

Welcome to the
TRANSPORT FORUM

THURSDAY 25TH JUNE 2026

CHANGE IS IN *OUR POWER*



Agenda: Transport Forum – Thursday 25th June 2026

1. Welcome and introductions
2. Meeting note / matters arising from last Forum held on: 12th March 2026 - (*Chair*)
3. Project Progress Update - (*Andrew Cockcroft, EDF*)
4. Transport Review Group Quarterly Report - (*Rachel Lister, EDF*)
5. Passenger Transport Update (including bus utilisation) – (*Rebecca Jefferys, EDF*)
6. HPC Parking – (*Rachel Lister, EDF; plus Somerset Council*)
7. Control of e-bikes and e-scooters (*HPC Police Team*)
8. Fly parking controls – (*Rebecca Jeffreys, Mounia Miguil, Stacy Walker, EDF*)
9. Marine & Road Deliveries – (*Claire Warner-Blackman, EDF*)
10. Any Other Business - (*Chair*)
11. Date of next meeting: Thursday 12th November 2026 at 6pm

Item 2: Matters Arising from last forum (12 March 2026)

- **Item 4.9:** SG raised a complaint from Shurton residents that a pathway alongside Bayley's Brook is being used by cyclists travelling to HPC, in contravention of signage that cycling is not permitted. The footpath is used by elderly people and dog walkers, and a request was made that people are reminded not to cycle on the pathway. ***AC said that HPC workers would be reminded. ACTION.***
- **Item 7.2:** Chris Morgan (CM) raised concerns about visibility and road safety at two junctions on the C182 Hinkley Point Road near Stogursey – Clayland Corner and Shurton Lane - which is dependent on effective verge cutting. He said that Stogursey Parish Council can no longer afford to do this and requested support from Somerset Council.

ACé took agreed an action to take this to the highways department at Somerset Council for consideration. ACTION.

