Hinkley Point C Project
Helping Britain Achieve Net Zero

DRAFT Meeting Report

Regarding: EDF Hinkley Point C: Transport Forum	Date: Thursday 25th June 2026 – 6pm
	Meeting held at: Bridgwater and Taunton College, Cannington Campus.
Participating:	
Doug Bamsey, *Chair* Mark Phillips (MP), *Wembdon Parish Council* Andy Coupé (ACé), *Somerset Council* Chris Morgan (CM), *Stogursey Parish Council* Sue Goss (SG), *Stogursey Parish Council* John Roberts (JR), *Nether Stowey Parish Council* Roy Pumfrey (RP), *Stop Hinkley* Hugh Davies (HD), *Somerset Council* James Holbrook (JH), *Somerset Council* Esther Lawson (EL), *Avon & Somerset Police* Nicola Hale (NH), Somerset Council	EDF Team: Andrew Cockcroft (AC), *EDF* Mounia Miguil (MM), *EDF* Bethan Ward (BW), *EDF* Claire Warner-Blackman (CWB), *EDF* Gemma Malone (GM*), EDF* Rebecca Jeffreys (RJ), *EDF* Stacy Walker (SW), *EDF* Richard Clews (RCL), *EDF* Rachel Lister (RL), *EDF* Drew Aspinwall (DA), *SEC Newgate* Matthew Williams (MW), *SEC Newgate* Apologies Received: Janet Butler (JB), *Shurton resident*

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 12th March 2026 and invited any further comment on the draft and the afternotes provided.	
2.2 2.2.1	**From the previous matters arising** (from Transport Forum 12th March 2026) **Item 4.9 – Cyclists using path alongside Bayley's Brook, Shurton** In response to a complaint raised by Sue Goss (SG) on behalf of 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; Andrew Cockcroft (AC) said that HPC workers would be reminded of this. AC confirmed that workers have been reminded and Esther Lawson (EL) said that on the three occasions they visited, no one was seen; EL suggested that if there was a time or particular trend in activity then to report it. It is possible that initial police presence may have helped to have deter cyclists. Sue Goss (SG) thanked EL for the work the police team has undertaken to date.	
2.3	**From the previous matters arising** (from Transport Forum 12th March) **Item 7.2 – Road safety at junctions** Chris Morgan (CM) had raised the issue of visibility and road safety at two junctions on the C182 near Stogursey (Clayland Corner and Shurton Lane). These are dependent on verge cutting; Stogursey Parish Council can no longer afford to do this and had requested support from Somerset Council. Andy Coupé (ACé) had agreed to take this to the highways department at Somerset Council for consideration. CM added that it had been done wonderfully but reminded the meeting that vegetation would grow throughout the year. SG added that Somerset Council had taken over strimming of a number of these sites. Roy Pumfrey (RP) made a plea for other places (e.g. along the Cannington straight) to be left for wildflowers – ACé said this was noted.	
2.4	RP also raised the matter of parking sites at Wick. The Chair said this would be covered in an item later in the agenda.	
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. AC walked through slides 5 to 7 in the presentation pack, which included the film on the	

