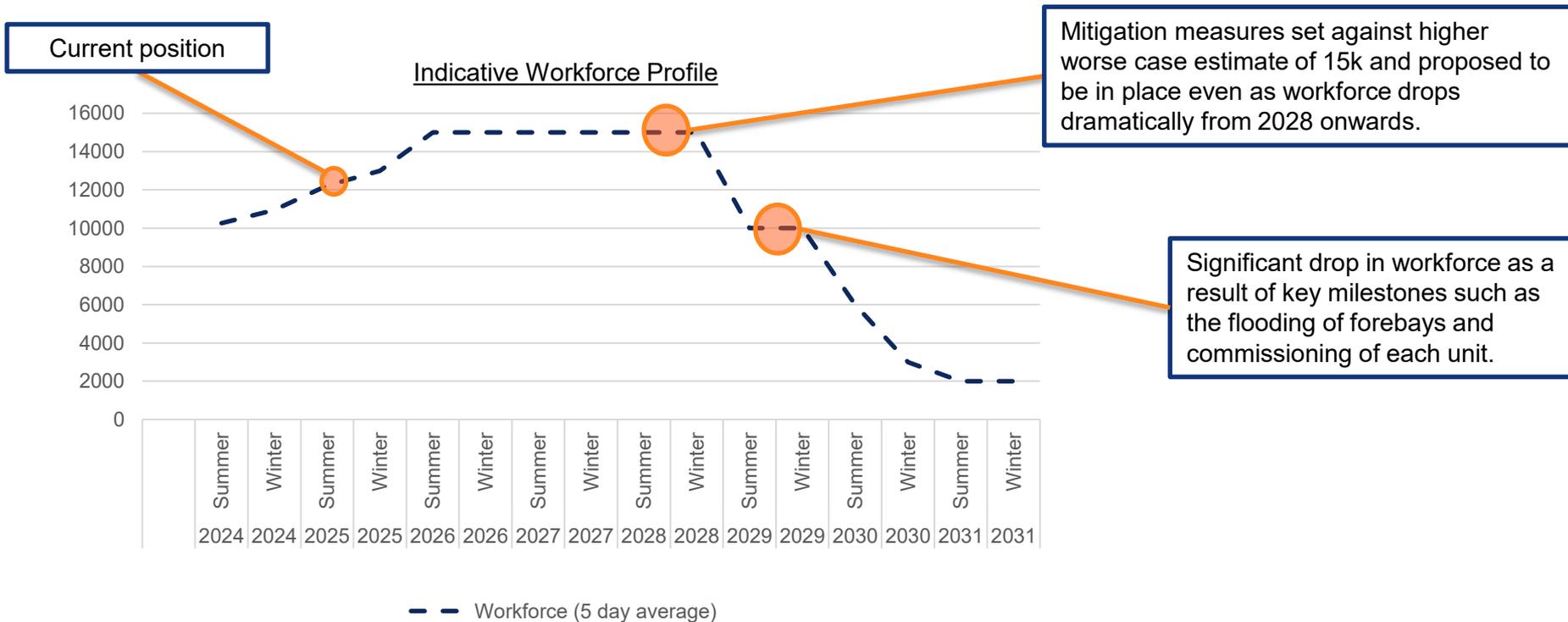
Daily HGV Movements	Daily HGV Deliveries
300	150