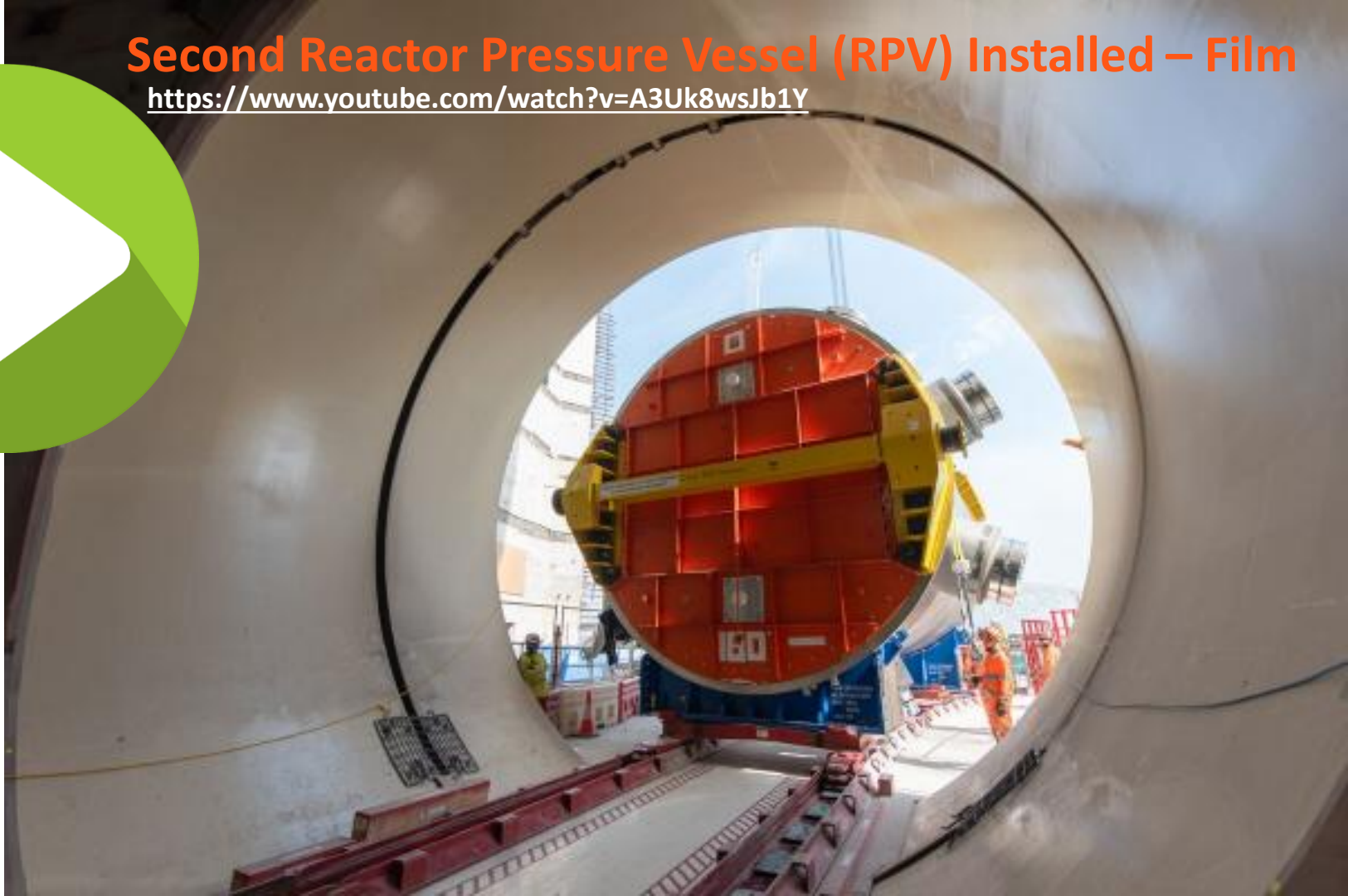
Item 3: Project Progress Update

Andrew Cockcroft

Head of Stakeholder Relations and Social Impact

Second Reactor Pressure Vessel (RPV) Installed – Film

<https://www.youtube.com/watch?v=A3Uk8wsJb1Y>



2026

Areas Completed

- **Spatial Distribution Note**
- **Topic papers**
 - Accommodation
 - Workforce Development
 - Community Safety
 - Environment
 - Health
 - Tourism
 - Transport
- **Engagement with community organisations and LCNs.**

March

- **Drafting of legal agreement (Heads of Terms) via new Section 106 agreement.**
- **Topic papers completed legal review before final submission.**

April

NOW - July/August

- Final topic papers and heads of terms with Somerset Council
- Approach to delivering uplifted mitigation measures and funding agreed to be recommended to Strategic Planning Committee. (*Date TBC)
- Existing mitigation measures continue as normal.
- Further updates to forums and LCNs.

Thank You

Item 4:

Transport Review Group Update

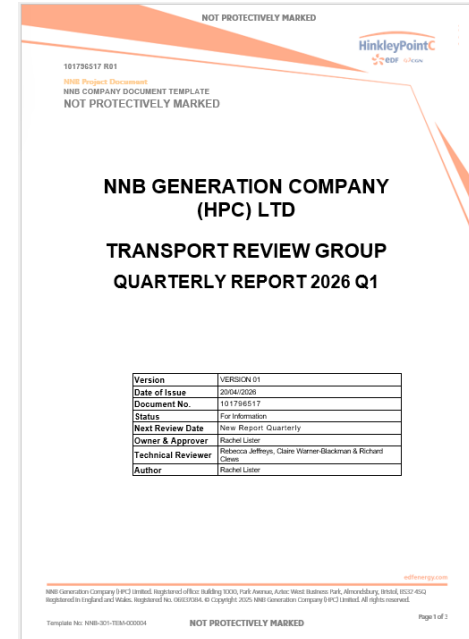
2026 Q1– Transport Forum Summary R01

Rachel Lister

Transport Planning Lead

Transport Review Group Quarterly Report

- This presentation provides a summary of the Transport Review Group Quarterly Report for January to March 2026 (Q1):
 - Construction Workforce Travel Plan (CWTP); and
 - Construction Traffic Management Plan (CTMP).
- This presentation is for information to the Transport Forum.
- Transport Forum is responsible for collating views from the public and forms the key link between the TRG and the wider community and provides an indication of the HPC transport issues that are impacting the general public.



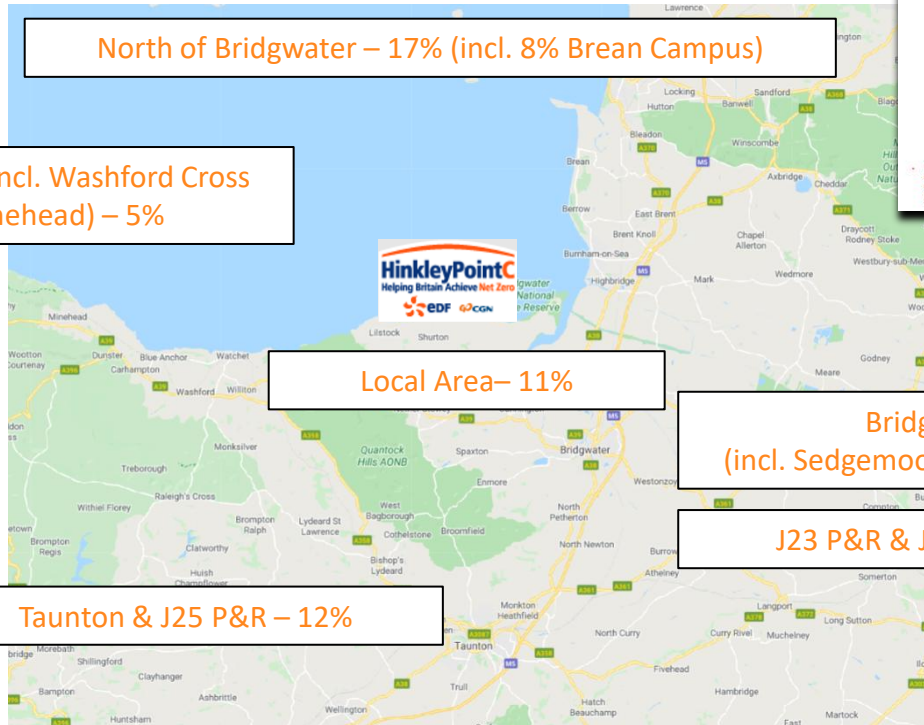
Construction Workforce Travel Plan (CWTP)