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	installation on of the second reactor pressure vessel (RPV) which can also be viewed on You Tube at https://www.youtube.com/watch?v=A3Uk8wsJb1Y	
3.2 3.2.1	Key points made: Hot weather – we have benefited from the reactor buildings acting almost like caves, so have prioritise the work inside during this very hot weather – as always safety is the project's number one priority. AC said that many will have seen reports of industrial action regarding the Mechanical, Electrical, and HVAC (Heating, Ventilation, and Air Conditioning) MEH workers. This is along running grievance in shift pattern to weekend working, which led to unofficial action, not supported by the trade unions. The project made the decision to remove the whole MEH workforce from site. They are now fully remobilised again. RP asked if everything 'ground to a halt'. AC confirmed that from an MEH perspective, it did.	
3.3 3.3.1	Workforce uplift Latest on workforce uplift, AC reported that the detail is now being worked through with Somerset Council. Heads of terms are completed but more work required before they can be presented to Strategic Planning Committee later in the year. AC reassured the forum that nothing on site needs to stop whilst these discussions are continuing. RP questioned the whole approach that has been taken towards the workforce uplift. AC acknowledged that it has not been straight forward and had hoped it would be quicker, he added that whilst some mitigation measures are clear, such as community safety but other areas, such as transport, still requires more data so that approach can be agreed.	
3.4	Pre -Submitted Question - Submitted by Roy Pumfrey, Stop Hinkley "Just two snippets of 'Progress' on the Project, so can we assume that the walkout by 2,000 MEH workers, necessitating a Police presence at HPC, brought the site to another costly and delaying standstill?"	
3.4.1	RP said some of his question had been answered but wanted to know much time had been lost and questioned why the civils had not yet been stood down. AC confirmed that two weeks were lost as result of the industrial action and that the reason that civil engineering teams are still on site is that they are working predominately on Unit 2.	
3.5 3.5.1	Pre-submitted Question Submitted by Janet Butler, Shurton resident "Please clarify, apart from authorised vehicles and pedestrians, who is allowed to use the Emergency Road and Southern area and how is this enforced? AC confirmed it is an emergency entrance; no cars or vehicle are allowed. Whilst there is no security on the gate itself, it has been discussed previously the uses and access. Janet Butler was not at the meeting but had provided a number and Stacy Walker (SW) will contact her outside of the meeting. ACTION	ACTION SW
3.6	John Roberts (JR) asked about workforce uplift meetings with the Local Community Networks (LCNs) and said an update meetings had been arranged and then cancelled three times.	

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3.6.1	AC confirmed that there will be a meeting, but it will only be put back in when all the information is available. James Holbrook (JH) said the LCN will be presented with the information in advance of the strategic management committee, so the dates will be coordinated accordingly. SG added that the original meeting only had two people in attendance and asked if it would be the same format as last time. JH said it would be the same format. SG asked if the information from the previous meeting be recirculated as it was so long ago. ACTION.	ACTION JH
4	**Update from Transport Review Group – (Rachel Lister, EDF)**	
4.1	Rachel List (RL) pre-recorded her presentation and joined online to take any further questions. RL provided a summary of the Transport Review Group (TRG) Quarterly Report for January to March 2026 (Q1) which can been seen on slides 11 – 20 in the presentation pack.	
4.2 4.2.1 4.2.2	RL gave an overview of the Construction Workforce Travel Plan (CWTP) the key figures, noting that and 89.5% travelled using the HPC bus service, exceeding the 87% target set in the Development Consent Order (DCO). RL also reported the numbers using the Park and Rides by boarding locations (slide 13) and reported that the TRG is actively monitoring demand on Taunton bus services following review of information in the Quarterly Report. Bus movements per day, on the day of the survey were 1,193 below the limit of 1,232 per day. The daily movements per day includes empty trips, when buses are returning to base for servicing or transit to location staring points, the DCO conditions do not count empty trips, therefore these numbers are well below the limits set.	
4.3	HPC Car share (slide 15) RL reported that the promotion of HPC Car Share continues and that 875 members have joined the HPC Car Share scheme via Mobilityways since it was launched. 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).	
4.4	Fly parking observations in 2026 Q1 totalled 415 (reported to the project via the enquires email or call) – see slide 16. On investigation 25 (6%) were a HPC worker but not fly parking, 57 (14%) were a HPC worker that was fly parking and 333 (80%) were not a HPC worker or not registered as such. For information, the numbers shown for 2025 Q4 are lower, reflecting the Christmas period with lower number of workers and less reports received.	

