

101130752  
Revision 01

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TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2  
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# HPC COMPANY DOCUMENT

## TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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<b>Owner &amp; Approver</b>	Rachel Lister
<b>Technical Reviewer</b>	Andrew Goodchild
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101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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## APPROVAL: TRANSPORT REVIEW GROUP QUARTERLY REPORT

<b>Prepared by:</b>	<b>Name:</b> Rachel Lister <b>Title:</b> HPC Transport Planning Lead	Date: Refer to EDRMS
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<b>Approved by:</b>	<b>Name:</b> Rachel Lister <b>Title:</b> HPC Transport Planning Lead	Date: Refer to EDRMS

## DOCUMENT CONTROL

Revision	Purpose	Amendment	By	Date
01	S2 - FIT FOR INFORMATION		Rachel Lister	17/07/2023
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101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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## 1 INTRODUCTION

As part of the Development Consent Order (DCO), NNB Generation Company (HPC) Ltd (NNB Genco HPC Ltd) must implement the Construction Workforce Travel Plan (and Addendum) and Construction Traffic Management Plan until the end of the Construction Period.

NNB Genco HPC Ltd undertake monitoring of the implementation of these plans and include the extent to which the limits and targets set out in the plans have been achieved and / or are reasonably likely to be achieved.

This is the Quarterly Report for the Transport Review Group and covers:

- April to June 2023 (Quarter 2)

Various data has been collected over the three-month period and is summarised within this report.

If the Traffic Incident Management Plan has been implemented during the quarter such as a variation in hours in 'exceptional circumstances' or use of the diversion route Operation Harold, this will be referenced in the report.

### Scope

This report contains the:

- Construction Workforce Travel Plan Report:
- Construction Traffic Management Plan Report: and
- Traffic Incident Management Plan.

### References and Definitions

Term / Abbreviation	Definition
NNB Genco HPC Ltd	NNB Generation Company (HPC) Ltd
HPC	Hinkley Point C
DCO	Development Consent Order
TRG	Transport Review Group
CWTP	Construction Workforce Travel Plan
CTMP	Construction Traffic Management Plan
TIMP	Traffic Incident Management Plan

## 2 CONSTRUCTION WORKFORCE TRAVEL PLAN

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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## 2.1 Introduction

The Construction Workforce Travel Plan (and the Addendum) sets out the mode share targets for the HPC construction site and the associated development sites. NNB Genco HPC Ltd monitor progress against the mode share targets set for peak construction. This is reported within this Report and provides evidence if NNB Genco HPC Ltd is meeting or on track to meet, the mode share targets and if amendments to the Action Plan or mode share targets are required.

Data on the workforce numbers, bus patronage, car sharing and HPC Workforce Survey (travel) are also included within this Report.

The Construction Workforce Travel Plan Action Plan sets out the key tasks undertaken to implement and manage the Construction Workforce Travel Plan and the latest is available within the Appendix.

## 2.2 Construction Programme and Workforce Profile

The original Development Consent Order (DCO), Construction Workforce Travel Plan and supporting Transport Assessment expected the site to commence construction in Q1 of 2013 and to be completed by 2020. Work pursuant to the DCO did not begin until September 2016 and with the impact of Covid-19, the start of electricity generation for Unit 1 is targeted for June 2027.

The following key activities took place at HPC site during the Quarter:

- First balance of nuclear Island pump installed (April 23)
- Installation of first 10KV switchboard in electrical building (May 23)
- Turbine hall complete to 16m level (June 23)

The major Project Goals for 2023 are:

- Chillers for Safeguard Building 2/3 Delivered to Site
- Turbine Hall 300 tonne crane – Installed, Tested and Commissioned
- Unit 1 Steam Generators 1 & 3 – Ready to Ship
- Dome Lift – Unit 1

## Workforce Profile

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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The workforce is regularly changing as the project develops and the nature of activity on site evolves. The majority of works on site to date has been the Civils work and now the number of workers carrying out mechanical and electrical work will increase. The changing nature of workforce is an important characteristic which needs to be considered as travel patterns and behaviours will vary as the workforce changes.

Within this report the data is generally provided for all users rather than a split between full time HPC site-based workers, part time HPC workers and HPC visitors. This is because these users have a requirement to travel to HPC and all form part of the planning for travel demand.

Table 1 provides the Site numbers, and the definitions of the type of worker or visitor are as follows:

- A worker – 5-day rule – Be ‘working’ at HPC Site; not merely visiting AND have been at Site on at least 5 separate days in the 30 day monitoring period AND have been at Site for at least 37.5 hours in the 30 day monitoring period (number used for the HPC Workforce Survey).
- A worker – attend site based on 1, 2, 3 and 4 days within the month (to provide a complete picture of the number of people accessing site).
- A visitor -a person who visits site who does not have a site pass (which will include professional visitors, VIPs and people undertaking a site tour).
- Daily Site Number – is based on the number of workers and visitors recorded via entering the security turnstiles on the day of the Mode Share Journey Survey. This includes HGV drivers and bus drivers who enter site via the DMS Plaza.
- HPC Mode Share Journey Survey Number – is the number of workers who were captured in the Mode Share Journey Survey on the survey day.

**Table 1:** HPC Site Numbers

HPC Site Numbers	2023 Q1	2023 Q2	Date
Workers – 5-day rule	9,408	9,783	June 23
Workers – 1,2,3 and 4 days within the month	1,814	1,908	June 23
Visitor (Average Monday-Friday)	79	86	June 23
Visitor (Maximum)	144	135	June 23
Visitor (Survey Day)	129	135	14/06/23
Daily Site Number Survey Day (including visitors)	9,738	10,171	14/06/23
Daily Site Number Survey Day (excluding visitors)	9,609	10,036	14/06/23
HPC Mode Share Journey Survey Number	8,630	9,076	14/06/23

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

### NOT PROTECTIVELY MARKED

The Mode Share Journey Survey was undertaken on Wednesday 14<sup>th</sup> June 2023 which was also the busiest day at HPC in June with 10,036 workers on site and 135 visitors. On average there were 9,030 workers (plus 86 visitors) a day at HPC during June (Monday-Friday).

## 2.3 CWTP Updates

### HPC Bus Service:

- There is an on-going review of the HPC bus routes and workforce accommodation locations. The scheduling system allows improved planning of buses to better manage capacity and efficiencies.
- The bus services around Taunton have been reviewed. This include the proposed route change from Taunton Bus Station (Castle Way) via Monkton Heathfield and North Petherton (Bus T).
- The following new bus services have been introduced:
- Bus Bridgwater North (BNTH) – J23 P&R - Sedgemoor Campus – Bridgwater Bus Station – HPC (late shift and weekend shift)
- Bus South (BSTH) – Taunton Bus Station (Castle Way) – J25 Gateway Park and Ride – J24 Park and Ride – HPC (Taunton Walk & Ride) (late shift and weekend shift)
- Bus Taunton Road (TR) - includes bus stop by Kerland Clinic, Taunton Road, Bridgwater

### HPC Bus Route Amendments

- There were road closures on the A39 between Thursday 15<sup>th</sup> June 2023 and Sunday 18<sup>th</sup> June 2023 between 20:00 – 06:00. These affected Bus M (Minehead), Bus MF (Mill Farm) and Quantock Lakes. Bus M services between 19:50-05:45 operated via Stringston Lane / Moorhouse Farm to HPC and from HPC via Stogursey Lane. These diversions were agreed with Somerset Council.

### HPC Park and Ride:

- A Planning Application to continue use of Taunton Gateway (J25) Park and Ride to provide parking for a HPC Park and Ride until December 2025 was approved in June 2021 (31/21/0008).
- A Planning Application to extend the use of Quantock Lakes Park and Ride until December 2025 was approved in November 2021 (36/21/00012).
- A Planning Application for temporary change of use of external yard area of former distribution depot yard area to park and ride facility and associated works has been submitted. To be known as Hinkley Logistics Hub (HLH). This is at located at the former Argos distribution centre at Huntworth Business Park close to the existing J24 Park and Ride and approximately 600 parking spaces are proposed (37/23/00056)

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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- Electric charging points are available at J23 (6) and J24 Park and Rides (8) . Access can be arranged to use these by registering with the BP Pulse Network and completing an access request to SPS.

#### Other:

- For information, an Application to discharge relevant DCO Requirements to create an additional 340 parking spaces at the Sedgemoor Campus has been submitted (08/23/00206).

## 2.4 Mode Share – HPC Site Journey to Work

**Table 2:** HPC Site – Final Mode Journey to Work

Final Mode Journey to HPC Site	Mode Share Target	Actual Mode Share (15/03/23)		Actual Mode Share (14/06/23)	
		No. of Workforce	%	No. of Workforce	%
Walk	9%	591	6.8%	909	10%
Cycle	0%	18	0.2%	30	0.3%
Public Bus	0%	0	0%	0	0%
Rail	0%	0	0%	0	0%
Motorcycle	0%	65	0.8%	50	0.6%
Car	4%	212 (171 drivers & 41 passengers)	2.5%	224 (192 drivers & 32 passengers)	2.5%
HPC Bus Service	87%	7,744	89.7%	7,863	86.6%
<b>Total</b>	<b>100%</b>	<b>8,630</b>	<b>100%</b>	<b>9,076</b>	<b>100%</b>

Note: Survey period 24 hour (except for walking / cycling and car park survey between 05:00-11:00)

For information, those who are recorded as walking as their final travel mode journey to HPC include workers staying at Hinkley Campus, walking from local footpaths, or walking from the Hinkley Campus entrance following being a car/van passenger or departing the bus at the Hinkley Campus bus stop to walk to their point of work.

