

Draft Meeting Report

<p>Regarding: EDF Hinkley Point C: Transport Forum</p>	<p>Date: Thursday 13th November 2025 – 6pm</p>
	<p>Meeting held at: Bridgwater and Taunton College, Cannington Campus.</p>
<p>Participating:</p>	
<p>Doug Bamsey, <i>Chair</i> Andy Coupé (ACé), <i>Somerset Council</i> James Holbrook (JH), <i>Somerset Council</i> Richard Hubbard (RH), <i>Wembdon Parish Council</i> Chris Morgan (CM), <i>Stogursey Parish Council</i> Sue Goss (SG), <i>Stogursey Parish Council</i> John Roberts (JR), <i>Nether Stowey Parish Council</i> Valdo Andrade (VA), <i>Avon & Somerset Police</i> Tom Hall (TH), <i>Avon & Somerset Police</i> Russ Rugman (RR), <i>Avon & Somerset Police</i> John Addison (JA), <i>Cannington Parish Council</i> Roy Pumfrey (RP), <i>Stop Hinkley</i> Hugh Davies (HD), <i>Somerset Council</i> Sebastian Koa (SK), <i>University of Exeter</i> David Dodge (DD), <i>Otterhampton Parish Council</i></p>	<p>EDF Team: Andrew Cockcroft (AC), <i>EDF</i> Stacy Walker (SW), <i>EDF</i> Richard Clews (RCL), <i>EDF</i> Andy Wagstaff (AW), <i>EDF</i> Rachel Lister (RL), <i>EDF</i> Claire Warner-Blackman (CWB), <i>EDF</i> Bethan Ward (BW), <i>EDF</i> Drew Aspinwall (DA), <i>SEC Newgate</i> Matthew Williams (MW), <i>SEC Newgate</i></p> <p>Apologies Received: Nicola Hale (NH), <i>Somerset Council</i> Rosemary Woods (RW), <i>Somerset Council</i> Mark Phillips (MP), <i>Wembdon Parish Council</i></p>

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 10 th July 2025 and invited any further comment on the draft and the afternotes provided.	
2.2	<p>From the previous matters arising (from Transport Forum 13th March) In response to an issue raised by Chris Morgan about electric bikes and scooters, the Chair suggested that Andy Wagstaff might want to mention this at the next quarterly meeting.</p> <p>Andy Wagstaff (AW) confirmed he had raised this issue at a recent tri-site road safety meeting. A poster is now on the internal buses about this too. In addition, Andrew Cockcroft (AC) added his thanks to the Hinkley Police team.</p>	
2.3	<p>Item 7.2 – signage on the C182</p> <p>In response to a point made by Sue Goss (SG), regarding the splays being overgrown and signage being thrown in a ditch behind a layby, the Chair indicated the response might be that it is something for HPC to resolve.</p> <p>AW updated members that Ian Crichton (who works with AW's team) is looking at a more permanent way of putting those signs up and not having them thrown into the ditch.</p>	ACTION AW
2.4	There were no further comments, and the meeting note was approved.	
3	Project Progress Update - (Andrew Cockcroft, EDF)	
3.1	<p>The Chair invited AC to give his project progress update to Transport Forum members.</p> <p>AC informed members that Nicola Fauvel has been appointed as HPC Station Director. She will transfer from her current role at Hinkley Point B in the new year. As well as working on B station, she has held another role on HPC previously, so Nicola working on the project now in the pre-operational stage is a major benefit to the project and later operation.</p> <p>In addition, 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. Once in situ the next stage was to pour concrete around the connection now (image of which was shown in the next slide).</p>	
3.1.2	AC noted that 9 of 2025's key milestones have now been completed (including dome lift for unit 2 and installation of the reactor pressure vessels all reported previously)	

