

Meeting Report

Regarding: EDF Hinkley Point C: Transport Forum	Date: Thursday 12 th March 2026 – 6pm
	Meeting held at: Bridgwater and Taunton College, Cannington Campus.
Participating:	
Doug Bamsey, <i>Chair</i> Andy Coupé (ACé), <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> John Addison (JA), <i>Cannington Parish Council</i> Roy Pumfrey (RP), <i>Stop Hinkley</i> Ray Norris (RN), <i>Fiddington Parish Council</i>	EDF Team: Andrew Cockcroft (AC), <i>EDF</i> Bethan Ward (BW), <i>EDF</i> Claire Warner-Blackman (CWB), <i>EDF</i> Gemma Malone (GM), <i>EDF</i> Rebecca Jeffreys (RJ), <i>EDF</i> Richard Clews (RCL), <i>EDF</i> Simon Donohue (SD), <i>SEC Newgate</i> Apologies Received: Gill Slocombe (GS), <i>Somerset Council</i> Mark Phillips (MP), <i>Wembdon Parish Council</i> James Holbrook, (JH), <i>Somerset Council</i> Andy Wagstaff (AW), <i>EDF</i> Nicola Hale (NH), <i>Somerset Council</i>

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 13 th November 2025 and invited any further comment on the draft and the afternotes provided.	
2.2	From the previous matters arising (from Transport Forum 13th November) Item 2.3 – overgrown splays and signage removal In response to an issue raised by Sue Goss (SG), regarding the splays being overgrown and signage being thrown in a ditch behind a layby, Gemma Malone (GM) provided an update that while there is no permanent way of fixing the splays, they have been reinstated and will continue to be monitored.	
2.3	From the previous matters arising (from Transport Forum 13th November) Item 4a.8 – two new car parks seeking planning consent outside of HPC DCO-sanctioned park & ride jurisdiction In response to an issue raised by Chris Morgan (CM), who had said that statistics were skewed because two new un-official and independent car parks had opened in Wick, leading to a hundred extra car journeys on local roads, but not included in the official figures. CM said the DCO for HPC had intended to ensure that people use park & ride facilities to keep cars off local roads. Both car parks were the subject of retrospective planning applications and had continued to operate. At the previous meeting, it was said that one car park had been the subject of a planning application and that a planning application for the further car park was imminent. In the absence of James Holbrook (JH), who was unable to attend, Andy Coupé (ACé) provided an update on behalf of Somerset Council. ACé said a planning application for a car park in Wick Lane had been refused and that an appeal had been lodged by the applicant. Somerset Council will be monitoring and undertaking enforcement activity to ensure compliance if necessary. Planning permission was also refused for the other parking site referenced at the previous meeting and parking there has now ceased. ACé highlighted that there are at least three other areas where planning applications are expected to come forward for car parks. The meeting Chair noted that this issue is very much an ongoing situation.	

2.4	From the previous matters arising (from Transport Forum 13th November) <u>Items 4B.2 and 5.2 – new Geographic Information System (GIS)</u> In response to two items at the previous meeting (4B.2 and 5.2), Andrew Cockcroft (AC) provided an update on the implementation of the new HPC Geographic Information System (GIS) that will soon allow people to more quickly provide the crucial information on exact location and vehicle registration number of fly parked vehicles, enabling fly parking ‘hot spot’ locations and vehicles to be logged. He said the system had passed through a testing phase which had highlighted data security requirements which will need to be resolved before the GIS system can becomes fully operational. Once live, information logged by the public will be provided directly to the HPC fly-parking team, improving the efficiency with which fly-parking can be reported and enforcement action taken. AC said the GIS should be operational in time for the next Transport Forum.	
2.5	There were no further comments, and the meeting note was approved.	
3	Project Progress Update - (Andrew Cockcroft, EDF)	
3.1	The Chair invited AC to give his project progress update to Transport Forum members, including responses to two pre-submitted questions. - Roy Pumfrey – Stop Hinkley: <i>“Amongst the horror story of continuing delays and cost increases in historic figures, there's no mention of the proposed Material changes to the HPC DCO. What is happening about these and when can we expect to see them scrutinised by the Planning Inspectorate?”</i> - Roy Pumfrey – Stop Hinkley: <i>“There's no mention in the slide on the painfully slow progress to Mitigation agreements for Workforce Uplift of the abandonment of EdeF plans for a 1,000-bed hostel near Junction 24. How will workers be accommodated in its absence?”</i> 3.1.2 AC reported that the development focus at HPC is continuing to be the transition from civil engineering to mechanical and electrical (M&E) fitout. Civil engineering work is now almost complete on unit one and will be mostly complete on unit 2 by the end of 2026. A slide was shown displaying M&E milestones and AC provided background of the ‘cold’ and ‘hot’ testing of the water system, which will be part an important of the commissioning phase of the power station. He also referenced the work towards the energisation of HPC’s electricity substation, connecting the site to the National Grid. 3.1.3 AC provided an update on the costs and completion schedule for HPC, as reported in EDF’s full-year financial results, published on 20 February 2026. This updated the baseline target completion date for HPC to 2030, with an additional one-year risk, or ‘worst case’ estimate of completion by 2031. Based on 2015 figures, as is standard practice, the total cost of the project is estimated to be £35bn. 3.1.4 AC said the arrival on site of HPC’s second reactor pressure vessel was one of the biggest milestones since the previous transport forum, and that it had attracted positive interest at Combwich Wharf. He provided details of the component’s safe transportation from a factory at Saint-Marcel in France via Avonmouth Docks. The final leg of the journey, via the C182 Hinkley Point Road, took only three hours rather than the six estimated, demonstrating how HPC is able to move large items more quickly and efficiently. AC referenced how each reactor pressure vessel will	