**Table 3:** HPC Site – Final Mode Journey to Work – HPC Bus Service Split

HPC Bus Service – Estimated Split	Mode Share Target	Mode Share 2022 Q3 (15/03/22)		Mode Share 2023 Q2 (14/06/23)	
		No. of Workforce	Overall %	No. of Workforce	Overall %
Direct Bus	21%	2,385	27.6%	2,410	26.6%
Park and Ride	49%	3,736	43.3%	3,620	39.9%
Sedgemoor Campus	17%	1,283	14.9%	1,270	14.0%
Brean Sands Campus	N/A	340	3.9%	563	6.2%
<b>Total</b>	<b>87%</b>	<b>7,744</b>	<b>89.7%</b>	<b>7,863</b>	<b>86.6%</b>

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

**NOT PROTECTIVELY MARKED**

## 2.5 Mode Share – Travel to and from Associated Development Sites

The Allocation of Worker to Transport procedure is followed to allocate each new starter at HPC to either the nearest bus stop along a HPC Bus Route or a Park and Ride based on the principles set out in Section 5.3 Bus Measures in the DCO Construction Workforce Travel Plan.

In line with the Construction Workforce Travel Plan, the appropriateness of the mode share targets for the Park and Ride will be considered by the Transport Review Group when the pattern of where workers not staying in the accommodation campus sites are living is established. As the project develops and the nature of activity on site evolves, the workforce will continue to change as well as the travel patterns and behaviours.

The mode share data for the Park and Rides is summarised in the tables below.

**Table 4a:** Mode Share for Park and Ride (travel to HPC)

Park and Ride (Parking bays permitted)	Travel Mode	Mode Share Target	Mode Share 2023 Q1 (1 day) – 15/03/23 (04:30-08:30am)		Mode Share 2023 Q2 (1 day) – 14/06/23 (04:30-08:30am)		% Difference from Last Quarter
			No. of Workforce	%	No. of Workforce	%	
<b>J23</b> (DCO - 920 parking bays permitted, TRG can approve up to 1,300 parking)	Sustainable Modes	4%	8	1%	11	1%	0%
	Car Driver	58%	999	79%	858	80%	+1%
	Car Passenger	38%	263	21%	208	19%	-2%
	Motorcycle	-	1	0%	2	0%	0%
	<b>Total</b>	<b>100%</b>	<b>1,271</b>	<b>100%</b>	<b>1,079</b>	<b>100%</b>	-
<b>J24</b> (Current 539 - DCO allows for 575 parking)	Sustainable Modes	4%	156	23%	76	17%	-6%
	Car Driver	60%	425	64%	311	68%	+4%
	Car Passenger	36%	87	13%	70	15%	+2%
	Motorcycle	-	1	0%	0	0%	0%
	<b>Total</b>	<b>100%</b>	<b>669</b>	<b>100%</b>	<b>457</b>	<b>100%</b>	-
<b>Cannington</b> (DCO - 132 workers and 120 visitor parking – survey includes visitors)	Sustainable Modes	11%	4	2%	4	2%	0%
	Car Driver	65%	140	80%	138	76%	-4%
	Car Passengers	24%	33	13%	32	18%	+5%
	Motorcycle	-	10	6%	8	4%	-2%
	<b>Total</b>	<b>100%</b>	<b>176</b>	<b>100%</b>	<b>182</b>	<b>100%</b>	-
<b>Williton (Washford Cross)</b>	Sustainable Modes	7%	0	0%	0	0%	0%
	Car Driver	70%	66	93%	55	92%	-1%



101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

**NOT PROTECTIVELY MARKED**

Park and Ride (Parking bays permitted)	Travel Mode	Mode Share Target	Mode Share 2023 Q1 (1 day) – 15/03/23 (04:30-08:30am)		Mode Share 2023 Q2 (1 day) – 14/06/23 (04:30-08:30am)		% Difference from Last Quarter
			No. of Workforce	%	No. of Workforce	%	
(Opened end Aug 2018 – 160 parking)	Car Passenger	23%	4	6%	4	7%	+1%
	Motorcycle	-	1	1%	1	2%	+1%
	<b>Total</b>	<b>100%</b>	<b>71</b>	<b>100%</b>	<b>60</b>	<b>100%</b>	-

Note: Survey period is to provide a snapshot of travel mode and is not for the full 24 hours.

Note: Parking Accumulation is provided under the Parking section.

- J23 Park and Ride – The % mode share remained relatively consistent with last Quarter. The number of bus passengers observed arriving at J23 Park and Ride (1,079) decreased this Quarter. This has been compared against the actual number of bus passengers departing from J23 Park and Ride on the Secure Bus service (971) which also saw a decrease in bus passengers. However, the overall % travelling from J23 Park and Ride (12%) remained consistent with last Quarter.
- These changes at J23 Park and Ride could be due to bus passengers who live within a suitable distance from Worle Parkway (Diamond Batch) being allocated to use that Park and Ride, bus passengers who are staying at Brean Sands Campus using the direct bus service provided or more bus passengers using the J23 Park and Ride Direct Bus Service (592) which increased slightly (this includes bus passengers who board at J23 Park and Ride and also who board the service along the route at bus stops such as on the NDR, Bridgwater).
- J24 Park and Ride – The % mode share remained relatively consistent with last Quarter. The number of bus passengers observed during the Mode Share arriving at J24 Park and Ride (457) decreased. This has been compared against the actual number of bus passengers departing J24 Park and Ride on the Bus J24 Secure Bus (508) which was a slight increase from last Quarter and remained consistent with the last Quarter at 6%.

Below is an extract from the DCO Transport Assessment which outlines the proposed workforce Park and Ride Parking Provision for when at Peak.

**Table 11.4: Proposed Workforce Park and Ride Parking Provision 2016**

Parking Bay	Junction 23	Junction 24	Cannington	Williton	Total
Car parking	1,300	698	132	160	2,290

The Construction Workforce Travel Plan referred to the number of Park and Ride car parking spaces at J23 Park and Ride will not exceed 920 unless otherwise agreed by the TRG.

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

**NOT PROTECTIVELY MARKED**

5.3.9 The number of park and ride car parking spaces normally in use at the Junction 23 park and ride site will not exceed 920 unless otherwise agreed by the TRG. The number of park and ride car parking spaces normally in use at the Junction 24 park and ride site after the Junction 23 park and ride site has come into full operation will not exceed 575 unless otherwise agreed by the TRG.

**Table 4b: Mode Share for Temporary Park and Ride Sites (travel to HPC)**

Park and Ride (Parking bays permitted)	Travel Mode	Mode Share 2023 Q1 (1 day) – 15/03/23 (04:30-08:30am)		Mode Share 2023 Q2 (1 day) 14/06/23 (04:30-08:30am)		% Difference from Last Quarter
		No. of Workforce	%	No. of Workforce	%	
<b>Quantock Lakes</b> (up to 160 parking bays) Planning Permission until 31/12/25	Sustainable Modes	156	56%	129	53%	-3%
	Car Driver	108	39%	104	42%	+3%
	Car Passenger	13	5%	12	5%	0%
	Motorcycle	0	0%	0	0%	0%
	<b>Total</b>	<b>277</b>	<b>100%</b>	<b>254</b>	<b>100%</b>	-
<b>J25 P&amp;R (Taunton Gateway)</b> (up to 400 parking bays) Planning permission until 31/12/25	Sustainable Modes	15	4%	7	2%	-2%
	Car Driver	345	86%	344	79%	-7%
	Car Passenger	37	9%	85	19%	+10%
	Motorcycle	2	1%	0	0%	-1%
	<b>Total</b>	<b>399</b>	<b>100%</b>	<b>436</b>	<b>100%</b>	-
<b>Worle Parkway (Diamond Batch)</b> (referred to as Worle Station for the HPC bus service) (up to 225 parking bays) Permission via North Somerset Council	Sustainable Modes	-	-	18	9%	-
	Car Driver	-	-	160	77%	-
	Car Passenger	-	-	30	14%	-
	Motorcycle	-	-	1	0%	-
	<b>Total</b>	-	-	<b>209</b>	<b>100%</b>	-
<b>Hinkley Logistics Hub (HLH)</b> (up to 600 parking bays) Subject to planning application	Sustainable Modes					
	Car Driver					
	Car Passenger					
	Motorcycle					
	<b>Total</b>					

Note : Survey period is to provide a snapshot of travel mode and does cover 24 hours.

The Park and Ride Mode Share Surveys in the above Table 4a/b provides a snapshot during the morning peak period (2,668 bus passengers) and is less than the 24-hour number of bus passengers traveling from a Park and Ride (3,890

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

### NOT PROTECTIVELY MARKED

Park and Ride bus passengers). The difference is 1,222 bus passengers who would have arrived at the Park and Rides outside of the survey times or boarded a Park and Ride bus service along the bus route rather than at the Park and Ride.

#### Hinkley and Sedgemoor Campus Non-Work Trips

At the Transport Review Group on the 24<sup>th</sup> October 2022 it was agreed that the data collected for non-work trips to Hinkley Campus and Sedgemoor Campus were no longer required and could be removed from the Report. If feedback is received via the HPC Enquiries Helpline to report anything of interest transport related to the campus sites this will be included in this report.

#### Induction Centre

The mode share for the Induction Centre based at the Somerset Energy and Innovation Centre in Bridgwater is presented in the following table.

**Table 5:** Mode Share for Induction Centre

Travel Mode	Mode Share Target	Mode Share 2023 Q1 (15/03/23)					Mode Share 2023 Q2 (14/06/23)					Total
		Staff		Workers Attending Induction		Total	Staff		Workers Attending Induction		Total	
		No. of Workforce	%	No. of Workforce	%	%	No. of Workforce	%	No. of Workforce	%	%	
Sustainable Modes	2%	0	0%	25	61%	45%	0	0%	12	46%	32%	
Car Driver	95%	15	100%	16	39%	55%	10	91%	10	38%	54%	
Car Passenger	3%	0	0%	0	0%	0%	1	9%	4	15%	14%	
<b>Total</b>	<b>100%</b>	<b>15</b>	<b>100%</b>	<b>41</b>	<b>100%</b>	<b>100%</b>	<b>11</b>	<b>100%</b>	<b>26</b>	<b>100%</b>	<b>100%</b>	

#### Freight Management Facility

The mode share for the Freight Management Facility is presented in the following table.