Final Journey to HPC	Target	25 Q4 (19/11/25) Workforce	%	26 Q1 (11/03/26) Workforce	%
Walk	9%	588	4.4%	591	4.5%
Cycle	0%	86	0.6%	92	0.7%
Public Bus	0%	0	0%	0	0%
Rail	0%	0	0%	0	0%
Motorcycle	0%	44	0.3%	50	0.4%
Car (Driver on Own)	4%	162	1.2%	164	1.3%
Car (unknown if on own or car share as outside of observed survey time)	-	214	1.6%	208	1.6%
Car Share (Driver at HPC Car Park)	-	48	0.4%	50	0.4%
Car Share (Passenger via HPC Car Park)	-	56	0.4%	59	0.5%
Car Share (Passenger via Drop Off Location at Hinkley Campus)	-	106	0.8%	145	1.1%
HPC Bus Service	87%	12,005	90.2%	11,639	89.5%
TOTAL	100%	13,309	100%	12,998	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.

- TRG is actively monitoring demand at J23 P&R.

Construction Workforce Travel Plan (CWTP)



Bus Movements a Day (DCO)	Bus Movements a Day (2025 Q4 on Survey Day)	Bus Movements a Day (Last Quarter on Survey Day)
1,232	1,191	1,193

- 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

- **19% of those who arrived at a Park and Ride via a car were observed car sharing (based on a total of 3,387 travelling to the Park and Ride as a car driver or passenger). (22% for 2025 Q4 based on 3,496 travelling to a Park and Ride).**
 - 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 6% were car passengers (with a further 6% car drivers with passengers so a total of 12% car sharing).
- Promotion of HPC Car Share continues
- 875 members have joined the HPC Car Share scheme via Mobilityways since it was launched.

Construction Workforce Travel Plan (CWTP)

HPC Helpline Complaints	2025 Q4		2026 Q1	
HPC Worker not Fly Parking	22	7%	25	6%
HPC Worker Fly Parking	42	13%	57	14%
Not a HPC Worker / Not Registered	263	80%	333	80%
Total	327	100%	415	100%

- For information, 2025 Q4 lower numbers reflect the Christmas period with lower number of workers and less reports received.
- During the last Quarter:
 - The HPC Fly Parking Team also undertook their own checks and investigated 1,167 potential observations (the team are increasing the number of observations they are able to undertake).
 - 324 bus passengers were found to be fly parking.
 - This represents 4 HPC workers a day fly parking 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 Q4			2026 Q1		
		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)	134	247	68	125	221	19
HGV Route 1 (J23)	450	101	174	68	100	164	19
HGV Route 2 (J24)	300	33	81	0	25	60	0

Construction Traffic Management Plan (CTMP)

- Time Restrictions – HGV Movements

		2025 Q4			2026 Q1		
HGV Movements	DCO Cap (Movements)	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	20	36	17	19	33	6
08:00 – 08:59	30	15	26	14	16	29	6
09:00 – 09:59	50	20	40	4	19	35	6
10:00 – 10:59	No CAPS	19	40	8	17	34	4
11:00 - 11:59		14	30	12	13	28	2
12:00 – 12:59		13	34	12	12	30	2
13:00 – 13:59		13	36	2	15	30	2
14:00 – 14:59		12	28	0	10	26	2
15:00 – 15:59		5	20	0	3	12	2
16:00 – 16:59		50	2	10	0	1	6
17:00 – 17:59	40	0	2	0	1	2	0
18:00 – 18:59	40	0	4	0	1	3	0
19:00 – 21:59	No CAPS	1	4	0	2	5	0

Construction Traffic Management Plan (CTMP)

- **34 breaches (0.36% of total HGV movements) during last Quarter (40 breaches in 2025 Q4):**
 - 0 HGV outside of permitted delivery hours
 - 0 HGV over permitted time limit
 - 34 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
125	64

- (below 500 DCO Average Limit for movements)

Thank You

Item 5:
Passenger Transport Update
(including bus utilisation)

Rebecca Jeffreys

Passenger Area and Service Manager

Transport Update

There are 202 buses that SPS operate across the entire network.

Peak bus utilisation is between 04:00 – 06:00 and 16:00 – 19:00. Some buses will return to J24 at non peak times and leave a smaller fleet to work the network.

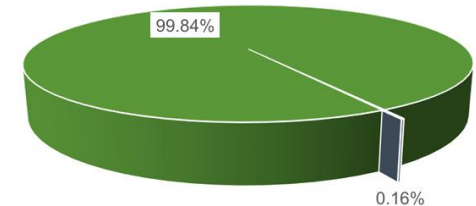
Average Bus Movements – 202 buses (Fleet) & 456 Drivers

Weekday Average	Arrivals (to HPC)	Departures (from HPC)	Total
Service Trips	489	455	944
Dead Runs	148	129	277

Below show incidents over the month of May across the whole of the SPS fleet. An incident are things such as a knocked off wing mirror. This is a common incident and occurs when buses pull over and the mirror is knocked off by vegetation at the side of the road. SPS Safe Working Index remains below industry standard.