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	In Q1, 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.	
4.5 4.5.1	Construction Traffic Management Plan (CTMP) RL ran through the HGV Movements against HGV Average / Maximum Daily / Quarterly Limit for HGV Routes (see slides 17 – 20). All movements were within the permitted delivery hours; there were 34 breaches (0.36% of total HGV movements) during last Quarter (40 breaches in 2025 Q4) – all 34 were due to HGVs deviating from the approved HGV route. As a result, all HGV drivers who were involved in these breaches have received a Driver Strike. HGV Route Compliance continues which involves: Driver Briefings random observations; Senior Leadership Engagement Tours; HGV Signage review Q1 saw 124 Daily HGV Movements and Daily HGV deliveries of 64 – the DCO average limit for movements is 500.	
4.6	Chris Morgan (CM) asked if the fly parking numbers reported included or take into account the "illegal" car parking, if not then the official number are somewhat skewed. RL said they do not include any sites that are privately owner as the team do not have permission to enter those. She also referred to the forthcoming Item 8 on fly parking which may cover this in more detail.	
4.7 4.7.1	Hugh Davies (HD) asked if the driver of car who give other people lifts to work get any kind of financial incentive as part of the car share scheme? RL said not from EDF themselves, the benefit is around the saving on fuel, environmental, less cars on the road and the social interaction as a result. HD added that at the council there is a different rate paid on mileage if you are giving a lift to a council colleague. RL said that any payment arrangement for workers car sharing are privately organised either in terms of payments or in taking turns to drive.	
4.8	Mark Phillips (MP) shared with the forum that he car shared from day two of working at HPA and HPB for 37 years of his working life, adding that they just took it in turns and it worked really well.	
4.9	John Roberts (JR) asked where the people who walk to work are coming from, were they walking from the 'illegal' car parks. RL said 510 people were observed walking from the campus on-site, the rest were walking from outside.	
5	**Passenger Transport Update (including bus utilisation) - (Rebecca Jeffreys, EDF)**	
5.1	Rebecca Jefferys (RJ) said this is her second Transport Form and is keen for members to feedback on what topics she covers at the forums going forward. See slides 22 – 25 for reference.	

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	RL said that there are 202 buses on that Somerset Passenger Solutions (SPS) operate across the entire network and that all drivers (456 drivers) are employed directly. Peak times are 04:00 – 06:00 and 16:00 – 19:00. At non-peak times buses are stored at J24 as there is not enough room for them to park up there. When the empty or almost empty buses are spotted leaving site after the drop off during the morning peak and going to site to pick up worker in the afternoon peak. RJ showed a table showing average bus movements including service trips next to dead runs. She also explained how they record incidents and what qualifies as an incident. The table shows that against national averages, incident rates are very low.	
5.3	Bussing Efficiency – RJ showed a chart of data in 2026 for breakdowns. The number of breakdowns per million miles had decreased through 2026. SPS have a Vehicle Maintenance Unit (VMU) at J24, this is a 10-bay engineering workshop where they carry out inspections and repair all buses – open 24hrs a day. 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, local firm Frost Rescue who specialise in commercial vehicle recovery in Somerset, 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 and radio for a replacement vehicle.	
5.4	Vehicle checks and maintenance are way above national standard, RL showed a slide detailing the regime for maintaining fleet safety, SPS adhere to the DVSA Guide Maintaining Roadworthiness and have a range of additional inspections – more details on slide 24.	
5.5	RJ clarified a point that come up frequently on reversing. RJ confirmed that buses can reverse if it is safe to do so. If the driver is not sure it is safe they radio to base for advice. A banksman will come out of required. There are also cameras installed on the buses and these are used for training purposed on particular scenarios.	
5.6	MP asked is any of the buses were electric or any plans to do so. RJ confirmed there were not and at this stage in the project it would not be cost effective to change then out for electric buses.	
5.7	CM gets regular complaints about buses not reversing. RJ said if that happens then please report it to the enquiries email or call with detail of the time and location (each bus has number of the back also), as SPS can look at the camera footage and other tracking equipment to review and put training in place as required.	
5.8	SG said reported about a recent situation witnessed by a fellow parish councillor on Stogursey High Street, where a SPS bus met an ambulance and the bus driver would not reverse, citing that he was not qualified to do so, so the ambulance had to reverse instead. RJ said there are number of reasons why they may not be able to reverse. She said if we had a time and date SPS can pull up the camera footage, review and feed it into training.	