**Table 6:** Mode Share for Freight Management Facilities – J23

Travel Mode	Mode Share Target	Mode Share 2023 Q1 (15/03/23)		Mode Share 2023 Q2 (14/06/23)	
		No. of Workforce	%	No. of Workforce	%
Sustainable Modes	2%	0	0%	0	0%
Car Driver	95%	6	100%	8	100%
Car Passenger	3%	0	0%	0	0%
Motorcycle	-	0	0%	0	0%

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

**NOT PROTECTIVELY MARKED**

Travel Mode	Mode Share Target	Mode Share 2023 Q1 (15/03/23)		Mode Share 2023 Q2 (14/06/23)	
		No. of Workforce	%	No. of Workforce	%
Total	100%	6	100%	8	100%

### J24 Warehouse, Bus Operators and Freight Management Facility

J24 is currently not being used as an FMF parking facility. The parking areas are monitored for use and number of vehicles shown in the table below.

**Table 7:** J24 Other Uses Parking Summary

Use	No. of Parking Bays	Mode Share 2023 Q2
		No. of Parked vehicles
Park and Ride Operators / SPS Office	10	10
Vehicle Maintenance Unit	5	5
SPS Bus Driver	-	180
Warehouse	10	10
FMF (reserved capability)	30	30

## 2.6 Cycle and Motorcycle Parking Utilisation

**Table 8:** Cycle and Motorcycle Parking Utilisation

Facility	Cycle Parking			Motorcycle Parking		
	Number of Spaces	2023 Q1	2023 Q12	Number of Spaces	2023 Q1	2023 Q2
HPC Site	50	18 (36%)	30 (60%)	50	65 (130%)	50 (100%)
J23 P&R	52	3 (6%)	5 (10%)	57	3 (13%)	4 (17%)
J24 P&R	40	25 (63%)	46 (115%)	24	4 (14%)	10 (34%)
J25 P&R	20	13 (65%)	16 (80%)	10	2 (20%)	3 (30%)
Cannington P&R	30	1 (3%)	4 (13%)	18	0 (0%)	0 (0%)
Williton (Washford Cross) P&R	16	3 (19%)	4 (25%)	10	0 (0%)	2 (25%)
Quantock Lakes P&R	4	0 (0%)	0 (0%)	10	0 (0%)	0 (0%)
Sedgemoor Campus (Bridgwater)	168	129 (77%)	150 (89%)	24	0 (0%)	4 (17%)
Hinkley Campus (HPC)	76	49 (64%)	75 (99%)	10	0 (0%)	6 (60%)

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

### NOT PROTECTIVELY MARKED

Note: Motorcyclists are only allocated to park at HPC site if there is not a suitable bus service or Park and Ride site available to ensure travel by motorcycle to HPC remains limited and is not promoted. From June 2023, parking bays will be limited to 50 spaces and motorcyclists will reapply for a new HPC Motorcycle Parking Permit Application. Access will be barrier controlled and access granted via Security Access Permit. Priority is given to CAT A and A1 licence holders who have completed 'Raise your Ride' training or with evidence of completing comparable training within the last 5 years. All motorcyclists are expected to follow the "HPC Motorcycle Parking Guidelines and Conditions of Access".

## 2.7 Car Sharing

### Car Sharing at Park and Rides

The table below refers to the number of vehicles with passengers in arriving at a Park and Ride and the number of passengers within each of those vehicles on the survey day.

**Table 9:** Number of Cars with Passengers in and number of Passengers (car sharing) observed during Mode Share Survey

Park and Ride	Number of Cars with Passengers in				
	1 Passenger	2 Passengers	3 Passengers	4 + Passengers	Total
J23	143	22	7	0	172
J24	24	20	2	0	46
J25	40	8	7	2	57
Cannington	11	4	3	1	19
Williton (Washford Cross)	4	0	0	0	4
Quantock Lakes	5	2	1	0	8
Worle Parkway (Diamond Batch)	19	4	1	0	24
<b>Total</b>	<b>246</b>	<b>60</b>	<b>21</b>	<b>3</b>	<b>330</b>

Park and Ride	Number of Passengers in a vehicle not including the driver				
	1 Passenger	2 Passengers	3 Passengers	4 + Passengers	Total
J23	143	44	21	0	208
J24	24	40	6	0	70
J25	40	16	21	8	85
Cannington	11	8	9	4	32
Williton (Washford Cross)	4	0	0	0	4
Quantock Lakes	5	4	3	0	12
Worle Parkway (Diamond Batch)	19	8	3	0	30
<b>Total</b>	<b>246</b>	<b>120</b>	<b>63</b>	<b>12</b>	<b>441</b>

Note: This table is for information and is not a reporting requirement.

101130752  
 Revision 01

**Company Document**

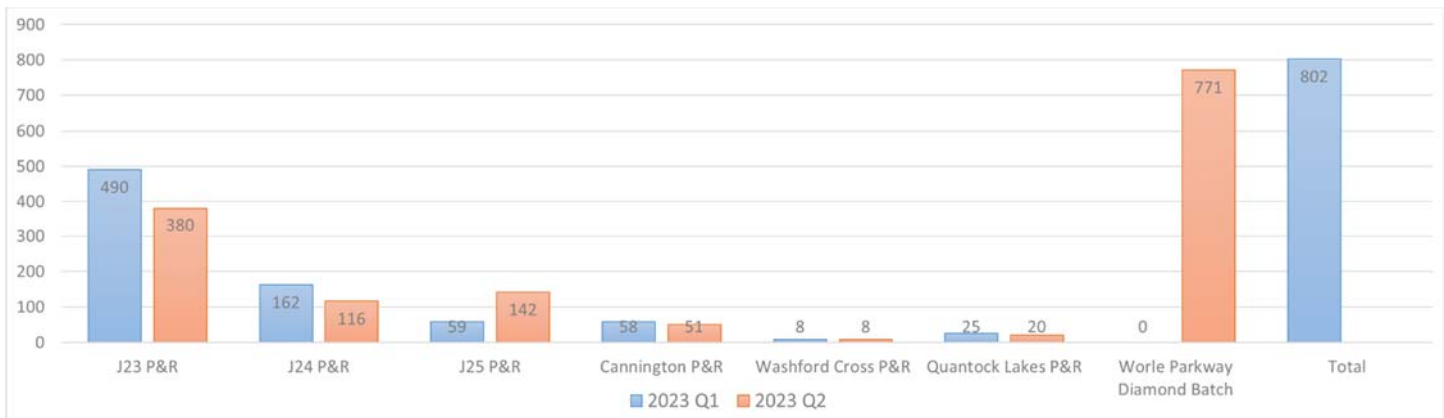
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The above tables show that:

- 330 vehicles had between 1 and 4 passengers in the car;
- 771 bus passengers (330 car drivers plus 441 car passengers) were observed car sharing; and
- 31% of those who arrived at a Park and Ride via a car were car sharing (based on a total of 2,430 bus passengers travelling to the Park and Ride as a car driver or passenger).

The following Graph illustrates how the above tables compare to last Quarter and that car sharing is continuing to increase.

**Graph 1: Number of Car Sharers (Car Driver and Car Passenger) Observed during Mode Share Survey**



**TRG Working Group – Car Sharing**

The Transport Review Group Working Group on Car Sharing meets monthly to review progress against the HPC Car Share Strategy. An extract from the Powerpoint used to aid discussions is shown below to compare how the % of bus passengers who arrive at a Park and Ride by car are car sharing compared to the original target set out in the DCO and the target in the HPC Car Share Strategy that was prepared to support the HPC Workforce Uplift 1. This shows that for this Quarter car sharing to J23, J24, J25 and Cannington Park and Rides are meeting and positively exceeding the targets set. Quantock Lakes Park and Ride is slightly below target however over 53% of bus passengers arrived at Quantock Lakes via another sustainable mode (most likely walking).

101130752  
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TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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### HPC Car Share – based on those arriving via car -2023 Q2

Park and Ride	J23	J24	Cannington	Washford Cross	Quantock Lakes	J25	Worle	Total
2023 Q2	380 Car Sharers	116 Car Sharers	51 Car Sharers	8 Car Sharers	20 Car Sharers	142 Car Sharers	54	771
No. Arrived by Car	1066	381	170	59	116	429	190	2,411
% of those arrived by car who Car Shared	36%	30%	30%	14%	17%	33%	28%	32%
Park and Ride	J23	J24	Cannington	Washford Cross	Quantock Lakes	J25	Worle	Total
2023 Q2 Car Share Strategy Target	27%	28%	21%	23%	22%	23%	-	-
DCO Target	38%	36%	24%	23%	-	-	-	-

Note: The DCO Target is for “car passenger” only and is calculated based on all users including those who walk or cycle.

### Car Sharing Database Enrolment

On 28<sup>th</sup> September 2022 the Car Share scheme was re-launched on site to the entire workforce. Roadshows were held across all canteens and digital media was shared across the site to launch the Liftshare scheme and app.

A monthly competition commenced in November 2022. HPC workers enter by signing up to the Liftshare website or App and registering their journeys. A winner was announced for being the “Top Car sharer” for sharing the most car journeys and a joint prize was issued for sharing the most journeys together that month.

Further launches took place during December 2022, April 2023 and June 2023.

The Table below shows what the number of workers who have joined the car share website.