3.1.3	<p>The two most recent milestones include completion of the outfall tunnel and installation of Unit 1's Emergency Diesel Generators. Later this year major milestones will include the completion of primary circuit welding and completion of the pumphouse building.</p> <p>AC reported that the mechanical and electrical installations are c.6% complete on Unit 1, and that work continues to close the gap in the schedule between Unit 1 and Unit 2 from 18 months back to the original forecast of a 12 months gap.</p>	
3.2	<p>AC then showed members a project update video featuring delivery director Simon Parsons. He acknowledged that members who attend other fora may have already seen this film; there are lots of details featured in the video, it can also be viewed here.</p>	
3.3	<p>Pre-submitted question</p> <p>"On 7th November, Bloomberg reported that 'the HPC project, ridden by repeated delays and cost overruns, is bracing for yet more setbacks.</p> <p>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.'</p> <p>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?"</p> <ul style="list-style-type: none"> - Submitted by Roy Pumfrey, Stop Hinkley: <p>3.3.1 Roy Pumfrey (RP) added that this forum should have been the last ever meeting for HPC as the project was originally going to ready by the end of 2025 and asked where we are on timescales.</p> <p>AC said that as noted previously, it has been a challenging time in the years prior, particularly with the impact of the pandemic and the project was still catching up. He also mentioned that efforts are underway to continue to drive productivity gains in the MEH phase making the site as efficient as possible..</p> <p>The position on the schedule remains a range from 2029, 2030, 2031 and was confirmed within the half year results in the summer. (2025-07-24-edf-half-year-results-presentation.pdf)</p>	
3.3.2	<p>Sue Goss (SG) noted that the project said that 2031 is a worst case scenario and asked if that date is for Reactor Unit 1 or for Reactor Unit 1 and 2?</p> <p>AC reiterated that the schedule has always been based on Unit 1, with Unit 2 following 12 months behind.</p> <p>SG expressed that she felt that this had not been made entirely clear and her understanding was that it was for both Reactor Units. AC confirmed that dates have always related to the operation of Unit 1</p>	
4A	<p>Update from Transport Review Group – Rachel Lister</p>	
4A.1	<p>Rachel Lister (RL) provided a summary of the Transport Review Group Quarterly Report for April to June 2025 (Q2) and July – September 2025 (Q3).</p>	
4A.2	<p>Construction Workforce Travel Plan (CWTP)</p> <p>RL then ran through the CWTP figures for Q2 and Q3</p> <p>Final journey to HPC site (Quarter 2)</p> <ul style="list-style-type: none"> - Walk 4.5% - Cycle 1.6% - Motorcycle 0.4% - Car (Driver) 1.3% - Car Share (Driver) 0.4% 	

	<ul style="list-style-type: none"> - Car Passenger via HPC Car Park 0.5% - Car Passenger via Drop Off Location 1.6% - HPC Bus Service 88.2% <p>Final journey to HPC site (Quarter 3)</p> <ul style="list-style-type: none"> - Walk 4.4% - Cycle 0.7% - Motorcycle 0.4% - Car (Driver) 1.3% - Car Share (Driver) 0.5% - Car Passenger via HPC Car Park 0.6% - Car Passenger via Drop Off Location 1.4% - HPC Bus Service 89.1% 	
4A.3	<p>CWTP - HPC Bus Passenger Boarding Locations (last Quarter)</p> <ul style="list-style-type: none"> - North of Bridgwater 15% (including 7% at Brean Campus) - Local Area 11% - West Somerset (including Washford Cross P&R and Minehead) 4% - Taunton & J25 P&R 12% - J23 & J24 P&R – 14% - Bridgwater (including Sedgemoor Campus) 44% 	
4A.4	<p>Bus Movements</p> <p>Bus movements a day (DCO) – 1,232. Bus movements a day (Last Quarter) – 1,196.</p> <p>Note: Current bus movements a day include “empty running” buses* which are not included in the DCO number. (* buses with no passengers, such as when buses are travelling to journey start point or returning to depot for maintenance).</p>	
4A.5	<p>Construction Workforce Travel Plan (CWTP) – HPC Car Share</p> <p>The project continues to have a real focus on the promotion of car sharing.</p> <p>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).</p> <p>DCO targets set for peak construction are based on the proportion of car passengers as a total of mode share to the parks and ride including those walking and cycling.</p> <p>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)</p> <p>Promotion of HPC Car Share continues; RL shared images of some of the ways in which lift sharing has been promoted.</p> <p>787 new members have joined the HPC Car Share scheme via Mobilityways.</p>	
4A.6	<p>Fly Parking</p> <p>During the last two quarters, the HPC Fly Parking Team also undertook their own checks and investigated 988 potential observations.</p>	