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	SG said she would ask her parish council colleague if they can recall the date and time and report it.	
5.9 5.9.1	RP said that when it came to buses, he had only had one occasion in the last 15 years when he felt the need to report a bus which was belching out fumes. He had the VRN and reported it (2 December 2025). RP said he received a response and a confirmation that SPS had been made aware of the issues with the vehicle and then nothing else back regarding the bus. **AFTERNOTE:** By way of clarification. RP witnessed the bus on 2 December 2025; he then requested sight of more information on the outcome of the mechanical findings. At the time RP was assured that SPS had investigated the vehicle and that all of the, then, 199 buses in the fleet were maintained to the highest standards and issues are picked up and dealt with. It was confirmed as part of the exchange that RP would not be supplied with any further information on the specific vehicle but that along with rest of the fleet, the vehicle reported will be subject to the same comprehensive maintenance and servicing regime.	AFTERNOTE
6	**HPC Parking – (Rachel Lister, EDF)**	
6.1	The Chair invited RL to give her presentation about HPC parking (slides 27 to 28 in the presentation pack).	
6.2	The Chair then invited questions from members for RL.	
6.3	RP asked for confirmation that workers are paid an incentive to use the buses. RL said that not all workers have arrangements to use the bus – but there are different arrangements for different contractors. AC said that it was a travel allowance, and certain sectors have different arrangements in place. RP said his understanding was this equates to about £25 a ride. AC said this depends on the sector agreement. SW added that the figure wasn't as high as £25.	
6.4	SG asked if there were plans for future use of the car parks when HPC is operational. AC said there are plans in place – he referenced the discussion of the legacy strategy at the Main Site Forum recently; one of those elements is assets – whether reinstating or transferring ownership. AC added that there aren't any firm plans yet, but it is a focus for the medium term. SG asked if an option could be giving or selling to Somerset Council; AC replied that this was a possibility.	
6.5	RP asked about how to get around permission listed in the Development Consent Order (DCO). AC replied that this would be achieved through a material change application.	
7	**Item 7 – Controlling e-bikes (Esther Lawson, A&S Police)**	
7.1	The Chair invited Esther Lawson (EL) to give her presentation on controlling e-bikes and e-scooters (slides 30 to 34 in the presentation pack).	
7.2	In addition, EL explained that the police can't look at an e-bike and tell by sight if it has been modified or not. The only way to identify if an e-bike is travelling over 15.5 mph would be capturing it on a speed gun. Hugh Davies (HD) asked for a printed copy of the presentation. **ACTION**	ACTION DA/MW

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7.3	RP asked why there are so many e-bikes out there. EL said that parties are pushing government to say when they are sold to have to disclose the law around e-bikes. EL mentioned the issues with safety with pursuing these vehicles – and will stop them when safe to do so; and sometimes educate people, and this is recorded on the police system. If people don't abide by this advice, there would be further enforcement. ACé said that there were e-scooter trials in some cities – but there are no active trials in Somerset. He added that the UK government hasn't yet what the future of e-scooters is. AC asked EL to talk about the on-site controls. EL said the HPC police team has a good relationship with security at the campuses. They have educational materials to issue to people. Mark Phillips (MP) said that Halfords and other similar shops sell these; EL replied that the police don't have any power over trading. The Chair thanked EL for her presentation.	
8	**Item 8 – Fly-parking controls – (Stacy Walker, EDF)**	
8.1	The Chair invited SW to give her presentation (slides 36 to 42 in the presentation pack).	
8.2	SW drew out the following points: SW said that fly parking is an ongoing challenge. SW mentioned that Rob Jordan (Project Director) went out with the fly parking team last year, a video from this was played on site. 7 people were removed from the project in 2025 because of fly parking. SW said that the project works with its workforce in specific circumstances or those needing one-off solutions, or needing to park closer to site on a temporary basis. SW mentioned that if a car is not registered, there are 9 people in the fly parking team who will attempt to speak to the driver and/or ticket the vehicle. There is also close cooperation with the police. If someone has had 4 or 5 tickets before identification, that person (if appropriate) could end up at stage 3 of the disciplinary process (which could result in dismissal). SW mentioned that 9 antisocial behaviour letters have been issued in the past year.	
8.3	**Pre-submitted question 1** - Submitted by Janet Butler, *Shurton resident* "In cases of suspected fly parking being submitted can we be informed of action taken by the HPC Fly Parking Team?" Answer: SW said that on a case-by-case basis this wasn't possible, individual details wouldn't be given to those reporting suspected fly parking. SW added that with particular vehicles (e.g. ones causing a nuisance) she is happy to speak with people concerned about it on the phone where appropriate.	
8.4	**Pre-submitted question 2** - submitted by Roy Pumfrey, *Stop Hinkley* "HPC Fly Parking: Reports to the Helpline will have reduced due to the sad death of a regular reporter. At the same time, the proportion of vehicles reported but 'unproven' remains a constant at	