Number of events in Month	47
Number of vehicle Movements Per Month	28663
Safe Working Index	0.16
Percent of vehicle movements without event	99.84%
Number of journeys per event	610


■ Number of events in Month ■ Number of vehicle Movements Per Month



Bussing Efficiency

The below chart shows the data in 2026 for breakdowns.

The number of breakdowns per million miles had decreased through 2026.

2026 	Breakdowns	Mileage	Mileage/100,000	Breakdowns per 100,000 miles	Total Fleet
Jan	105	650599	6.50599	16.139	198
Feb	100	654053	6.54053	15.289	199
Mar	105	728684	7.28684	14.410	202
Apr	101	692750	6.9275	14.580	202
May	89	686145	6.86145	12.971	202
Grand Total	500	3,412,231	34.12231	14.653	

- SPS have a VMU – Vehicle Maintenance unit, at J24. This is a 10-bay engineering workshop where they carry out inspections and repair all buses.
- SPS also have a mobile engineer in a van with parts to fix some issues at the roadside. They are responsive to attend across the network as required.
- For issues that cannot be fixed at the roadside, Frost recovery will attend to tow the bus back to the VMU at J24.
- Bus drivers will endeavour to pull into a layby should they become aware of an engineering issue.

Vehicle Inspections and Maintenance

For maintaining fleet safety, SPS adhere to the DVSA Guide to *Maintaining Roadworthiness: Commercial Goods and Passenger Carrying Vehicles* and the *Categorisation of Vehicle Defects*.

All vehicles are tracked through a fleet and workshop online compliance portal called "Road 2 Compliance" (R2C). All Engineers are accredited to IRTEC (Institute of Road Transport Engineers). This level of competence and diligence towards fleet safety helped SPS to achieve an MOT first time pass rate of 98.48% in 2025 (over 5.5% above the national average).

SPS subscribe to the Descartes SmartLicence online system to help proactively manage driving license checks.

Prior to being moved, all vehicles are subject to an additional mandatory first-use inspection by the driver, recorded on a Vehicle Condition Report (VCR) card. Any identified defects must be recorded and subsequently signed off by a member of the Engineering Team.

The SPS Operators License stipulates that every vehicle must be inspected at least every 42 days. However, SPS ensure that all vehicles are inspected every 28 days. Additional checks include:

- 14-day wheel and tyre inspections.
- Cooling system pressure checks.
- Fire risk reduction inspection.
- New vehicle pre-delivery inspections (PDI).
- Defects rectified by a third-party.
- Parts that have been removed from a vehicle.
- Safety critical repair sign-off.



21/01/2026, 10:23:34

Vehicle Test History (VT010) Version 5.0.1
Report Dates: 01/01/2025 To 31/12/2025
Test Type: PSV Report Type: Detail Blank Vehicle ID: N Sort Order: D

Operator Licence Number: PH2009468 Customer Name: Specialist Passenger Solutions Limited
Address: Junction 24 Park & Ride, Huntworth Business Park, Bridgwater, TA6 6TS

Total Number of Tests	Passes	PRS - Initially recorded as Fail	Failures	%Initial Pass Rate Customer (National)	%Final Pass Rate Customer (National)
197	194	0	3	98.48 (92.96)	98.48 (95.49)
Fail to Attend		Failures with prohibition issued			
0		0			

Thank You

Item 6: HPC Parking

Rachel Lister

Transport Planning Lead

HPC Parking

- In line with the DCO Transport Assessment & Construction Workforce Travel Plan (CWTP) & Addendum, the Allocation of Worker to Transport principles are adopted:
 - Any worker able to walk to a Direct Bus stop will be allocated to an appropriate Direct Bus (this also includes walking to a Park and Ride along with Sedgemoor Campus and Brean Campus)
 - Any worker with a place at Hinkley Campus, will walk directly to HPC Site
 - All other workers will be allocated to a specific Park and Ride which is closest to their place of residence.
 - 300 car spaces and 50 motorcycle spaces at HPC Car Park, only to preauthorised vehicles on basis of need.
- Free use of HPC buses and HPC parking.
- Change Process - for workers who move location.
- HPC Fly Parking Process – on local highway network and HPC parking sites.

HPC Park & Ride Parking

Park and Ride / Parking Site	Permission	Number of P&R Parking Bays (Permission)	Number of P&R Parking Bays Available (26 Q2)
J23 P&R	DCO	920 (Unless TRG approve use up to 1,300)	920
J24 P&R	DCO	575	539
J25 P&R	TCPA until 31/12/30	400	400
Cannington P&R	DCO	132 workers and 120 visitors	132 & 120
Washford Cross P&R	DCO	160	160
Quantock Lakes P&R	TCPA until 31/12/30	160	140
Worle Parkway (Diamond Batch)	North Somerset Council Agreement	225	225
Hinkley Logistics Hub (MLC1)	TCPA until 31/08/28	600	260
Sedgemoor Campus P&R	TCPA	100	100
Bridgwater Rugby Club	TCPA until 09/07/30	164	(128 expected – July 2026)
Total		3,556 (3,936 with TRG approval for up to 1,300 at J23 P&R)	2,996 (not including Bridgwater Rugby Club)

Thank You

Item 7:

Controlling E-Bikes

Esther Lawson

Hinkley Police Team | Avon and Somerset Police



Powered Transporters & Electrically assisted pedal cycles

Guidance

Electronically Assisted Pedal Cycles (E-bikes) – What are they?