	<p>In quarter 2, 29 of the reports (7%) were confirmed as HPC workers fly parking; 32 of the reports (7%) were HPC workers not fly parking and 430 of the reports (88%) were found to be not a HPC worker or not registered.</p> <p>In quarter 3, 108 of the reports (18%) were confirmed as HPC workers fly parking; 39 of the reports (7%) were HPC workers not fly parking and 450 of the reports (75%) were found to be not a HPC worker or not registered.</p> <p>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 equates to 4 HPC workers fly parking a day (based on Monday to Friday excluding Bank Holidays).</p> <p>All of the 243 are subject to the Fly Parking Policy – a 3 Stage Approach which is applied to all HPC fly parkers.</p>	
<p>4A.7</p>	<p>HGV Movements against HGV Average / Maximum Daily / Quarterly Limit for HGV Routes</p> <p>2025 Q2 (average): Daily HGV Movements – 186 Maximum Movements on any day (Mon-Fri) – 343 Maximum Movements on any day (Sat) – 48 All marked as green, as below the DCO average limit</p> <p>2025 Q3 (average): Daily HGV Movements – 172 Maximum Movements on any day (Mon-Fri) – 290 Maximum Movements on any day (Sat) – 42 All marked as green, as below the DCO average limit</p> <ul style="list-style-type: none"> • 49 breaches (0.37% of total HGV movements) during Quarter Q1: <ul style="list-style-type: none"> - 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. 	
<p>4A.8</p>	<p>Chris Morgan (CM) then said that the information (in relation to fly parking) was skewed because there are two new car parks in Wick, taking on an additional hundred cars. Both had applied for retrospective planning permission, but he added that there's no-one (at Somerset Council) for enforcement and therefore they were still operating.</p> <p>CM went on to say the terms of the DCO would ensure that Parks and Ride would keep excessive traffic off local roads – and there now over 100 extra cars using local roads every day of the week. He asked why they weren't included in the figures. RL answered that they aren't official HPC Parks and Ride and the project submitted an objection as it goes against both principles and the CTMP.</p> <p>Richard Clews (RCL) added that the matter was with Somerset Council for enforcement. James Holbrook (JH) said one application had been refused and a second was imminent. He said that he will double check with colleagues and the next step would be enforcement.</p> <p>CM said there had to be enforcement and encouraged EDF to be tough on this. SG then said that the planning officer had submitted a comprehensive rebuttal of these applications which was appreciated and hoped they would serve as an example to others attempting to make a lot of money in setting up these illegal car parks.</p>	<p>AFTERNOTE / ACTION JH</p>

	<p>Hugh Davies (HD) said that when HPC workers moved to Sizewell C they would try the same tactic over there and cause the same problems – and this was why things had to be cracked down on now.</p> <p>AC then said HD was correct and was why HPC began conversations with Sizewell C a year ago and top of the list was get ready for fly parking and get enforcement ready to go.</p> <p>AC said there was a chance for SZC to be proactive in tackling fly parking.</p>	
<p>4A.9</p>	<p>CWTP Last Quarter: Daily HGV Movements was 172 (94 deliveries). Next Quarter forecast: Daily HGV Movements: 300 (150 deliveries).</p>	
<p>4B</p>	<p>Workforce Uplift Transport Implications - (Andrew Cockcroft, Rachel Lister, EDF)</p>	
<p>4B.1</p>	<p>AC then spoke about the transport implications of workforce uplift</p> <p>He talked through a graph showing the indicative workforce profile over time (slide 20 in the presentation pack).</p> <p>AC said how members would be familiar with HPC’s topic paper approach, going through all the impacts with the local authority and making assessments.</p> <p>AC then gave some context as to where things were and encouraged views from members – showing them the wider community view coming through from surveys.</p> <p>He mentioned how this survey was a piece of research undertaken a year ago, and another was about to be carried out. Increased traffic and parking problems (eg fly parking) were the main issues regarding transport, ones which are well understood.</p> <p>AC pointed out on the next slide (slide 22 in the presentation pack) the survey’s findings regarding the benefits of the project to the local community.</p> <p>John Roberts (JR) asked what ‘some time’ meant in terms of work on workforce uplift.</p> <p>AC said that workforce uplift has been gone through twice before and understands how as a community this may seem like ‘groundhog day.’ He stressed the intention from HPC and Somerset Council to mitigate to a level that would not require any further reviews.</p>	
<p>4B.2</p>	<p>Pre-submitted question – fly parking</p> <p>“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?”</p> <ul style="list-style-type: none"> - Submitted by Roy Pumfrey, Stop Hinkley <p>In response, AW said there is an issue whereby people don’t give correct information or vehicle details. By law HPC can’t legally get details of their vehicles unless they are an obstruction, they are only allowed to obtain this if vehicles are obstructing the public highway or people’s access – VRNs are protected as personal information under GDPR.</p>	