**Table 10:** Car Share Enrolment

Facility	Number joined car share website	
	2023 Q1	2023 Q2
HPC Site	-	-
J23 P&R	68	77

101130752  
 Revision 01

**Company Document**

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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Facility	Number joined car share website	
	2023 Q1	2023 Q2
J24 P&R	41	46
J25 P&R	21	23
Cannington P&R	12	15
Washford Cross P&R	2	3
Quantock Lake	3	3
Total	147	167

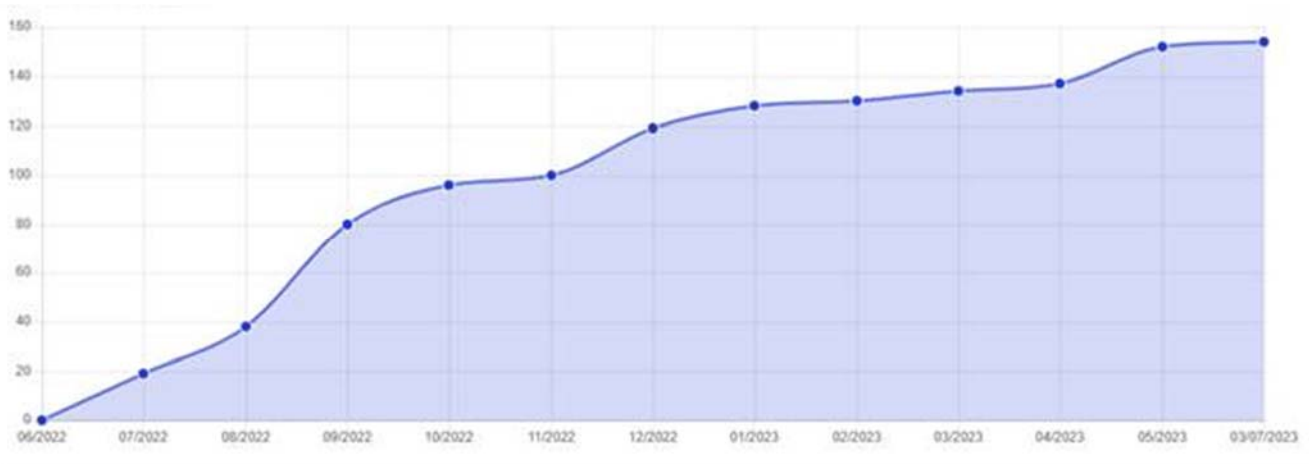
Note: The facilities are based in those set out in the CWTP and will be revised if data becomes available via facility.

To date:

- 168 members
- 118 members have added a journey which they are available to share;
- 26 members confirmed as car sharing; and
- 16 confirmed Liftshare teams.

The following Graph illustrates how membership has increased and continues to increase since the launches.

**Graph 2: Car Share Enrolment**



The Figure below identifies the car share members start location recorded on the Car Share App.



101130752  
 Revision 01

**Company Document**

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**Figure 1: Car Share Enrolment**



**2.8 Bus Service**

Somerset Passenger Solutions (SPS) operate the HPC bus service, and the full bus contract commenced on the 1st January 2017.

**Patronage of each Bus Service**

The number of bus passengers on each bus route travelling to HPC site is reported in the following Tables.

**Table 11: Patronage of each Bus Service (Monday to Friday) - % Split is rounded in calculation.**

HPC Bus Service Route to HPC:  Local Area	2023 Q1 (15/03/23)		2023 Q2 (14/06/23)	
	No. of Passengers (Infra-Red)	% Overall Split	No. of Passengers (Infra-Red)	% Overall Split
Cannington Park and Ride	292	4%	350	4%
Quantock Lakes & Cannington Park and Ride	401	5%	346	4%

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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HPC Bus Service Route to HPC: Local Area	2023 Q1 (15/03/23)		2023 Q2 (14/06/23)	
	No. of Passengers (Infra-Red)	% Overall Split	No. of Passengers (Infra-Red)	% Overall Split
Stogursey, Shurton and Burton	134	2%	104	1%
Comwich	86	1%	55	1%
Mill Farm	75	1%	89	1%
<b>Total</b>	<b>988</b>	<b>13%</b>	<b>944</b>	<b>12%</b>

HPC Bus Service Route to HPC: Bridgwater	2023 Q1 (15/03/23)		2023 Q2 (14/06/23)	
	No. of Passengers (Infra Red)	% Split	No. of Passengers (Infra Red)	% Overall Split
J23 Park and Ride	563	7%	592	8%
J24 Park and Ride	352	5%	350	4%
Sedgemoor Campus	341	4%	338	4%
Sedgemoor Campus Secure	942	12%	932	12%
Chilton Trinity via Wembdon	137	2%	127	2%
Bridgwater Bus Station	1,039	13%	1,000	13%
Bridgwater North (BNTH)	-	-	0	0%
Taunton Road (TR)	-	-	20	0.1%
<b>Total</b>	<b>3,374</b>	<b>44%</b>	<b>3,359</b>	<b>43%</b>

HPC Bus Service Route to HPC: Bridgwater	2023 Q1 (15/03/23)		2023 Q2 (14/06/23)	
	No. of Passengers (Infra-Red)	% Split	No. of Passengers (Infra-Red)	% Overall Split
J23 Park and Ride Secure	1,034	13%	971	12%
J24 Park and Ride Secure	460	6%	508	6%
<b>Total</b>	<b>1,494</b>	<b>19%</b>	<b>1,479</b>	<b>19%</b>

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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HPC Bus Service Route to HPC:  North of Bridgwater	2023 Q1 (15/03/23)		2023 Q2 (14/06/23)	
	No. of Passengers (Infra-Red)	% Split	No. of Passengers (Infra-Red)	% Overall Split
Worle Parkway (Diamond Batch)	253	3%	270	3%
Brean Campus	340	4%	563	7%
Burnham on Sea	161	2%	184	2%
Bristol via Temple Meads	97	1%	98	1%
Bristol Airport (Monday, Thursday & Friday)	0	0%	0	0%
<b>Total</b>	<b>851</b>	<b>11%</b>	<b>1,115</b>	<b>14%</b>

Note: For information, the bus service to and from Bristol Airport did not operate on the survey day. There were 42 bus passengers recorded on 12<sup>th</sup> June 2023.

HPC Bus Service Route to HPC:  Taunton	2023 Q1 (15/03/23)		2023 Q2 (14/06/23)	
	No. of Passengers (Infra-Red)	% Split	No. of Passengers (Infra-Red)	% Overall Split
J25 P&R (Taunton Gateway)	477	6%	388	5%
Taunton Bus Station	358	5%	415	5%
EXPAT	18	0%	10	0.1%
Bridgwater South (BSTH)	-	-	8	0.3%
<b>Total</b>	<b>853</b>	<b>11%</b>	<b>821</b>	<b>10%</b>

HPC Bus Service Route to HPC:  West Somerset	2023 Q1 (15/03/23)		2023 Q2 (14/06/23)	
	No. of Passengers (Infra-Red)	% Split	No. of Passengers (Infra Red)	% Overall Split
Washford Cross P&R including Minehead & Watchet	157	2%	115	1%
<b>Total</b>	<b>157</b>	<b>2%</b>	<b>115</b>	<b>1%</b>

HPC Bus Service Route to HPC:  Other	2023 Q1 (15/03/23)		2023 Q2 (14/06/23)	
	No. of Passengers (Infra-Red)	% Split	No. of Passengers (Infra-Red)	% Overall Split
G4S Temporary Mini Bus Service	27	0%	30	0.4%

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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HPC Bus Service Route to HPC  Other	2023 Q1 (15/03/23)		2023 Q2 (14/06/23)	
	No. of Passengers (Infra-Red)	% Split	No. of Passengers (Infra-Red)	% Overall Split
<b>Total</b>	<b>27</b>	<b>0%</b>	<b>30</b>	<b>0.4%</b>

Note: A temporary minibus service is provided to accommodate the local workforce working for Somerset Larder and HOST who do not have access to a car to drive to a Park and Ride. This is also supplemented by a temporary service around Taunton for the expat community who do not have access to a car.

### Bus Passenger Boarding Locations

The bus passenger boarding locations are summarised in the Table below.

**Table 12:** Bus Passenger Boarding Locations

Bus Passenger Boarding Locations	2023 Q1 (15/03/23)		2023 Q2 (14/06/23)	
	No. of Passengers	%	No. of Passengers	%
Local Area including Stogursey, Combwich, Cannington and Nether Stowey	988	13%	944	12%
Bridgwater (include Sedgemoor Campus and non-Secure J23 and J24 P&R Services)	3,374	44%	3,359	43%
J23 and J24 P&R Secure Bus	1,494	19%	1,479	19%
North of Bridgwater (Brean, Burnham on Sea, Weston Super Mare, Worle, Bristol)	851	11%	1,115	14%
Taunton	853	11%	821	10%
West Somerset	157	2%	115	1%
Other	27	0%	30	0.4%
<b>Total</b>	<b>7,744</b>	<b>100%</b>	<b>7,863</b>	<b>100%</b>

### Bus Passenger Journey Start Location to Travel to Park and Ride and Bus Stops

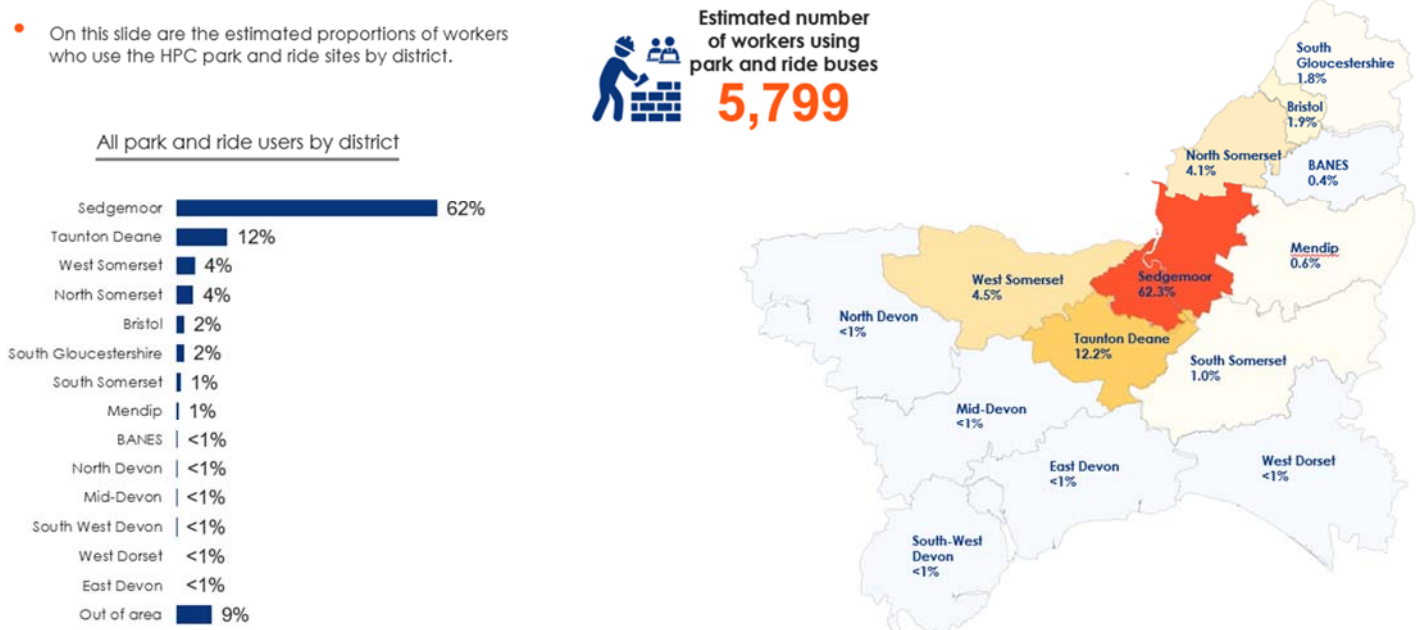
The journey start location to travel to a Park and Ride or direct bus has been extracted from the HPC Workforce Survey (May 2023) data and is shown in the following figures. The HPC Workforce Survey is based on those respondents who meet the HPC "5-day rule".