Item 4B: Workforce uplift transport implications

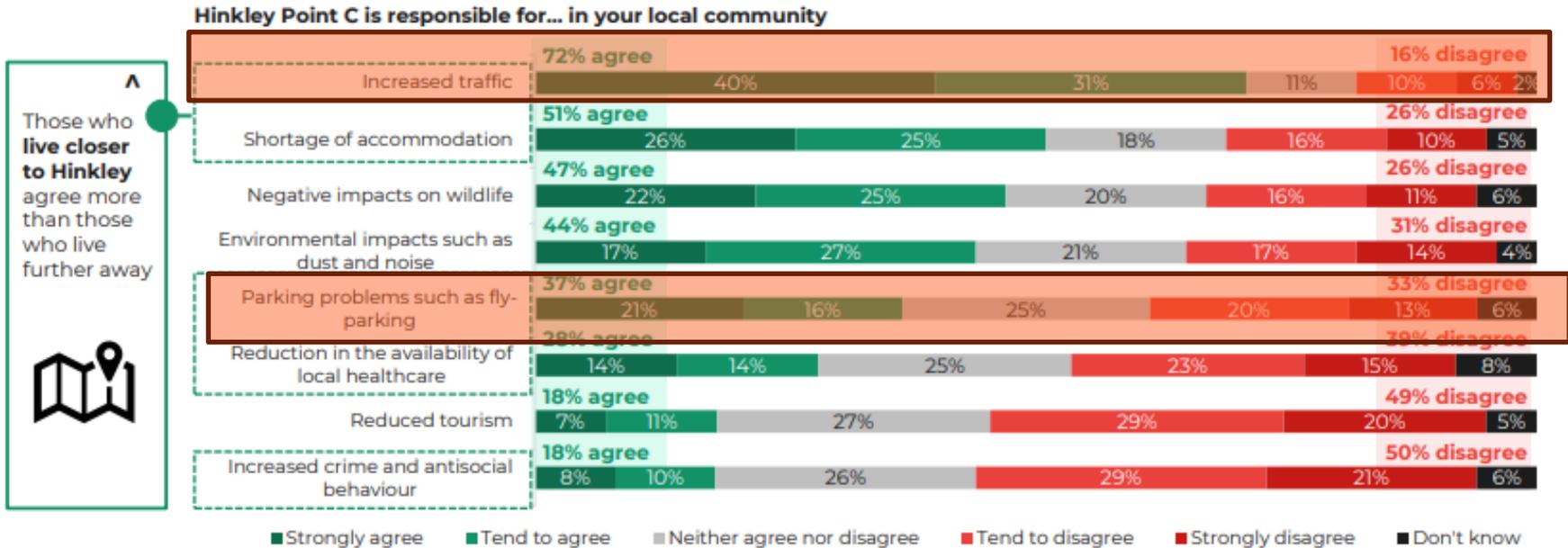
Andrew Cockcroft
Head of Stakeholder Relations and Social Impact

Workforce Uplift – Introduction and Context

- Topic papers are under review by Somerset Council specialists.
- Overall mitigation package being considered is worth c.£30 million, not accounting for capital investments in accommodation and economic benefits to people and businesses.