	<p>One of the things that HPC has come up with is a new GIS system – details will be circulated to members. This will allow people to input location and VRNs and pinpoint where hotspots are, and a 'league table' of VRNs that are regularly fly parking.</p> <p>This data will help the HPC police team to get in touch with the owners of these vehicles – the team are working on two individuals who were believed to be persistent fly parkers. Having worked with Valdo, they were able to get them and the drivers in the same place: one of whom has been dismissed, and the other is on a Stage 3 warning.</p>	<p>ACTION AC/SW/AW</p>
<p>4B.3</p>	<p>Transport - Review and Assessment</p> <p>RL then talked through slides 24 and 25 in the presentation pack, which outlined the assessment and proposed mitigation for passenger transport and freight.</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> - Transport Distribution Model - Transport Topic Paper - Transport Distribution Model considers: <ul style="list-style-type: none"> - 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. <p>HPC remain committed to fulfilling these objectives and continuing to show commitment through continuing the quarterly reporting to the TRG and Transport Forum.</p> <p>The DCO Environmental Statement assessment focused on five aspects:</p> <ul style="list-style-type: none"> • Severance • Driver delay • Pedestrian delay • Pedestrian amenity and • Accidents and safety <p>We are not anticipating any new or materially different impacts compared to the Environmental Statement (assessment, with mitigation and supporting Transport Management Plans continuing to manage each aspect effectively.</p> <p>Working closely with Somerset Council and National Highways on the Model to conclude the assessment.</p>	
<p>4B.4</p>	<p>Transport - Freight</p> <p>Review and Assessment</p> <ul style="list-style-type: none"> • 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. 	

	<ul style="list-style-type: none"> • Use of warehousing off-site to manage component storage and Distribution Management System (DMS) used to manage and spread deliveries as required. • Continued use of marine deliveries to reduce road movements. <p>Proposed Mitigation</p> <ul style="list-style-type: none"> • 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. 	
<p>4B.5</p>	<p>SG asked about safety and travel and if the project had considered the danger that cyclists along the C182 are to themselves and others e.g. by refusing to pull in when there are double decker buses behind them. SG added that the only safe cycle path is at the bottom of the road by Combnich and asked if these people could be somehow deterred.</p> <p>RL said that HPC has looked at the off-road cycle route. Those cycling to HPC are encouraged to use Cannington P&R as a cycle 'hub,' and then take the bus for the remainder of the journey. AW's team have given out free reflectors and other equipment. AW added that the bus drivers are acutely aware of the danger posed by cyclists.</p> <p>Despite handing out free equipment, people can't be forced to use them. HPC had suggested that the old community briefing room was expanded to include lockers, showers and changing facilities to attempt to encourage cyclists to use Cannington P&R. One of the senior team on site is a keen cyclist and the team engaged with him – but only a few people showed an interest in this idea. AW added that while he agrees with SG on safety there is only so much that can be done.</p> <p>RL added that the project doesn't actively encourage cycling to the HPC site, only to P&R sites.</p> <p>CM then said that drivers parking in Wick are supplied with high viz gear, and he views this as encouraging people to park there. AW said that the project is more interested in personal safety.</p>	
<p>4B.6</p>	<p>John Roberts (JR) then said how RL had mentioned worker accommodation and said how posts on social media are being seen requesting offers of accommodation. JR asked if this is beyond the project's control.</p> <p>AC replied that HPC doesn't control this and can't stop landlords offering accommodation. He views it as good intelligence as to the state of the housing market.</p> <p>AC mentioned how one of the big topics in relation to workforce uplift is accommodation, and how more needs to be done to increase accommodation supply locally as a pressure release valve, e.g. through another campus.</p>	