- The Electrically Assisted Pedal Cycle Regulations 1983 state:
 - A pedal cycle with an electrical motor attached is a motor vehicle unless it is classified by these regulations as a pedal cycle.
 - To qualify as a pedal cycle it must...
 - A. be fitted with pedals by means of which it is capable of being propelled; and
 - B. be fitted with no motor other than an electric motor which has a maximum continuous rated power which does not exceed 250 watts and;
 - cannot propel the vehicle when it is travelling at more than 15.5 miles per hour.



Where can they be used



- On a road or cycleway, no documents or protective clothing / headwear legally required.
- Whether a pedal vehicle with an electric motor should be regarded as an electrically assisted pedal cycle or a motor vehicle (as per section 185 RTA 1988) depends on its primary method of propulsion.
- In *Winter v DPP 2002* the Court considered the nature of a 'City bug', a scooter type device with an electric motor and pedals on the front wheel (fitted to try and get round the above British regulations). The vehicle was shown to be primarily intended for use with a motor.
- Using the pedals was difficult and precarious. It could not be used safely on the roads by pedal power alone. The vehicle was deemed to be a motor vehicle, not a pedal cycle.
- E.Bikes as above, have their own legislation outside of other powered transport, if any of the above criteria are breached an E.Bike would then become a motor vehicle as a powered pedal cycle would certainly be 'a mechanically propelled vehicle intended or adapted for use on a road' the rider could therefore be dealt with as any other motorist.

Powered Transporters



- The term 'powered transporters' covers a variety of novel personal transport devices which are mechanically propelled (propelled by a motor) as well as or instead of being manually propelled.
- It includes e-scooters, Segways, hoverboards, go-peds (combustion engine powered kick-scooters), powered unicycles, and u-wheels.
- There is no separate legislation covering powered transporters, BUT given how they are motorised and designed they fall within the definition and are covered by the same laws and regulations covering all motor vehicles.



WHERE CAN THEY BE USED?



-In very limited areas, on private land to which the public does not have access without legal restriction, (the permission of the landowner must be gained),

- They cannot be used on footpaths, pavements, bridleways, cycle lanes or other spaces dedicated to cycle use, **if they are used on a road they must be registered, licensed, taxed and the rider licensed and insured.**

WHAT ARE MY OPTIONS?



- For an E.Bike or powered transporter to be used lawfully, they need legislation in place to permit them. Then you must use it within the criteria permitted in law.
- In the case of E.Bikes, this would reflect its maximum speed and power output. The cycle is required to be propelled by pedals, besides the motor assistance.
- With regard to powered transporters, there is no legal basis for use other than on private land. Therefore failing to comply with either could lead to the item being seized, prosecution for driving license and insurance offences.

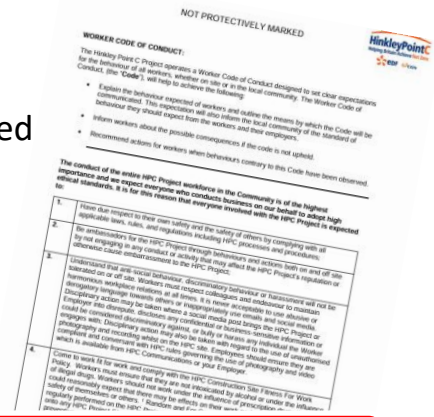
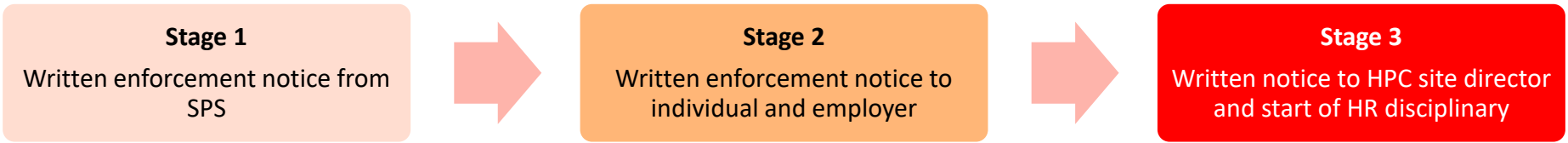


Item 8: Fly Parking Controls

Rebecca Jeffreys, Mounia Miguil, Stacy Walker
EDF

Escalation and Disciplinary Action

- Fly parking is explicitly banned as part of HPCs code of conduct and our approach is supported by Trades Unions
- Although “legal” we take enforcement action against our own code of conduct
- Tiered disciplinary action – 3 x strikes escalation to site director with termination of employment ultimate sanction.