	have capacity to support the generation of low carbon electricity for circa 3 million homes. AC said that other components seen arriving via Combrich Wharf and moving via the C182 include steam generators, which are taking only two hours to transport. AC provided an overview of how components would be utilised in future within the operational power station.	
3.1.5	In response to a pre-submitted question RP – see above - and a comment from Sue Goss (SG), AC provided an update on workforce uplift at HPC. A previous peak scenario of 15,000 has now been revised to 13,500 – 14,000 due to the demobilisation of a large number of civil construction workers and a move to enable mechanical and electrical work to progress more efficiently by having fewer workers on site at any one time. HPC will continue to make mitigate for up to 15,000 workers as a precaution. In response to community opposition to a proposal which HPC does not now require, AC said that there was no plan for an additional large campus to house workers, and that HPC was instead going to increase the value and volume of its accommodation fund to allow Somerset Council to grow more sustainable, longer term accommodation options which could potentially be available for use as low cost social housing after construction of HPC is complete. Increased accommodation funding means that Somerset Council can continue to refurbish and bring older accommodation back into service, providing the community with a long-term future benefit. These matters will be discussed as part of a Somerset Council strategic planning committee meeting in April or May	
3.1.6	In response to a question submitted by RP – see above - relating to accommodation of HPC workers, AC said that they were being accommodated in a mix of private rental sector, tourism-related accommodation, for example caravan parks. He said that the number of local people employed at HPC had remained higher than anticipated and has been at around 34% of overall site workers. AC said that HPC does not support investment in Homes of Mass Occupancy (HMOs). He said this approach fitted with the restrictions within HPC's Development Consent Order, which gave permission for construction of the power station and temporary provision of other facilities, including accommodation. This can provide impetus for development that isn't directly related to the DCO for HPC.	
3.1.7	In response, RP noted that construction of HPC was initially estimated to have been completed by 2025 and at a cost of £20bn.	
3.1.8	AC provided an update on the DCO material change process, which has been paused because it included a proposal to remove the acoustic fish deterrent (AFD). Consideration is currently being given to the appropriate consenting route for the AFD. The DCO change proposal is expected to be submitted towards the end of 2026.	
3.1.9	In response to a question from RP about AFD pipes, AC said the pipes had a two-metre zone of influence.	
4	Update from Transport Review Group – Richard Clews/RCL	
4.1	Richard Clews (RCL) provided a summary of the Transport Review Group Quarterly Report for Q4 2025 – October to December.	
4.2	Construction Workforce Travel Plan (CWTP) RCL then ran through the CWTP figures for Q4 2025 – the figures are available to view on slide 16 of the presentation pack.	
4.3	CWTP - HPC Bus Passenger Boarding Locations (last Quarter) RCL then ran through the CWTP Bus Passenger Boarding Locations figures for Q4 2025 – the figures are available to view on slide 17 of the presentation pack.	