101130752  
 Revision 01

**Company Document**

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**Figure 2: Bus Passenger Worker Location by District for Park and Ride – May 2023**



**Note:** The HPC Workforce Survey did not separate Park and Ride users from Walk and Ride users. Therefore Walk and Ride users are included in these figures.

**Figure 3: Bus Passenger Worker Location by District for Direct Bus – May 2023**

101130752  
Revision 01

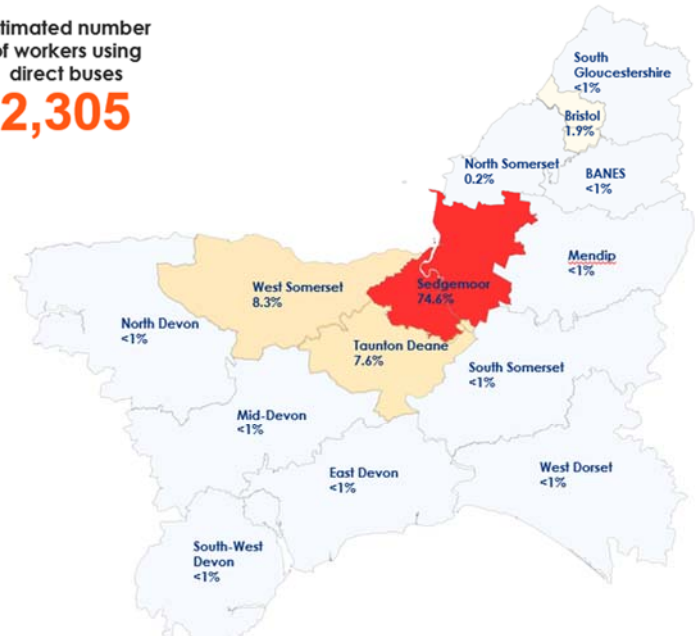
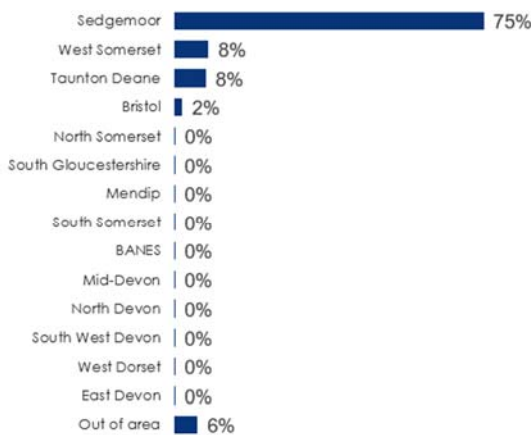
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- On this slide are the estimated proportions of workers who take a direct bus (from a bus stop along the route) by district.

Estimated number of workers using direct buses  
**2,305**

All direct bus users by district



**Bus Occupancy**

The bus occupancy levels for the secure bus services from the Park and Ride sites are shown below.

**Table 13:** Bus Occupancy – Number of Passengers per bus (average)

Bus Service (To and From HPC)	Workforce Uplift (version 8) spreadsheet model	Last Quarter		This Quarter	
		Survey Day (Average)	Survey Month Wednesday Average	Survey Day (Average)	Survey Day AM Peak 05:00-05:59 (To HPC only)
Bus J23 P&R Secure	40	-	-	37	48
Bus J24 P&R Secure	40	-	-	47	53
Bus J25 P&R	40	-	-	52	73
Cannington P&R	25	-	-	24	31
Washford Cross P&R	15	-	-	9	5
Quantock Lakes P&R	40	-	-	27	41
Worle Parkway (Diamond Batch)	-	-	-	-	-
Hinkley Logistics Hub (HLH)	-	-	-	-	-
Sedgemoor Campus Secure P&R	-	-	-	44	49

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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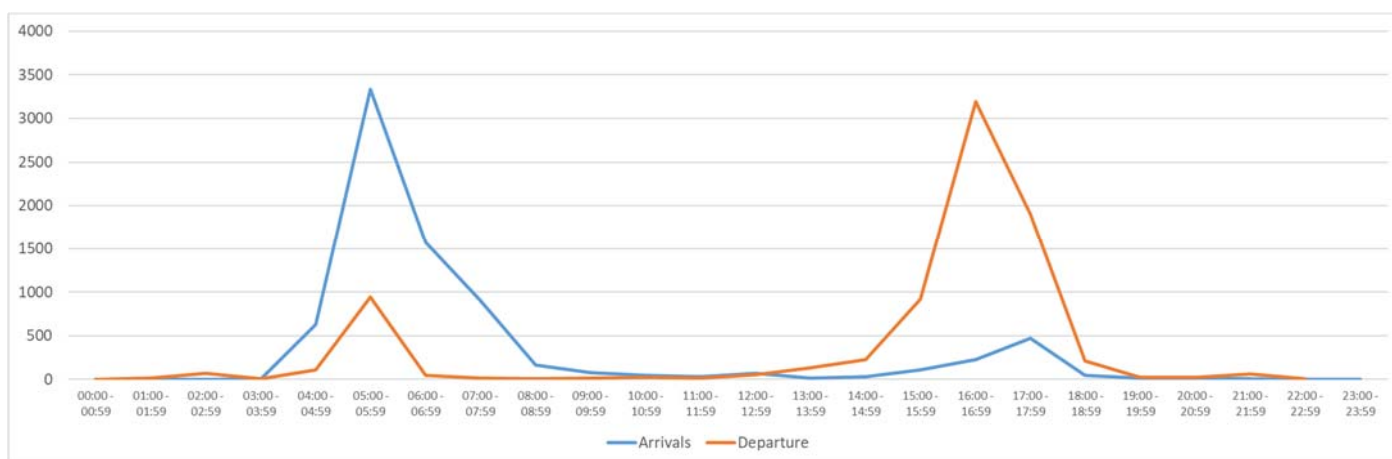
Bus Service (To and From HPC)	Workforce Uplift (version 8) spreadsheet model	Last Quarter		This Quarter	
		Survey Day (Average)	Survey Month Wednesday Average	Survey Day (Average)	Survey Day AM Peak 05:00-05:59 (To HPC only)
Direct Bus	40	-	-	46	55

Bus Service (To and From HPC)	Workforce Uplift (version 8) spreadsheet model	Last Quarter		This Quarter	
		Survey Day (Average)	Survey Month Wednesday Average	Survey Day (Average)	Survey Day AM Peak 05:00-05:59 (To HPC only)
P&Rs	81%	-	-	59%	78%
Sedgemoor Campus Secure P&R	-	-	-	65%	70%
Direct Bus	-	-	-	-	-

### Bus Passenger Arrival and Departure Profile

For information, the following Graph identifies the current bus passenger arrival and departure profile at HPC.

**Graph 3:** HPC Bus Passenger Arrival and Departure Profile



### Bus Movement Numbers



101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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The number of bus movements (including empty running buses) undertaken on the Survey Day are identified in the Table below.

**Table 14:** Bus Movement Numbers

Bus Movements	Workforce Uplift (version 8) spreadsheet model	2023 Q1 (15/03/23)	2023 Q2 (14/06/23)
To HPC (with passengers)	308	366	388
To HPC (with passengers Skeleton Service)	126		
From HPC (with passengers)	284	406	402
From HPC (with passengers Skeleton Service)	168		
To HPC (without passengers)	121	145	151
From HPC (without passengers)	141	123	138
<b>Total</b>	<b>1,148</b>	<b>1,040</b>	<b>1,079</b>

For information, the DCO Transport Assessment referred to 1,232 bus services a day at peak.

### Bus User Group

The Bus User Group (BUG) meets monthly. It provides an opportunity to discuss the current and proposed bus services to ensure that an efficient and effective bus service is provided to and from HPC. The BUG also discusses feedback on the services, timetable and service changes such as road closures.

There is no relevant feedback from the recent Bus User Group.

### HPC Community Bus

The HPC Community Bus commenced on the 6<sup>th</sup> February 2017 providing a free community bus service between Minehead and Bridgwater and post pandemic has been reinstated fully since 12<sup>th</sup> April 2021. As part of this, there was an agreement that a midi size bus could be used on the HPC bus services which passes through Stogursey.

## 2.9 Number of Parking Permits Issued

**Table 15:** Number of Parking Permits Issued

Facility	Parking Permits Issued	
	2023 Q1	2023 Q2
HPC Site – 200 (of permitted 300) spaces	293	293



101130752  
Revision 01

**Company Document**

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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Facility	Parking Permits Issued	
	2023 Q1	2023 Q2
J23 P&R – 920 spaces	3,795	3,805
J24 P&R - 595 spaces	1,513	1,489
Hinkley Logistics Hub (HLH) – 600 spaces (Planning Application submitted)	-	-
J25 P&R Taunton Gateway – 400 spaces	1,072	1,064
Cannington P&R – 133 spaces	328	321
Williton (Washford Cross) P&R – 160 spaces	235	252
Quantock Lakes – 160 spaces	554	539
Worle Parkway (Diamond Batch) – 225 spaces	-	636
<b>Total</b>	<b>7,497</b>	<b>8,399</b>

## 2.10 Parking Accumulation

The parking accumulation can be calculated based on an initial count of parked vehicles plus the number of vehicles that entered the Park and Ride during the time period minus the number of vehicles that exited the Park and Ride during the time period. The following graph and table show the parking accumulation for J23 Park and Ride. This will be recorded for J24 Park and Ride for 2023 Q3.