To: Wagstaff Andrew <[redacted]>; Parking Enforcement <[redacted]>
Subject: RE: Site Director Fly Parking Matter - Mr ***** VRN: LG!!! *** SAP ID - *****

This Message originated outside your organisation.

Good Afternoon

Please be advised that ***** was spoken to yesterday evening by his employing Agency, and has admitted fly parking and apologised. He has been warned if he does it again he will lose his right to park or even his job.

Kind regards

Logistics Coordinator |

Escalation and Disciplinary Action

- We work closely with Avon and Somerset Police to use Anti-Social Behaviour powers
- Best practice – Collaborative approach between the Police, Somerset Council and Hinkley Point C
- Police involvement under Avon and Somerset Police legislation opens the availability of PNC checks using the Police National Computer
- Avon and Somerset Police have the legal powers to identify un-registered vehicles and act where ASB is evidenced.



Limitations

- Fly-parking is not “illegal”
- A changing population on-site – we constantly re-educate
- Difficulty in tracing all vehicles
- We cannot make use of the Police National Database directly



Innovation – Our new management tool

Step 1: Quicker, easier reporting

Report Fly Parking

Please use the form below to report fly parking.

To help us manage reports efficiently, please only submit repeat reports for the same vehicle after 5 days, unless it has moved to a new location. We will collect and process information submitted through this form in accordance with our [Privacy Notice](#)

* Indicates a required field

Name*

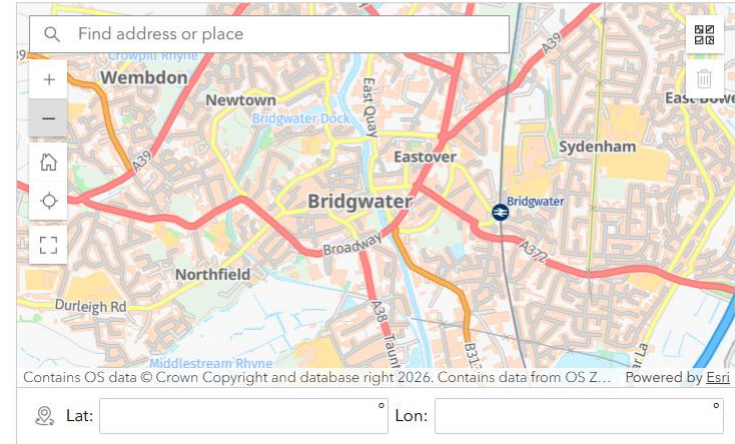
Date of Fly Parking*

Vehicle Registration Number*

Please enter the registration of the vehicle to be reported.

Vehicle Location*

Use the blue marker to indicate the location of the vehicle to be reported. To use your device GPS, enable location sharing and select the marker icon.



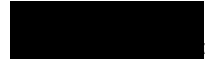
Take a Photo

Issues with this page? ▶

Please complete the CAPTCHA below to submit survey.