	<p>AC said how for this Forum we were sticking to transport topics, but other Fora had seen the entire presentation about workforce uplift. JR said how he and Stacy Walker (SW) had worked together and praised the SPS team for ticketing cars. He said how Nether Stowey was being gridlocked by people coming to the village and staying all week and this was becoming out of control.</p> <p>AC said that one of the drivers of fly parking are HMOs. He acknowledged that while HPC doesn't have control of this, the project is working with colleagues at Somerset Council to see how HMOs could be limited in terms of licensing.</p> <p>JR said how there were areas of the country where if you rent out rooms etc you had to be registered. The Chair said that this was discussed at the CF and thanked JR for his point.</p>	
5	Passenger Transport Update - (Andy Wagstaff, EDF)	
5.1	<p>AW gave an update, saying that:</p> <p>Bus Crash Incident October 30th AW updated members that the driver is fine and there was 1 injured passenger who is now out of hospital. The roads policing team are taking no further action in relation to the incident. On 6th November, the DVSA announced it will take no further action having inspected the vehicle. The indications are the driver suffered a 'coughing syncope' and the speed the bus hit the tree was 17mph, suggesting the driver was attempting to slow down.</p>	
5.2	<p>A new GIS system is set to be introduced. This will allow HPC to see who has reported the potential fly parking and pinpoint the hotspots on a map. This will allow the project to properly focus the efforts of the fly parking team in real time.</p> <p>The Chair asked when this system might be going live. SW said that final testing was being carried out to understand how the system can interact with the SPS team but imagines the system will be live in 4-5 weeks' time. There will be a mailer to advertise that the system is live. The information inputted will be immediately available to the fly parking team.</p> <p>AC added this won't be seen by members and the front-end use will be simple for people to input data – and the image (slide 28 in the presentation pack) is intended as a 'window' into the system. AC offered a further in detail look to Parish Councils.</p> <p>JR said the project would receive a lot of reports that weren't fly parking. He said how he and SW had been working together to try to filter between people living locally and genuine fly parking. AW said it would enable the team to focus on a daily basis where the issues were.</p> <p>AW said it will help the HPC police team to tackle the frequent fly parkers.</p> <p>Richard Hubbard (RH) asked for clarification on VRNs and asked if they were working in collaboration with the Police; AW confirmed this was the case. If a vehicle is causing an obstruction, then the Police can act.</p> <p>RP asked if something could be included in employment contracts; AW said that the employment contract doesn't preclude fly parking and that it's only the code of conduct and HPC values that enable the fly parking '3 strike' system.</p> <p>He added that HPC is working closely with the Police team.</p>	ACTION AC
5.3	Pre-submitted question	

	<p>"Whilst I cannot really understand the need for layovers in Combach 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'".</p> <p>- Submitted by David Dodge, Otterhampton Parish Council.</p> <p>[slide 30 in the presentation pack provides further context to this question]</p> <p>In response, AW said that according to SPS there shouldn't be more than a 21-minute layover for a bus. If there are any vehicles waiting for longer than this, people should use the enquiries service to report this vehicle. David Dodge (DD) said that the resident who had submitted this question to him quite often speaks with drivers in a friendly manner.</p> <p>In terms of parking in front of the bollards, this doesn't necessarily work so buses don't have to reverse, because of safety and reversing sounders. Having spoken to the SPS health and safety team about this, on a self-imposed 40mph zone for buses this will result in a harsh braking area and churning up the ground if the corner isn't taken correctly. AW said how there are often vans in the vicinity. For all these reasons, they don't come off the C182 at this junction.</p> <p>DD then asked how if a bus was parked there, it causes other road users to mount kerbs to go around them, and the buses cause this indirectly. AW encouraged residents to get in touch if there was a prolonged layover time.</p>	
5.4	<p>JR asked if drivers are charged for using the P&R – AW said they aren't. JR said he doesn't understand why there is fly parking when there's a P&R a half a mile away. JR mentioned how there are no checks on who gets on an HPC bus. AW said that the project doesn't stipulate <i>which</i> bus to take, rather <i>where</i> workers must board.</p> <p>AW mentioned how the system of swiping onto the bus was abandoned as it caused issues with swiping cards and workers forgetting access passes or their passes having expired (and thus deactivated) – this then causes delays.</p> <p>JR raised how not having checks on who is using which bus causes fly parking. AW said this could be true, but this could put drivers in a position of conflict if an alert comes up that someone boards a bus that shouldn't. New cameras are helping HPC find out how many people (with 97% accuracy) get on and off at which stop. AW added this doesn't help with the fly parking system but will help the whole bus system become more efficient.</p>	
6	<p>Marine Deliveries, Road Deliveries and Diversionary Routes - (Claire Warner-Blackman, EDF)</p>	
6.1	<p>Claire Warner-Blackman (CWB) introduced herself to members and gave an overview of her role, having taken over from Jamie Jamieson, who is on a secondment in France.</p>	