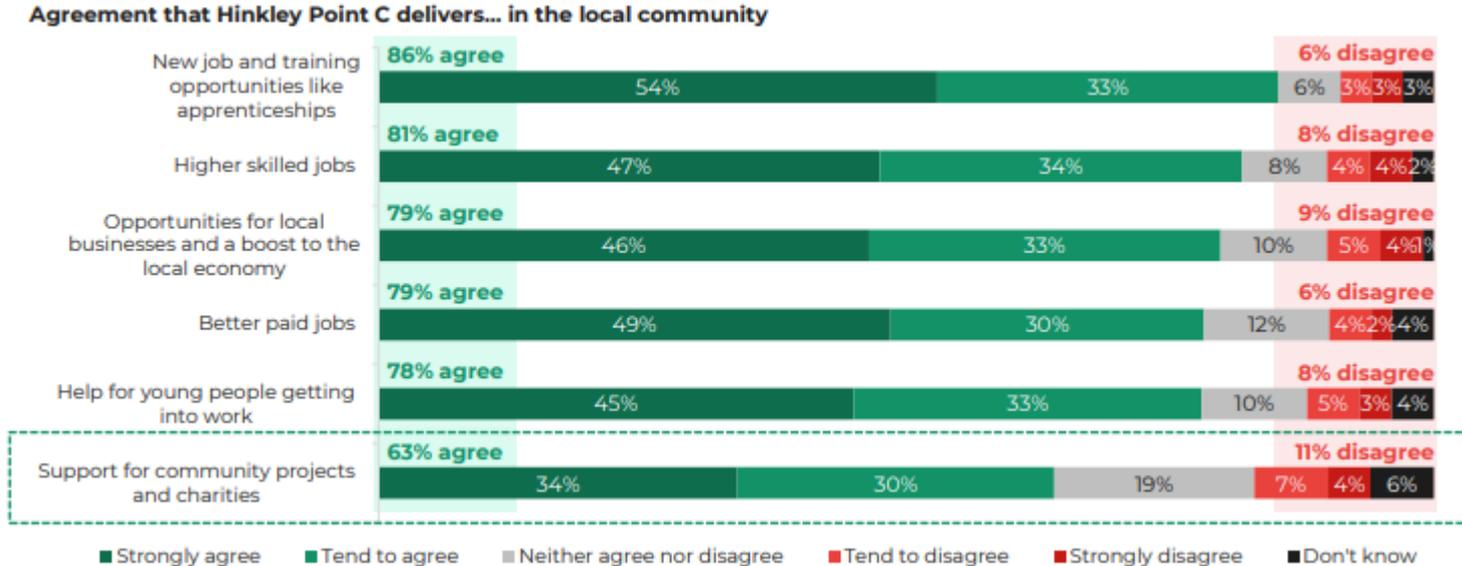


Understanding Community Views



Above: Views expressed in latest HPC stakeholder survey
 (*Sample of 1,000 people in TA1, TA2, TA3, TA4, TA5, TA6, TA7, TA8, TA9 and TA21)

Understanding Community Views



Above: Views expressed in latest HPC stakeholder survey
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Transport

Review and Assessment

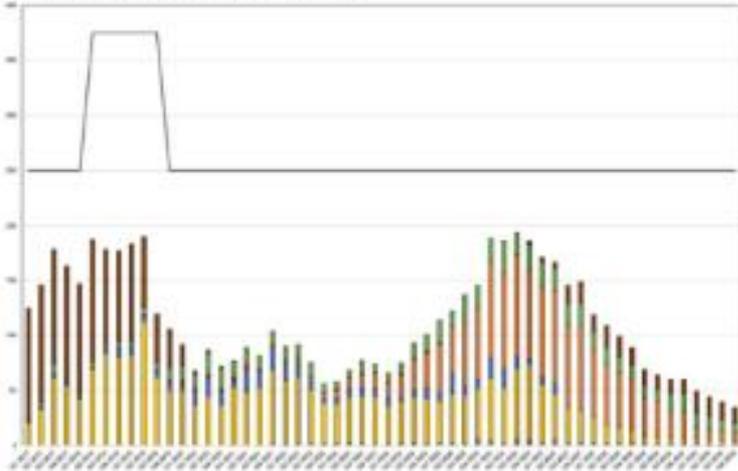
- To review the transport impacts of the workforce uplift and consider whether there are any likely adverse or beneficial transport impacts and effects arising from this workforce uplift.
- If any likely adverse effects are identified which are over and above those identified within the DCO and Workforce Uplift 1 then additional mitigation and updates to the Construction Workforce Travel Plan Addendum, Bus Strategy and Car Share Strategy will be prepared.
- To understand this:
 - Transport Distribution Model
 - Transport Topic Paper
- Transport Distribution Model considers:
 - Different scenarios - workforce numbers (total on-site peak rather than 5-day rule), spatial distribution of workers (home and non-home based), shift patterns, sustainable travel patterns and bus occupancy.
 - Previous Transport Review Group Quarterly Reports (operational experience to date) and anticipated changes.
- The DCO Transport Assessment's transport objectives remain in place.

5.2.1 EDF Energy's principal transport objectives are to:

- minimise the volume of traffic associated with the development of the new power station as far as reasonably practical, at all times, but especially during peak hours;
 - maximise the safe, efficient and sustainable movement of people (i.e. travel by non-car methods) and materials (i.e. delivery by non-road methods) required for the HPC Project as far as reasonably practicable;
 - minimise the impacts both for the local community and visitors to the area using the road network as far as reasonably practicable;
 - provide long-term, sustainable legacy benefits for the local community from new infrastructure, where appropriate;
 - maximise the control of movements associated with the construction of the HPC Project so far as reasonably practicable;
 - take all reasonable steps to ensure the resilience of the transport network in the event of an incident; and
 - take all reasonable steps to protect the natural and built environment.
- HPC remain committed to fulfilling these objectives and continuing to show commitment through continuing the quarterly reporting to the TRG and Transport Forum.
 - The DCO Environmental Statement assessment focused on five aspects:
 - Severance
 - Driver delay
 - Pedestrian delay
 - Pedestrian amenity and
 - Accidents and safety
 - We are not anticipating any new or materially different impacts compared to the ES assessment, with mitigation and supporting Transport Management Plans continuing to manage each aspect effectively.
 - Working closely with Somerset Council and National Highways on the Model to conclude the assessment.