Step 2: More efficient and targeted response

HPC Fly Parking Live

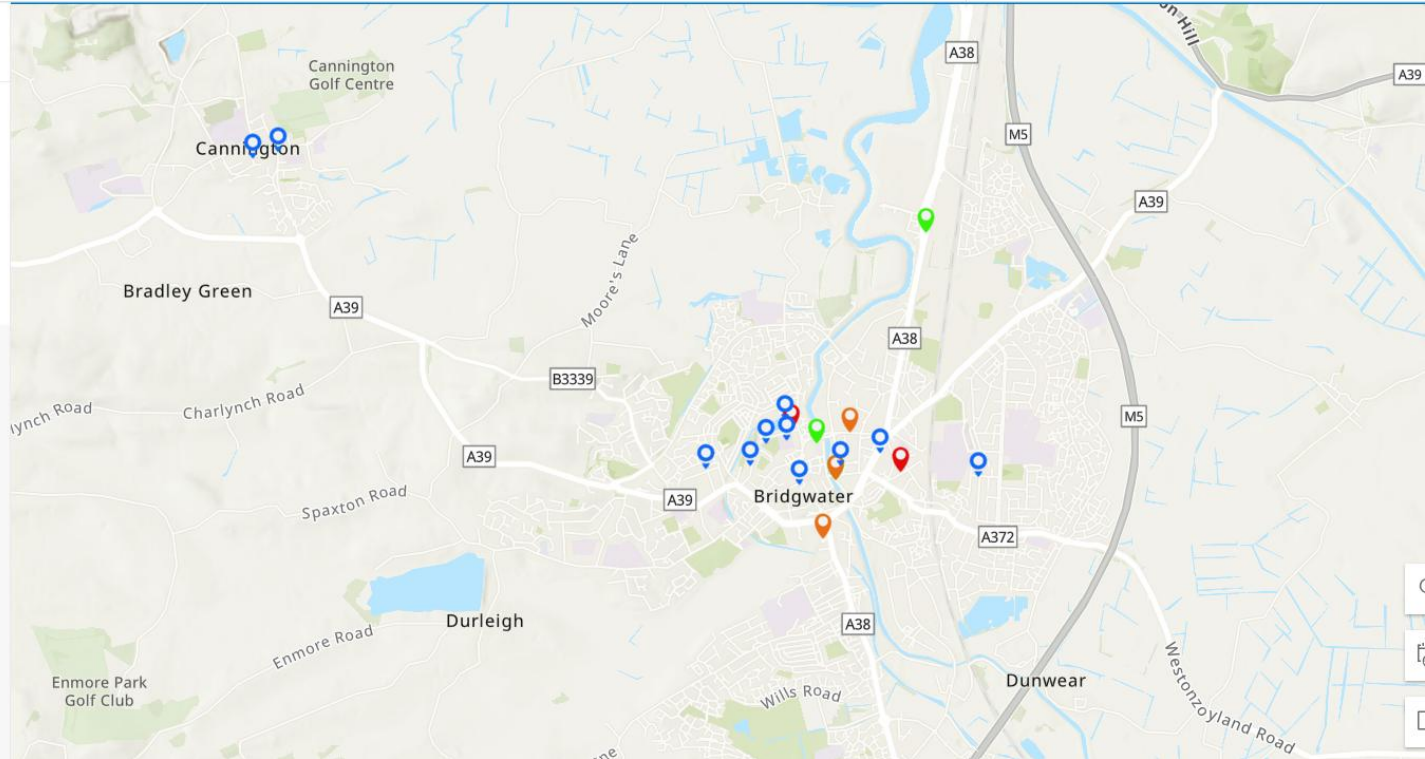


Legend



Report a Fly Parking_Live

- Closed
- In Progress
- Open
- To be processed



Step 3: Better data

Fly Parking Report Dashboard Live

Use the Selectors located on the right-hand side to filter the data.

Search for a VRN

None



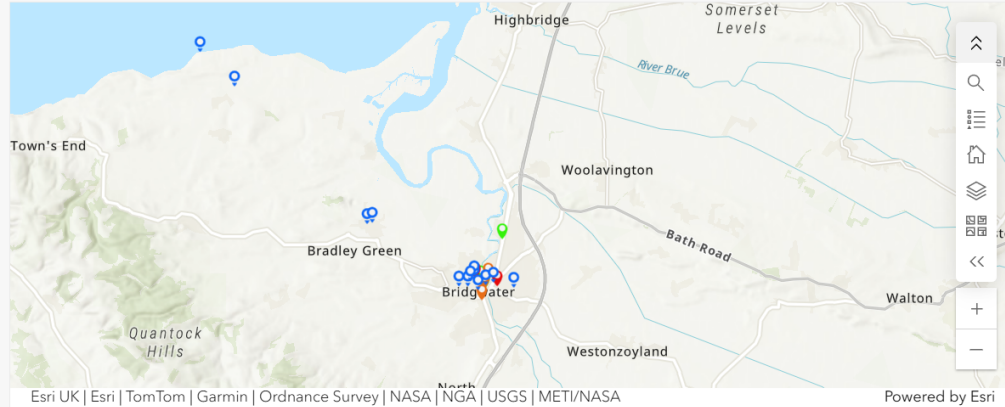
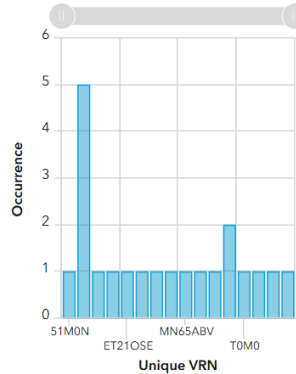
Select a Time Period

No date selected

Search for a Complaint ID

None

Unique VRN Serial chart



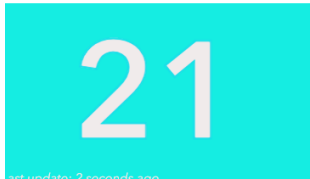
Complaint Details

- Complaint ID:** CID-20260601-4321f
Date: 01/06/2026, 05:18 pm
VRN Number:
Reported by Name: test
Comments:
- Complaint ID:** CID-20260602-b8ab9
Date: 02/06/2026, 07:25 am
VRN Number:
Reported by Name: TestTP02062026a
Comments: resident

Summary of fly parking submissions

ID	Name	Date of Fly Parking	Vehicle Registration Number	Street Name	Comments
CID-20260602-t02eb	[REDACTED]	02/06/2026, 10:25 am	[REDACTED]		
CID-20260602-ab882	[REDACTED]	02/06/2026, 10:55 am			
CID-20260602-64f4d	[REDACTED]	31/05/2026, 09:31 am			[REDACTED]
CID-20260602-9844d	test	02/06/2026, 11:42 am			
CID-20260602-954f4	Test12	02/06/2026, 11:43 am			
CID-20260608-50e21	test	08/06/2026, 10:02 am			
CID-20260608-999ae	Test	08/06/2026, 10:26 am			