On the survey day, the parking accumulation was around 1,000 cars between 07:00-15:00. The survey day also had the highest number of workers (and visitors) on site and 36% of those who arrived by car at J23 Park and Ride were observed car sharing (above the Car Share Strategy target for 2023 Q2 at 27%). The DCO Transport Assessment identified that the parking provision for when at peak construction at J23 Park and Ride would be 1,300 and the Construction Workforce Travel Plan referred to the number of Park and Ride car parking spaces not exceeding 920 unless otherwise agreed by the TRG. Parking accumulation and car sharing at J23 Park and Ride will continue to be monitored along with fly parking within the local vicinity of J23 Park and Ride. These will be discussed with the TRG.

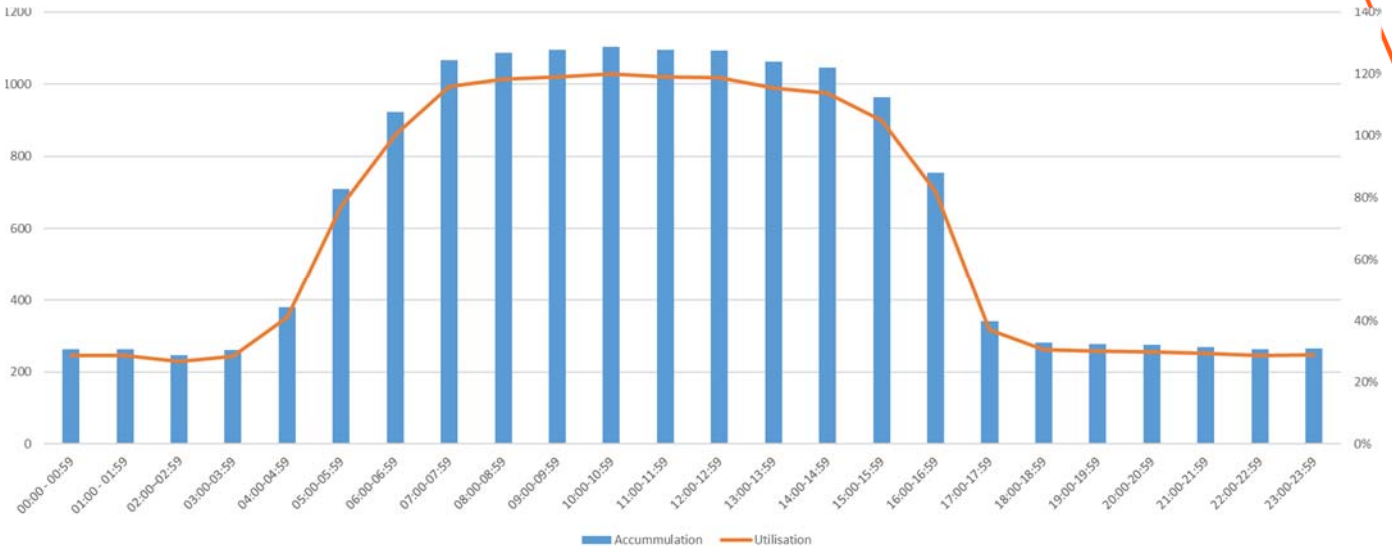
**Graph 4:** J23 Parking Accumulation Graph (Survey Day)

101130752  
Revision 01

**Company Document**

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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**Table 16: Parking Accumulation – J23 Park and Ride (Survey Day)**

Time			Parking Accumulation	% Utilisation
	In	Out		
00:00-00:59	1	0	264	29%
01:00-01:59	1	1	264	29%
02:00-02:59	0	17	247	27%
03:00-03:59	19	4	262	28%
04:00-04:59	145	28	379	41%
05:00-05:59	456	125	710	77%
06:00-06:59	219	6	923	100%
07:00-07:59	154	11	1,066	116%
08:00-08:59	37	16	1,087	118%
09:00-09:59	12	5	1,094	119%
10:00-10:59	12	3	1,103	120%
11:00-11:59	9	18	1,094	119%
12:00-12:59	12	14	1,092	119%
13:00-13:59	5	35	1,062	115%
14:00-14:59	13	29	1,046	114%
15:00-15:59	27	109	964	105%

101130752  
Revision 01

**Company Document**

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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Time			Parking Accumulation	% Utilisation
	In	Out		
16:00-16:59	57	267	754	82%
17:00-17:59	53	466	341	37%
18:00-18:59	12	71	282	31%
19:00-19:59	4	9	277	30%
20:00-20:59	2	4	275	30%
21:00-21:59	1	6	270	29%
22:00-22:59	0	6	264	29%
23:00-23:59	4	3	265	29%

Note: The "In" Count has been calculated based on manual counts by the Parking Team due to an error with the vehicle counter.

## 2.11 Annual Workforce Travel Survey

The HPC Travel Survey is included as part of the HPC Workforce Survey. The survey includes a selection of questions from the SCC Moving Forward Manual for Travel Plans: Travel Questionnaire.

EDF Energy commissioned Turquoise Thinking Ltd, an independent market research company, to conduct the Hinkley Point C Workforce Survey on their behalf. The Workforce Survey is undertaken twice a year and forms part of the continual monitoring of the HPC workforce.

The survey has two main objectives: firstly, to ensure EDF fulfils its duty to report to both local and central government on the impact that the HPC site has on local residents. Secondly, to record workforce satisfaction rates, concerns and recommendations with the aim of improving the overall working environment on-site.

The last Workforce Survey took place during a two-week period in May 2023 and respondents were encouraged to complete the survey online. A summary of the responses (including transport related questions) was presented to the Socio-Economic Advisory Group (SEAG) on the 18<sup>th</sup> July 2023.

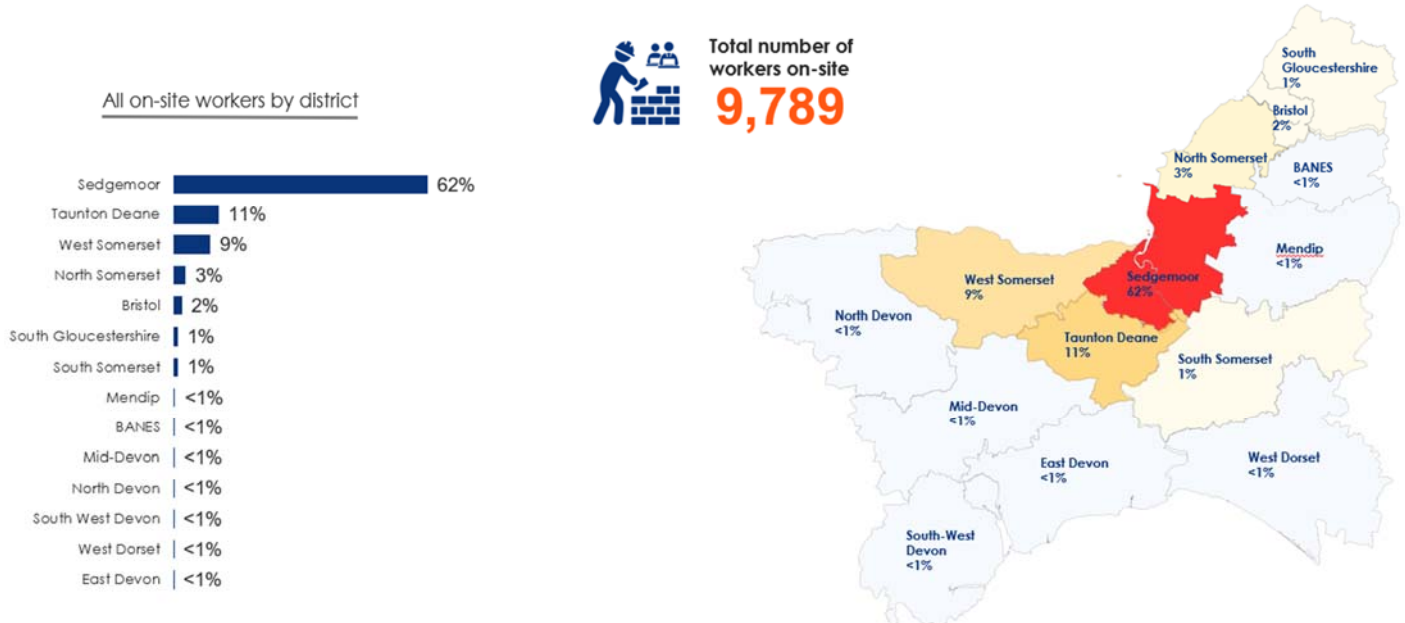
The below Figure identifies the districts where workers indicated they are travelling from in the latest survey. The HPC Workforce Survey is based on those respondents who meet the HPC "5-day rule".

**Figure 4:** Worker Location by District – May 2023

101130752  
 Revision 01

**Company Document**

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2  
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The next Workforce Survey will take place during a two-week period in October 2023 and a summary of the responses (including transport related questions) was presented to the Socio-Economic Advisory Group (SEAG).

**2.12 Construction Workforce Travel Plan Change Log**

The Change Log which sets out the changes to the Construction Workforce Travel Plan is contained within Appendix A.2

**2.13 Construction Workforce Travel Plan Action Plan**

The Construction Workforce Travel Plan Action Plan sets out the tasks required to manage the Travel Plan and is shown in Appendix A.1.

**2.14 Summary and Action Plan**

This quarter, NNB Genco HPC Ltd are overall meeting or on track to meet the mode share targets set for when HPC is at peak construction in the Construction Workforce Travel Plan. Therefore, no amendments to the Action Plan or mode share targets are proposed.