- HGV movements and delivery arrangements are not proposed to change due to the increasing workforce. The Project is well below the upper-limits set by the DCO and the greater workforce does not project HGV deliveries above DCO limits.
- Use of warehousing off-site to manage component storage and DMS used to manage and spread deliveries as required.
- Continued use of marine deliveries to reduce road movements.

Graph 8: HGV Profile (June 2025) - Draft



Proposed Mitigation

- Recognition that **transport impacts also include a longer project.**
- **Increased local parking provision** (e.g. Campus parking extension, J23 extension and use of Bridgwater Rugby Club).
- Commitment to monitor road condition through surveys and **provide financial liability for required repairs.**
- **Continued provision for dedicated fly-parking prevention team** to monitor and invoke the code of conduct.
- Support for transport related issues from **expanded Hinkley Point C Police beat team.**
- **Rural car parking fund** available.
- Continued drive to increase participation in the **HPC car share scheme.**
- **Provision of HPC Community bus** running a free service between Bridgwater and Minehead.

Thank You

Item 5: Passenger Transport Update

Andy Wagstaff

Passenger Transport Service Manager

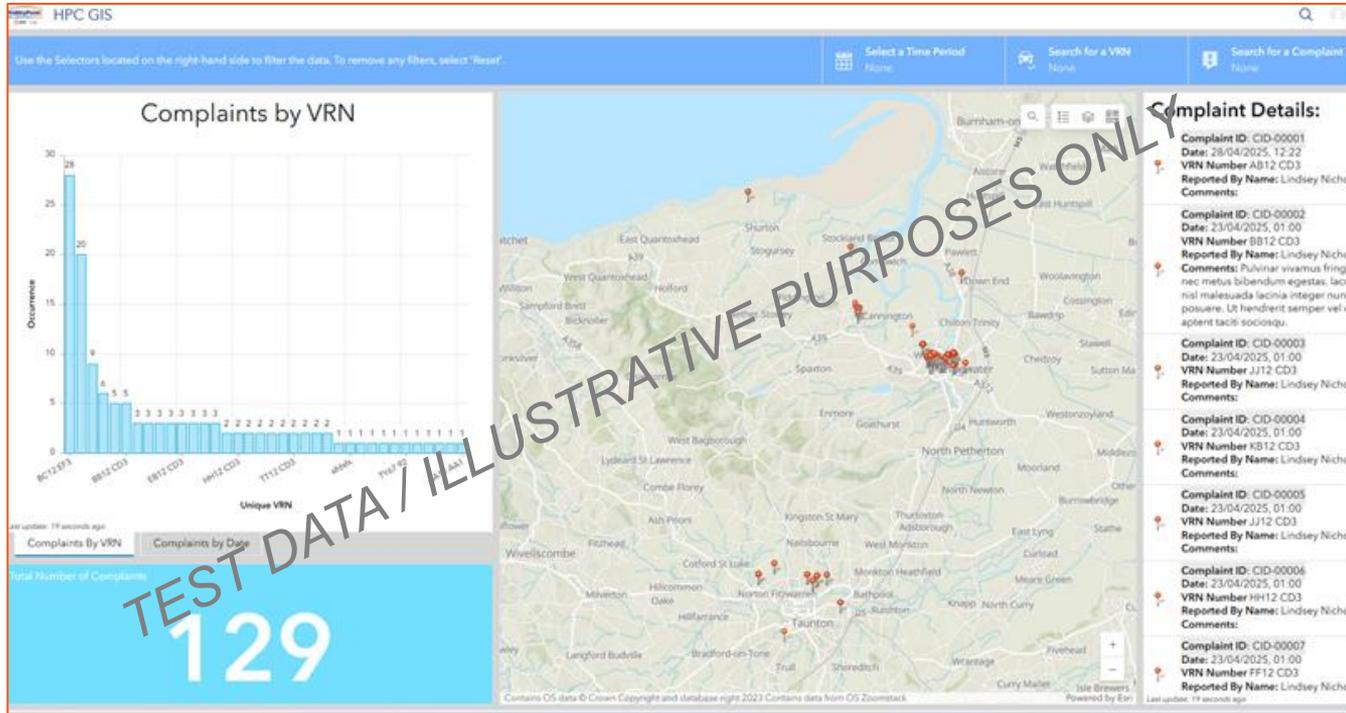
Passenger Transport Update

- Incident Update - Thursday 30th October 2025

- New system in development for reporting fly parking

Passenger Transport Update

- We are developing a new system using GIS to help with the reporting fly parking



Pre-Submitted Question:

"Whilst I cannot really understand the need for layovers in Combwich at all IF they do have to happen it would be much better if the buses could reverse into the area beyond the entrance of Dovecote barn as they do not then interfere with any other transport movements.

At times buses can be parked up in the bus stop area for as much as 40 minutes several times a day which causes issues for residents, delivery vehicles and other buses. It causes particular problems for school buses which often just stop on Brookside Road and then 'reverse' back into the bus stop area, and virtually all buses and lorries etc which reverse in this area drive over the kerbstones. and damage the area.

Another question that could be raised is why many of the buses coming in from Hinkley do not use the access road at Dame Withycombe Villas end and then just exit on to Brookside Road. This is what all bus services used to do (when there were any) and made it a simple case of driving in, drop off, pick up and then leave again.

While everyone accepts that the SPS bus services have to exist for workers residing in the village it really should just be a bus 'stop'".

Submitted by David Dodge, Otterhampton Parish Council.



Withycombe Hill



Brookside Rd

Brookside Rd

Pre-Submitted Question:

2.

The HPC Helpline Complaints data makes compelling reading. Identification of a much higher number of HPC Fly Parkers is welcome, as long as action is taken against those in breach of contract.

However, the notion that because 75% of fly parking vehicles cannot be readily identified as HPC offenders, they aren't your problem is risible.

Local residents don't go to the trouble of registering complaints without due reason, so what actions are you going to take to properly identify HPC fly parkers and sanction them?