4.4	Bus Movements Bus movements a day (DCO) – 1,232. Bus movements a day (Last Quarter) – 1,196. 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).	
4.5	Construction Workforce Travel Plan (CWTP) – HPC Car Share The project continues to have a real focus on the promotion of car sharing. 22% of those who arrived at a Park and Ride via a car were car sharing (based on a total of 3,496 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 parks and ride including those walking and cycling. For example, the DCO target for J23 P&R is 38% car passengers and last Quarter 17% were car passengers (with a further 13% car drivers with passengers so a total of 30% car sharing). Promotion of HPC Car Share continues. 823 new members have joined the HPC Car Share scheme via Mobilityways.	
4.6	Fly Parking During the last two quarters, the HPC Fly Parking Team also undertook their own checks and investigated 751 potential observations. In quarter 4, 42 of the reports (13%) were confirmed as HPC workers fly parking; 22 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. 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 263 of the reports (80%) were found to be not a HPC worker or not registered. 171 bus passengers were found to be fly parking. This represents 2 HPC workers a day fly parking based on a full working week (Monday to Sunday) during the Quarter. All of the 42 are subject to the Fly Parking Policy – a 3 Stage Approach which is applied to all HPC fly parkers.	
4.7	HGV Movements against HGV Average / Maximum Daily / Quarterly Limit for HGV Routes 2025 Q4 (average): Daily HGV Movements – 134 Maximum Movements on any day (Mon-Fri) – 247 Maximum Movements on any day (Sat) – 68 All marked as green, as below the DCO average limit • 49 breaches (0.39% of total HGV movements) during Quarter Q1: - 6 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.	
4.8	Total HGV movements Last Quarter average: • 134 daily HGV movements • 68 daily HGV deliveries	
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.	ACTION - AC
4.9.1	RP raised a question about the latest position on the GIS referenced earlier in the meeting as he had arrived later and missed that update. AC provided a summary.	
5	Passenger Transport Update - (Rebecca Jeffreys, EDF)	
5.1	Rebecca Jeffreys (RJ) introduced herself to the forum, and shared that Andrew Wagsatff is taking retirement and that she is taking on his responsibilities. RJ said that slides had been prepared by Andrew, but unfortunately he was unable to attend what would have been his last Transport Forum. RJ provided a summary of the slide presentation, which detailed the evolution of HPC, and resulting bus fleet, since 2016. This included changes in the colour of the bus fleet from orange to white, and the expansion of the bus fleet from just 10 vehicles to 200 during that period. RJ provided figures summarising the distance travelled by buses serving HPC. (Slides 26 to 36 in the presentation pack provide further context and imagery.) Chair noted Andy Wagstaff's retirement and thanked him for his service and contribution over many years to the Transport Forum.	
6	Marine Deliveries, Road Deliveries and Diversiory Routes - (Claire Warner-Blackman, EDF)	
6.1	Claire Warner-Blackman (CWB) provided an update on rebar cage deliveries via since November 2025: Marine deliveries update Rebar deliveries since the last Transport Forum (13 November 2025): • 11 voyages completed (95 in total since day 15/05/2024) • 69 rebar cages delivered (552 in total) • 0 rebar meshes delivered (52 in total) • 814.72te total weight delivered (5483.97te in total) • 76 empty cages returned to the factory (530 in total) • 145 crane lifts on the jetty (1,112 in total) • 1 voyage aborted due to weather and mechanical failure (11 in total) • 91.6% success rate	
6.2	CWB added that this comprised: 8 barges into Combwich Wharf 6 barge trips missed – 1 due to weather and some due to due to lack of laydown area on HPC 8 road moves from Combwich Wharf to HPC	

	• 1 U2 Reactor Pressure Vessel • 1 HIP Rotor • 4 U2 Steam Generators • 2 MCL Cross Over Legs • 1 HIP Casing	
6.3	CWB played a video of the HPC's second reactor pressure vessel being delivered – available with a link on slide 42 in the presentation pack.	
6.4	CWB concluded with an overview of the number of Abnormal Indivisible Loads (AILs), which have now totalled 321.	
7	Any Other Business - (Chair)	
7.1	The Chair invited items of any other business from members.	
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 agreed an action to take this to the highways department at Somerset Council for consideration. ACTION.	ACTION - ACé
7.3	SG referenced a road accident in which council signage had been damaged by a vehicle driven by HPC worker and thanked VA for his support in investigating this incident, which means that the cost of repairs will be recovered.	
7.4	JA made the meeting aware that the public sessions of Cannington Parish Council had been dominated by concerns about fly parking, which in spite of action being taken, appears to be getting worse, with repeat offenders. JA said this is exacerbated by Cannington Court and Cannington Community College	
7.4.1	AC said the introduction of the GIS would not solve this entirely, but that HPC was committed to doing everything in its powers to address the issue.	
7.4.2	SG referenced the rural parking fund that is provided by HPC as a potential solution. AC and JA referenced that they were already in communication about a potential application.	
8	Date of next meeting: Thursday 25 June 2026 at 6pm	
8.1	The date of the next Transport Forum is on Thursday 25 June 2026 at 6pm, again at Bridgwater and Taunton College, Cannington Campus. The other Transport Forum meetings in 2026 will be on Thursday 12th November.	
9	The meeting ended	