	<p>Following on from Jamie’s presentation at July’s Transport Forum, CWB gave members an update on rebar. Since the first vessel delivering rebar cages arrived at the jetty on 15th May 2024:</p> <ul style="list-style-type: none"> - 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 	
<p>6.2</p>	<p>Marine deliveries update</p> <p>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) CWB added that:</p> <ul style="list-style-type: none"> - 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. 	
<p>6.3</p>	<p>Diversionsary Routes</p> <p>Tom Hall (TH) from the HPC Police team joined CWB to present the next slides about diversionsary routes.</p> <p>TH and CWB gave an overview of ‘Operation HAROLD.’</p> <p>Hinkley Alternative Routes Operating Local Diversions</p> <ul style="list-style-type: none"> - It is 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 Combwich Wharf and HPC. Police authority to direct traffic is invoked through the 	

	<p>Community Safety Accreditation Scheme. For some road moves, LGVs and minibuses will be diverted, but HGVs and buses will be held.</p> <ul style="list-style-type: none"> - 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. <p>TH continued by saying that:</p> <p>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.</p> <p>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.</p> <p>To sign up for notifications, send your name, email and mobile number to: email: hinkley-enquiries@edf-energy.com mobile: 0333 009 7070</p>	
<p>6.4</p>	<p>Members raised the following points during the discussion:</p> <p>SG mentioned how there were two incidents previously this year where HPC buses were travelling along the HAROLD routes, possibly due to works taking place by Somerset Highways.</p> <p>SG then suggested that differentiation was HPC splitting hairs and cited occasions where people had encountered buses going through Shurton and Burton and asked who would have instructed buses to go down these routes in the first place; and how people hadn't been notified.</p>	
<p>6.4.1</p>	<p>JR said he appreciates the difference between Op HAROLD and when the routes are used for other purposes. Having worked with the Police on this, the routes are on the Parish Council's mapping system, which helps them inform members of the public to avoid these routes on certain occasions. He said that the difference was as the routes are known, they are used for other diversions that are nothing to do with HPC. JR encouraged HPC to let Parish Councils know if these routes are ever going to be used.</p> <p>AC said how JR had taken the words out of his mouth, saying there has been confusion owing to how any mention of HAROLD (an emergency operation) is different to instances where this alternative route has been used. AC added how the project has been more careful with language as it's not HAROLD but simply a diversion.</p> <p>AW said how notifications were sent out when the routes were used. AW added how they were used when the improvements to the C182 took place. He mentioned how bus drivers referred to it as the HAROLD route, and how getting drivers to refer to it as something different should be easy to do.</p>	
<p>6.4.2</p>	<p>SG said this was confusing as although Op HAROLD wasn't invoked, the routes were still being used by HPC vehicles without any notification. The Chair added how notification was the key point here.</p>	

	<p>Andy Coupé (ACé) said how there is a difference between planned and unplanned works. Planned works are subject to certain regulations and notifications to Parish Councils. He added how the diversion routes tend to overlap with the Op HAROLD route.</p> <p>AC said how when the project sent a notification about C182 roadworks, people were informed how the project would be using diversionary routes.</p>	
6.4.3	<p>JR said that these two instances (one of which was at February's Main Site Forum) how when buses used these routes there was no notification. AW said that he believed there were notifications and would ensure that if there weren't any this would take place in future.</p> <p>The Chair summarised the discussion by saying it was about clarity of language and about notification, as well as not accidentally referring to Op HAROLD.</p> <p>JR said that all the HAROLD routes had designations 1-4 and there was no need to mention HAROLD.</p>	
7	Any Other Business - (Chair)	
7.1	The Chair invited items of any other business from members, of which there were none.	
8	Date of next meeting: Thursday 12 March 2026 at 6pm	
8.1	<p>The date of the next Transport Forum is on Thursday 12 March 2026 at 6pm, again at Bridgwater and Taunton College, Cannington Campus.</p> <p>The other Transport Forum meetings in 2026 will be on Thursday 25th June and Thursday 12th November.</p>	
9	The meeting ended	