Submitted by Roy Pumfrey, Stop Hinkley

Thank You

Item 6: Marine deliveries, road deliveries and diversionary routes

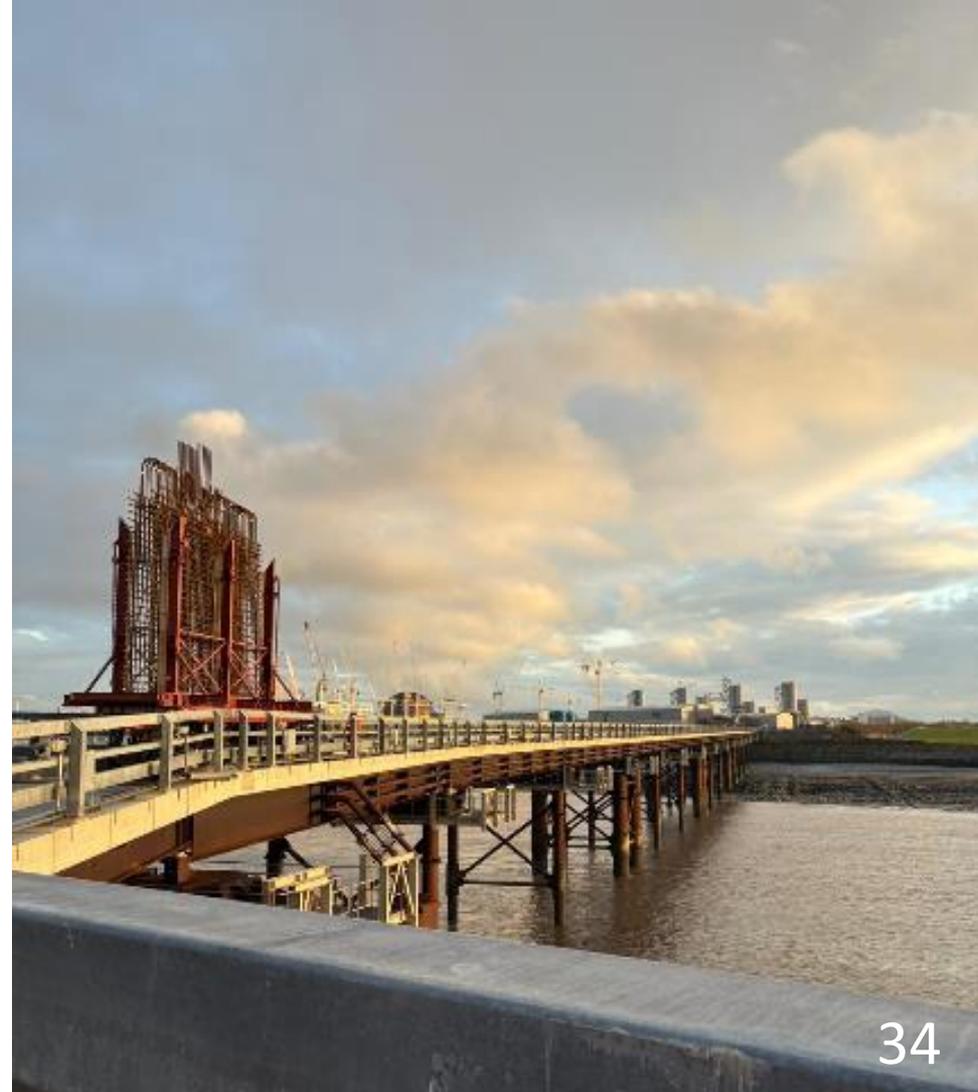
Claire Warner-Blackman
Freight & Marine Area Manager