Total Complaints Indicator



Thank You

Item 9: Marine and Road Deliveries

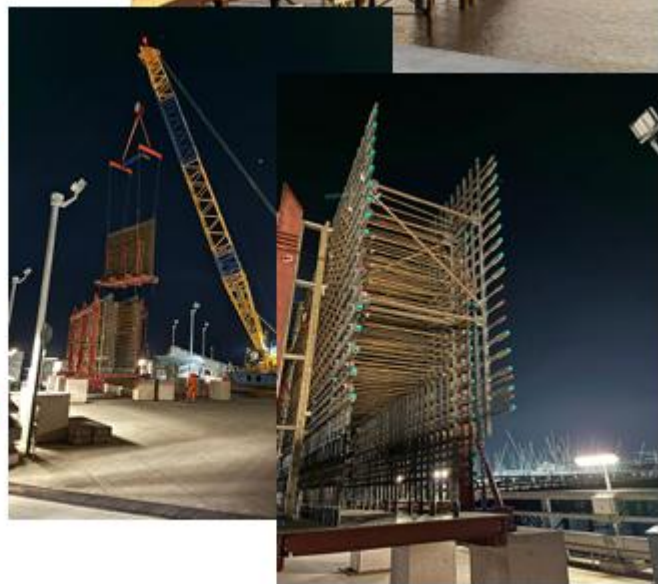
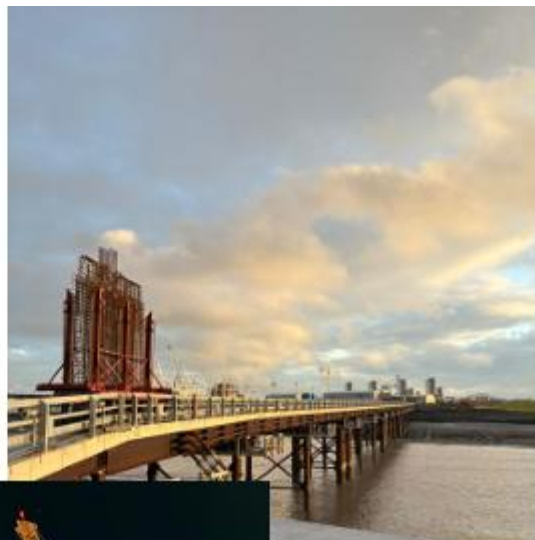
Claire Warner-Blackman

Freight & Marine Area Manager

Rebar Update

Rebar deliveries since the last Transport Forum (12 March 2026):

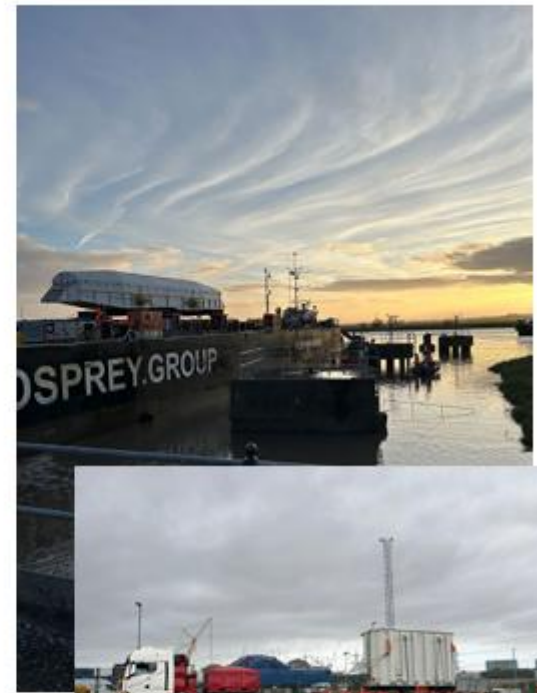
- 14 voyages completed (100 in total since 15/05/2024)
- 109 rebar cages delivered (661 in total)
- 1 rebar mesh delivered (53 in total)
- 748.4te total weight delivered (6232.4te in total)
- 106 empty frames returned to the factory (636 in total)
- 216 crane lifts on the jetty (1328 in total)
- 0 voyages aborted due to weather and mechanical failure (11 in total)
- 100% success rate
- Rebar cage production due to complete 26 June 2026 and last delivery to the jetty due end August 2026
- Lessons learned being shared with Sizewell C



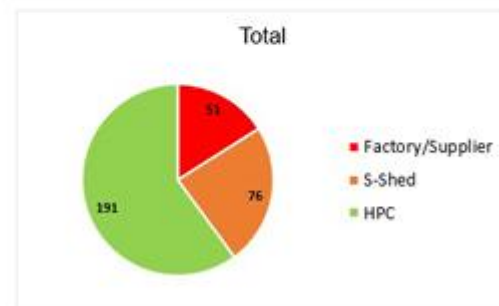
Marine AIL Deliveries to HPC via Combwich Wharf

Since the last Transport Forum...

- 3 barges into Combwich Wharf
- 4 road moves from Combwich Wharf to HPC:
 - 1 Generator Rotor (CSAS)
 - 1 TS Transformer (CSAS)
 - 1 Heavy Lift Crane (CSAS)
 - 1 MSR Dished End (CSAS)
- 9 barge opportunities missed due to delays to installation dates and poor weather



Marine AIL Deliveries to Date



Total AILs	318
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Removal of Abandoned Boats at Combwich Wharf



Thank You

Item 7: Any Other Business

Chair

Item 8: Date of next meeting

Transport Forum: Thursday 12th November 2026 at 6pm

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

All 6pm start and on Thursdays

Transport Forum	12 th March / 25 th 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