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	80% of the cases. How do you intend to remedy this and what has happened to the App for reporting suspected fly parkers that was trumpeted to Parish Councils in January 2026 but is not mentioned here?"	
8.4.1	Answer: SW replied that the app is on its way and signoff is needed internally and clarified that GIS stands for Geographical Information System. RP said that it was in January that SW came to Cannington, and it appeared that the new reporting system was imminent. SW apologised for this and things were ready to be launched – the integration between the GIS system and the internal databases was the issue and more testing was needed. AFTERNOTE: The new reporting system has been operational since July; residents can report potential instances of fly parking here: edfenergy.com/flyparking AC said that he updated at the Community Forum as well; and HPC didn't want to expose systems to any cybersecurity risk, and this wasn't expected in January. AC added that the other lengthy process has been the GDPR aspect; the use of VRNs (sharing them etc.) is seen as a sensitive issue under GDPR. Approval is now with the legal affairs director – with the recommendation being it should go live. RP asked if this would be publicised. AC said the key benefit is how the data is used behind the scenes. SW clarified that this could be used as a website on a phone or other mobile device.	AFTERNOTE
8.4.2	RP added that there hasn't been any mention of the car parks at Wick.	
8.4.3	SW said that the Wick sites had gone to appeal but, in the meantime, could continue operation. James Holbrook (JH) said he was keen to attend this evening, and there were points raised at the Main Site Forum that related to this: in terms of planning enforcement, he wanted to highlight there are new personnel within the team at Somerset Council. There is also support from the director of planning. His plea is that members should report unauthorised sites via the Council website.	
8.5	The Chair thanked SW for her presentation.	
9	**Item 9 – Marine & Road Deliveries – (Claire Warner-Blackman, EDF)**	
9.1	The Chair invited Claire Warner-Blackman (CWB) to give her presentation (slides 46 to 49 in the presentation pack).	
9.2	CWB highlighted the following points from her presentation: - The last rebar cage is being assembled in Avonmouth on 26th June. - The Community Safety Accreditation Scheme (CSAS) is the internal team that escort the loads to site (detail provided in a previous Forum) - There are 8 contractors that have completed their deliveries to site. - The abandoned boats at Combwich Wharf were deemed a risk to the environment – and these were removed following complaints and procedural advice from the Marine Conduct Authority. SG asked how many more deliveries were being proposed by the jetty at Shurton bars. CWB said that rebar would finish in August. Some aggregate and sand would follow; but doesn't have these figures.	

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	AFTERNOTE The sand and aggregate deliveries are likely to conclude by the end of this year. SG then asked if the jetty would then be demolished, saying it had ruined Shurton bars. RCL said it would be removed and is a temporary jetty; first as part of remobilisation, it would be disconnected and then the remainder would be removed. RCL added that it might be that this is when HPC is operational so as not to disturb the marine environment, albeit disconnected from the shore – but added it would be stripped. CWB said that the next barge is due in on the 12th of August, with a road move to follow.	AFTERNOTE
9.3	The Chair thanked CWB for her presentation.	
10	Item 10 – Any Other Business (Chair)	
10.1	The Chair invited items of any other business from members.	
10.2	Regarding the HPC Community bus, RP said that there was a post on a Cannington Facebook page that someone wanted to go from Cannington to Bridgwater and assumed that one could hop on the bus. Apparently, the bus stopped, the doors opened, the drive shook his head and drove off and that this had caused distress. AC said this definitely should not have happened – RP said that someone from EDF had spoken to them and that the bus should have been able to take them to Bridgwater. RJ said that she wasn't aware of this case. RP said that this is a publicly available FB page. NH said she would pass details onto AC. ACTION / AFTERNOTE	ACTION / AFTERNOTE AC / RJ
11	Date of next meeting: Thursday 12 November 2026 at 6pm	
11.1	The date of the next Transport Forum is on: Thursday 12 November 2026 at 6pm, again at Bridgwater and Taunton College, Cannington Campus.	
12	The meeting ended	

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