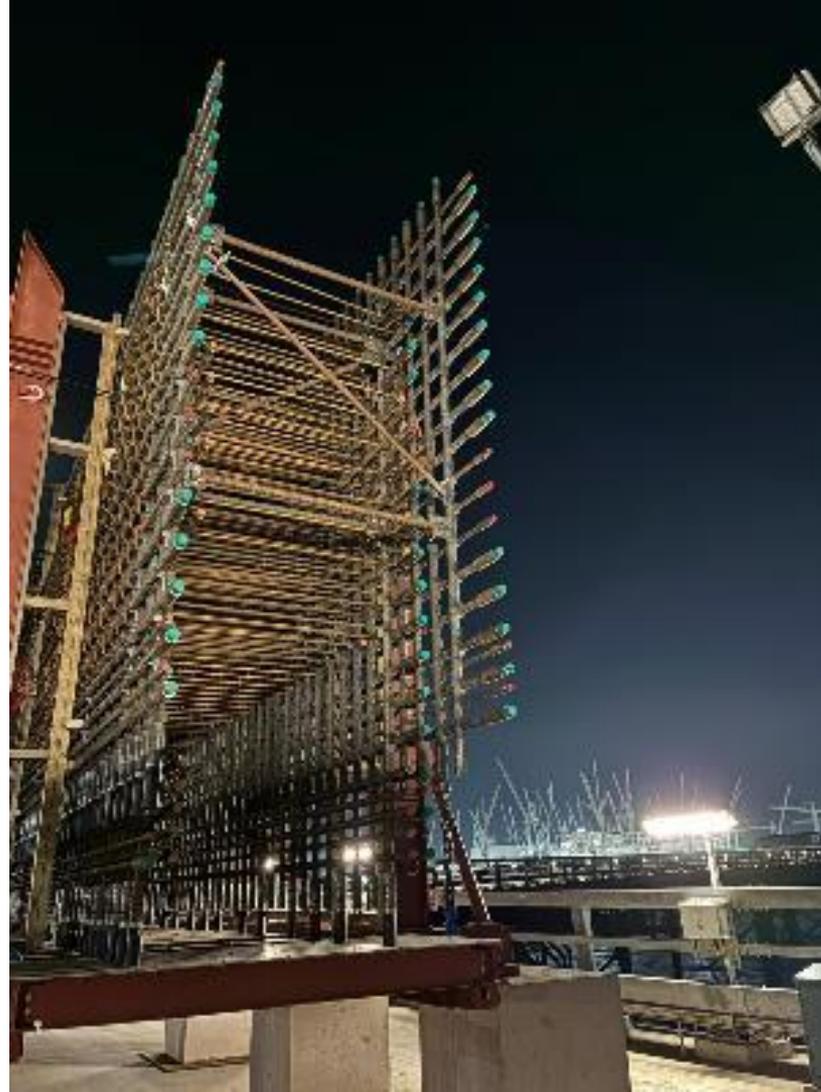
Update on Rebar

First vessel delivering rebar cages arrived at the jetty on 15th May 2024.

Since then...

- 84 voyages completed
- 483 rebar cages delivered
- 52 rebar meshes delivered
- 4669.25te total weight delivered
- 454 empty cages returned to the factory
- 967 crane lifts on the jetty
- 10 voyages aborted due to weather and mechanical failure
- 89.6% success rate





Marine AIL Deliveries to HPC Site via Combwich Wharf

Since the last Transport Forum...

- 5 barges into Combwich Wharf
- 10 barge trips missed – 1 due to weather and 9 due to lack of laydown area on HPC
- 7 road moves from Combwich Wharf to HPC
 - 2 EDG GenSets (police escort)
 - 1 MSR Telebundle (CSAS)
 - 1 Triple Shaft Plug (CSAS)
 - 2 MCL Cross Over Legs (CSAS)
 - 4 LP1 Outer Casings (2 x CSAS)



Marine AIL Deliveries to HPC Site via Combwich Wharf



Marine Deliveries Update



Marine Deliveries Update

- The latest barge delivery on 7th November will be the last delivery in 2025 (bar exceptions).
- The latest road move on 8th November will be the last road move in 2025.
- The first barge delivery in 2026 will be 6th January 2026.
- The first road move in 2026 will be 11th January 2026.
- Significant items being shipped in early 2026 – U2 RPV and 4 x steam generators, plus U1 generator rotor and anti-aircraft doors.



Diversionsary Routes

Claire Warner-Blackman
HPC

Tom Hall
Avon & Somerset Police

Operation HAROLD

H Hinkley
A Alternative
R Routes
O Operating
L Local
D Diversions



- Invoked ONLY by Avon & Somerset Police in response to an incident on the C182.
- It is NOT used by HPC for abnormal load road moves or Somerset Council roadworks, although the local diversion routes may be the same.
- HPC's CSAS team are only permitted to direct traffic on the C182 between Comwich Wharf and HPC. Police authority to direct traffic is invoked through the CSAS scheme. For some road moves, LGVs and minibuses will be diverted, but HGVs and buses will be held.
- NO other HPC colleagues have the power to direct traffic on any routes. Any traffic marshals will ONLY be managing the flow of buses to the emergency access route.



Operation HAROLD is the police plan used to manage local, one-way diversions if there is an incident that blocks the C182 for a reasonable time to allow movement for local traffic and buses to still get to and from site.

As a local resident if Op HAROLD is invoked and you have signed up for a notification through EDF you will receive a text or email to tell you there is a delay and which diversion route is being utilised.



Fortunately, we do not have many incidents where Op HAROLD is invoked, but it is often considered for RTCs or incidents on the C182.

For context in 2025:
HAROLD was considered for 7 incidents in total but wasn't invoked for any.

To sign up for notifications, send your name, email and mobile number to:
email: hinkley-enquiries@edf-energy.com
mobile: 0333 009 7070

Thank You

Item 7: Any Other Business

Chair

Item 8: Date of next meeting

Transport Forum: Thursday 12th March 2026 at 6pm

Next dates for the Community, Main Site and Transport Forums in 2026

All 6pm start and on Thursdays

Transport Forum	12th March / 25th June / 12th November
Community Forum	15 th January / 14 th May / 17 th September
Main Site Forum	12 th February / 4 th June / 15 th October

www.edfenergy.com/hpccommunity

Thank You

See you in 2026!