101130752  
Revision 01

**Company Document**

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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It is recognised that the car share targets for the Park and Ride sites are currently not on track to meet the car passenger targets set for the individual Park and Ride sites when at peak construction. A Transport Review Group Working Group is meeting monthly to discuss progress made on the HPC Car Share Strategy and working towards achieving the targets set in the HPC Car Share Strategy.

**Table 17: Construction Workforce Travel Plan Actions and Next Steps**

Monitoring Item	Action Taken	Next Steps
Mode Share Targets	<p>A free HPC Bus Service is in place which operates using the DCO bus routes where there is demand for a service. A bus tracking system enables SPS to monitor the service.</p> <p>The Allocation of Workers to Transport database is in place and includes recording mode share information on how bus passengers travel to board the bus.</p> <p>A travel team member in the HPC Induction Centre providing personalised travel planning advice to every new HPC worker.</p> <p>HPC Intranet and App Teamhinkley.com kept up to date with current bus timetables and travel information.</p> <p>Park and ride location plans and travel advice is available through the HPC Travel team.</p> <p>The HPC Travel Plan information leaflet is available on teamhinkley.com and also provided in a hard copy format to new starters.</p> <p>There is a Travel Advisor available every lunchtime and throughout the day in the Somerset Passenger Solutions office located conveniently near to the HPC canteen to answer any travel related questions, issue parking permits and provide travel advice.</p> <p>Ongoing monthly Bus User Group meeting and bus timetable review with the representatives.</p> <p>Drop in Sessions available at the HPC Site Canteens to provide an opportunity for bus passengers to discuss their travel requirements and ask any questions to an SPS Supervisor.</p> <p>Quarterly mode share survey take place.</p> <p>The Passenger Counting System is installed . The technology will not be fitted on the buses that are on a short term lease.</p>	Previous actions ongoing.
CWTP Action Plan	This has been reviewed and updated.	When applicable

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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Monitoring Item	Action Taken	Next Steps
Cycle / Motorcycle Parking	Continued monitoring.	Continue monitoring.
Car Share database enrolment	<p>Liftshare.com was previously used as the HPC car share system. This was replaced in May 2019 by a bespoke HPC car share database linked to the Allocation of Worker to Transport process and managed through the HPC bus provider.</p> <p>The HPC bus provider has a Parking Team and part of their task is to monitor, manager and promote the correct use of the car share parking areas.</p> <p>The Allocation of Workers to Transport database was reviewed and how it links to promoting car sharing opportunities by a new HPC Car Share function. Reverting back to a car share platform by an external provider is being explored.</p> <p>A working group was set up to review the proposals and discuss what HPC workers require in a car share system. A Car Sharing Strategy has now been developed and Liftshare.com reappointed.</p> <p>Car Share Action Plan was developed and implemented in September 2022. The Car Share App was re launched in September 2022 and focused campaigns take place.</p>	<p>HPC Car Share Working Group meets Monthly.</p> <p>TRG Car Share Working Group takes place monthly from January 2023.</p> <p>Further promotional events to be planned.</p>
Patronage on each bus service	<p>The patronage is recorded manually on each journey by the bus drivers.</p> <p>The Permission to Travel Cards were implemented via the HPC Site Pass and swipe card technology installed on each bus. However, the bus provider was unable to use the data to evaluate passenger journeys to improve bus service efficiency.</p> <p>Bus passenger counting is now available via an infra-red bus passenger counting system.</p>	Continue monitoring
Number of parking permits issued	<p>The Allocation of Workers to Transport database is in place and every new starter goes through the process at the Induction Centre and if required, a parking permit.</p> <p>Parking permits are issued and recorded for all Park and Ride sites. A QR code to improve the recording and control of parking.</p> <p>A Parking Manager and Parking Assistant joined the bus team in Autumn 2017.</p> <p>The management of the HPC car park has changed to Somerset Infrastructure Alliance and this will include a car park attendant during the evenings to enforce that the HPC Parking Policy is applicable 24/7.</p>	Continue monitoring.
Annual Staff Travel Survey	The HPC Travel Survey was included in the HPC Workforce Survey undertaken in September 2016, May 2017, November 2017, May 2018, January 2019, June 2019, November 2019, October 2020, May 2021, October 2021, May/June 2022, October 2022 and May 2023.	The next Workforce Survey is due in October 2023.

101130752  
Revision 01

**Company Document**

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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Monitoring Item	Action Taken	Next Steps
	The survey template included a selection of questions from the SCC Moving Forward Manual for Travel Plans: Travel Questionnaire.	
iOnTravel Updated.	The mode share results are available for uploading on iOnTravel (the Travel Plan monitoring tool used by SCC).	Data available for the iOnTravel team when required.

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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## 3 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

### 3.1 Introduction

The Construction Traffic Management Plan sets out how NNG Genco HPC Ltd manages freight traffic during the construction of HPC. NNB Genco HPC Ltd must monitor progress against the controls and targets set out and report these within this Report. This will evidence if NNB Genco HPC Ltd is meeting or on track to meet these and no amendments to the Construction Traffic Management Plan are required.

The Construction Traffic Management Report contains:

- DMS bookings and comparison of DMS bookings against HPC Construction Works HGV deliveries;
- Comparison of HPC Construction Works HGV deliveries against HGV maximum daily limit and average quarterly limit;
- Details of any breaches of HPC Construction Works HGV limits, time restrictions or breaches of routing; and
- Origins of HGV movements.

It is noted that the HGVs are Euro IV compliant. All deliveries to HPC are to be Euro IV and this is monitored through the DMS system. If any vehicles are not Euro IV this will be raised by exception to the Transport Review Group.

### 3.2 DMS Bookings

**Table 18:** DMS Bookings against Actual Deliveries during Quarter

2023 Q1			2023 Q2		
No. of HPC HGV Delivery Bookings	Actual HGV Deliveries	Actual HGV Movements	No. of HPC HGV Delivery Bookings	Actual HGV Deliveries	Actual HGV Movements
6,975	4,573	9,096	9,164	5,101	10,133

### 3.3 Comparison of Construction Works HGV Movements against HGV Maximum Daily Limit and Average Quarterly Limit

**Table 19:** Construction Works HGV Movements against HGV Route, Average Quarterly Limit and Maximum Daily Limits

		2023 Q1	2023 Q2
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101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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HGV Movements	DCO Caps (Movements)	Avg. Daily Movements	Max. Movements on any day (Mon – Fri)	Max. Movements on any day (Saturday)	Avg. Daily Movements	Max. Movements on any day (Mon-Fri)	Max. Movements on any day (Saturday)
HGV Movements (Including Local Routes)	500 (quarterly average) 750 (Mon to Fri) 375 (Saturday)	120	212	22	139	243	34
HGV Route 1 (J23)	450	100	172	22	113	187	34
HGV Route 2 (J24)	300	20	48	0	25	71	0

There were 139 average daily movements and 70 deliveries on average a day during the Quarter. There is estimated to be 110 averaged deliveries a day for the next Quarter.

For information, during this Quarter there was on average 4 local deliveries a day (304 “local” Bridgwater Deliveries).

**Table 20:** Construction Works HGV Movements against Time Restrictions, Average Quarterly Limit and Maximum Daily Limits

HGV Movements	DCO Caps (Movements)	2023 Q1			2023 Q2		
		Avg. Daily Movements	Max. Movements on any day (Mon – Fri)	Max. Movements on any day (Saturday)	Avg. Daily Movements	Max. Movements on any day (Mon – Fri)	Max. Movements on any day (Saturday)
07:00 – 07:59	40	20	36	6	24	39	4
08:00 – 08:59	30	16	26	6	16	28	6
09:00 – 09:59	50	15	32	4	17	36	10
10:00 – 10:59	No CAPS	17	32	6	19	42	6
11:00 – 11:59		15	29	2	15	28	2
12:00 – 12:59		9	24	4	12	30	4
13:00 – 13:59		12	28	2	16	34	0
14:00 – 14:59		8	20	2	10	28	2
15:00 – 15:59		4	14	0	4	13	0
16:00 – 16:59	50	0	4	0	4	13	0
17:00 – 17:59	40	0	0	0	2	8	0

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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18:00 – 18:59	40	0	0	0	0	2	0
19:00 – 21:59	No CAPS	0	0	0	0	2	0

Data this Quarter has shown that all HGV movements are under or in line with the DCO cap.

### 3.4 Abnormal Indivisible Loads

**Table 21:** ALL Monitoring

	2023 Q1				2023 Q2			
	Non-Escorted	Privately Escorted	Police Escorted	Total	Non-Escorted	Privately Escorted	Police Escorted	Total
<b>AILs via J23</b>	100	106	1	207	47	86	0	133
<b>AILs via J24</b>	44	12	0	56	41	17	2	60
<b>AILs via Local</b>	3	8	4	15	2	4	4	10
<b>Total AILs</b>	147	126	5	278	90	107	6	203

### 3.5 Breaches of HGV Limits, Time Restrictions or Route

There were 19 breaches relating to HGV limits, time restrictions or HGV route during this Quarter.

- 1 HGV outside of permitted delivery hours;
- 0 HGV over permitted time limit; and
- 18 HGVs deviated from the approved HGV route.

This is less than 1% (0.18%) of total HGV movements –10,133 ) during this Quarter. Last Quarter there were 28 breaches (less than 1% of total HGV movements). All HGV drivers who were involved in these breaches have received a Driver Strike.

Next Quarter, random observations will take place on Driver Briefings on route compliance to understand of there is a further opportunity to improve understanding and awareness.

The breaches are summarised in the following Table.

**Table 22:** Breaches on HGV Limits, Time Restrictions or Route

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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Date of Issue	Tier 1	Haulage Company	Driver Strike	Breach Type (HGV Limit, Time Restriction or HGV Route)	Comments
04/04/2023	MEHJV	Plettac	1	HGV Route (Wylds Road)	Driver deviated from the DCO approved J23 route. The driver turned off the A38 to Wylds Road and re-joining the approved route on the A39 at the junction of East Quay and Wylds Road.
05/04/2023	TCI	MCL Logistics	1	HGV Route (Wylds Road)	Driver deviated from the DCO approved J23 route. The driver turned off the A38 to Wylds Road and re-joining the approved route on the A39 at the junction of East Quay and Wylds Road.
13/04/2023	Bylor	Kaeffer	1	HGV Route (Wylds Road)	Driver deviated from the DCO approved J23 route. The driver turned off the A38 to Wylds Road and re-joining the approved route on the A39 at the junction of East Quay and Wylds Road.
13/04/2023	Bylor	Cordek	1	HGV Route (2nd Cannington Roundabout)	Driver deviated from DCO approved route at the Cannington Roundabout and exited towards Minehead. The driver then proceeded to turn around and return to the Cannington Bypass to re-join the approved route.
24/04/2023	MEHJV	RRS	1	HGV Route (The Drove)	Driver deviated from DCO approved J23 route. The driver missed the turning at The Drove and continued along the A38. The driver continued along Bristol Road and joined the J24 route.
24/04/2023	Bylor	Bison	1	HGV Route (The Drove)	Driver deviated from DCO approved J23 route. The driver missed the turning at The Drove and continued along the A38. The driver continued along Bristol Road and joined the J24 route.
25/04/2023	Bylor	Kaeffer	1	HGV Route (The Drove & 2 <sup>nd</sup> Cannington Roundabout)	Driver deviated from DCO approved J23 route on two occasions. The driver missed the turning at The Drove and continued along the A38. The driver continued along Bristol Road to re-join the route. The driver then deviated at the Cannington Roundabout and exited towards Minehead. The driver then proceeded to turn around and return to the Cannington Bypass to re-join the approved route.
26/04/2023	Kier Bam	MANTANK	1	HGV Route (The Drove)	Driver deviated from DCO approved J23 route. The driver missed the turning at The Drove and continued along the A38. The driver continued along Bristol Road and joined the J24 route.
10/05/2023	MEHJV	Plettac	1	Time Restriction	The Driver arrived at site at 06:40, missing the FMF. This vehicle was sent back to comply.
10/05/2023	Balfour Beatty	Shrop	1	HGV Route	Driver deviated from DCO approved route at the Cannington Roundabout and exited towards Minehead.

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

**NOT PROTECTIVELY MARKED**

				(2nd Cannington Roundabout)	The driver then proceeded to turn around and return to the Cannington Bypass to re-join the approved route.
18/05/2023	TCI	BlokMesh	1	HGV Route (Wylds Road)	Driver deviated from the DCO approved J23 route. The driver turned off the A38 to Wylds Road and re-joining the approved route on the A39 at the junction of East Quay and Wylds Road.
19/05/2023	Bylor	Express	1	HGV Route (2nd Cannington Roundabout)	Driver deviated from DCO approved route at the Cannington Roundabout and exited towards Minehead. The driver then proceeded to turn around and return to the Cannington Bypass to re-join the approved route.
24/05/2023	Kier Bam	Punchard	1	HGV Route (2nd Cannington Roundabout)	Driver deviated from DCO approved route at the Cannington Roundabout and exited towards Minehead. The driver then proceeded to turn around and return to the Cannington Bypass to re-join the approved route.
26/05/2023	Bylor	RVT	1	HGV Route (Wylds Road)	Driver deviated from the DCO approved J23 route. The driver turned off the A38 to Wylds Road and re-joining the approved route on the A39 at the junction of East Quay and Wylds Road.
01/06/2023	Bylor	Eden	1	HGV Route (Wylds Road)	Driver deviated from the DCO approved J23 route. The driver turned off the A38 to Wylds Road and re-joining the approved route on the A39 at the junction of East Quay and Wylds Road.
05/06/2023	Bylor	Express	1	HGV Route (2nd Cannington Roundabout)	Driver deviated from DCO approved route at the Cannington Roundabout and exited towards Minehead. The driver then proceeded to turn around and return to the Cannington Bypass to re-join the approved route.
12/06/2023	Bouygues	Prater	1	HGV Route (2nd Cannington Roundabout)	Driver deviated from DCO approved route at the Cannington Roundabout and exited towards Minehead. The driver then proceeded to turn around and return to the Cannington Bypass to re-join the approved route.
12/06/2023	Bylor	Eden	1	HGV Route (Combwich Wharf)	Driver turned into Combwich Wharf after following the HPC signage. The driver then turned and re-joined the approved route.
27/06/2023	Kier Bam	Midland Steel	1	HGV Route (2nd Cannington Roundabout)	Driver deviated from DCO approved route at the Cannington Roundabout and exited towards Minehead. The driver then proceeded to turn around and return to the Cannington Bypass to re-join the approved route.

### 3.6 Origins of HGV Movements

Appendix B summarises the origins of HGV movements. This includes the journey origins (based on completed deliveries) during the last Quarter and a breakdown for journey origins for deliveries from Batts Combe Quarry, Whatley Quarry and Wales.

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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### 3.7 Delivery Forecast

**Table 23:** Delivery Forecast for Next Quarter

Scheduled Forecast Movements	Daily Average Forecast Movement
17,160	220

### 3.8 Construction Traffic Management Plan Change Log

The Change Log which sets out the changes to the Construction Traffic Management Plan is contained within Appendix B.3.

### 3.9 Summary and Action Plan

This quarter, NNB Genco HPC Ltd are overall meeting or on track to meet the requirements for the Construction Traffic Management Plan.

**Table 24:** Construction Traffic Management Plan Actions and Next Steps

Monitoring Item	Action Taken	Next Steps
Record of DMS bookings	Continuous recording on new system	Continuous recording
Comparison of DMS bookings against HPC Construction Works HGV deliveries / movements	Monitoring of forecasted delivery figures against actual deliveries	Continuous monitoring
Comparison of Construction Works HGV deliveries against HGV maximum daily limit and average quarterly limit	Continuous monitoring on new system	Continuous monitoring
DMS monitoring data (Changed from ANPR to GPS data – 12/2019)	Continuous monitoring on new system	Continuous monitoring
Details of any breaches of HPC Construction Works HGV limits, time restrictions or breaches of routing;	Driver Strike Process followed for all breaches to the DCO - Route survey conducted, and points raised for increased information provided to foreign drivers	Monitor and compare next quarter breaches in comparison with previous quarters
Origins of HGV Movements	Continuous recording	Continuous recording

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2  
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# 4 TRAFFIC INCIDENT MANAGEMENT PLAN

## 4.1 Introduction

The Traffic Incident Management Plan (TIMP) sets out the processes for managing HPC project related traffic during an event or incident that results in a loss of highway capacity on the two prescribed HGV routes to HPC site.

The following measures are in place as part of the Traffic Incident Management Plan:

- A Delivery Management System (DMS) which enables traffic incident information to be disseminated to all contractors and suppliers who are making a delivery on a given day;
- Variable Messaging System at strategic locations to support implementation of Operation HAROLD;
- Freight Management Facilities (FMF) are operational to enable HGVs to be held in the event of a traffic incident within the Incident Management Area (IMA) until it is appropriate to release them;
- The ability to hold buses at the Park and Ride’s and Accommodation Campuses in the event of an incident within the IMA; and
- The ability to vary hours and movements within overall vehicle caps in ‘exceptional circumstances’ and with environmental monitoring in place to ensure compliance within environmental limits.

## 4.2 Summary of Quarter

The TIMP was not implemented during this Quarter.

**Table 25:** Traffic Incident Management Plan Implemented

Date	Reason	Further Information
-	-	-

## 4.3 Traffic Incident Management Plan Change Log

The Change Log which sets out the changes to the Traffic Incident Management Plan is contained within Appendix C.

101130752  
 Revision 01

**Company Document**

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2  
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**5 TEMPORARY JETTY**

The temporary jetty became operational in September 2019. It is designed to accommodate concrete constituents (such as aggregates, sand and cement) for on-site concrete production. There is a commitment to deliver a minimum of 80% (by weight) of materials for on-site concrete. The percentage split between concrete constituents delivered by the jetty and road was reviewed for the last 12 months and provided to the Transport Review Group in November 2022.

The proportion of bulk materials for on-site concrete production that were delivered by road and Temporary Jetty will continue to be reviewed and reported within one month of the next anniversary of the Temporary Jetty Operational Date.

This Quarter:

- The number of deliveries (tides used) to the Jetty was 38 (compared to 21 deliveries last Quarter).
- Total Cargo for this Quarter = 82,545.5 tonnes.
- To date total cargo since commencement of jetty operations = 1,167,853.46 tonnes.

The following graph show the yearly statistics of tides used at the jetty. Note: Data is based on assessment of weather for safe berthing of standard Coastal Discharger vessel (Aasen ship, approx. 130m in length).

**Graph 5: Temporary Jetty – Tides Used and Unused**



101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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## 6 COMMUNITY AND SAFETY RELATED UPDATES

### 6.1 Community and Safety

#### Community and Safety

- The HPC Community Bus Service recommenced from the 12<sup>th</sup> April 2021.
- Clearway monitoring of the C182 continues to take place and if regular occurrences are observed these will be raised by exception in the Transport Review Group Quarterly Report.
- The HPC Communications team receive enquiries from the local community and summarise these within the Community Relations Report. The transport related enquiries raised within the Community Relations Report are summarised in the following graphs.
- The Hinkley Point Road Safety Forum recommenced in February 2023 and the last meeting took place in June 2023.
- The first fully electric refuse collection vehicle (eRCV) was used on Site in January 2023. The new vehicle delivers a variety of benefits including a quieter and more sustainable bin collection, reduced carbon dioxide emissions, cost savings and more. The vehicle is charged on Site and will undertake a full round of bin collections on just one charge, dependent on bin numbers.
- Comwich to Hinkley Point Cycle Route –Public Consultation took place until the end of October 2022. In person Consultation Events were held in both Stogursey and Otterhampton village halls and an online survey was also available to complete. The responses are being reviewed and NNB are considering the next steps.

### 6.2 HPC Enquiries Helpline

**Graph 6:** HPC Enquiries Helpline Transport Summary

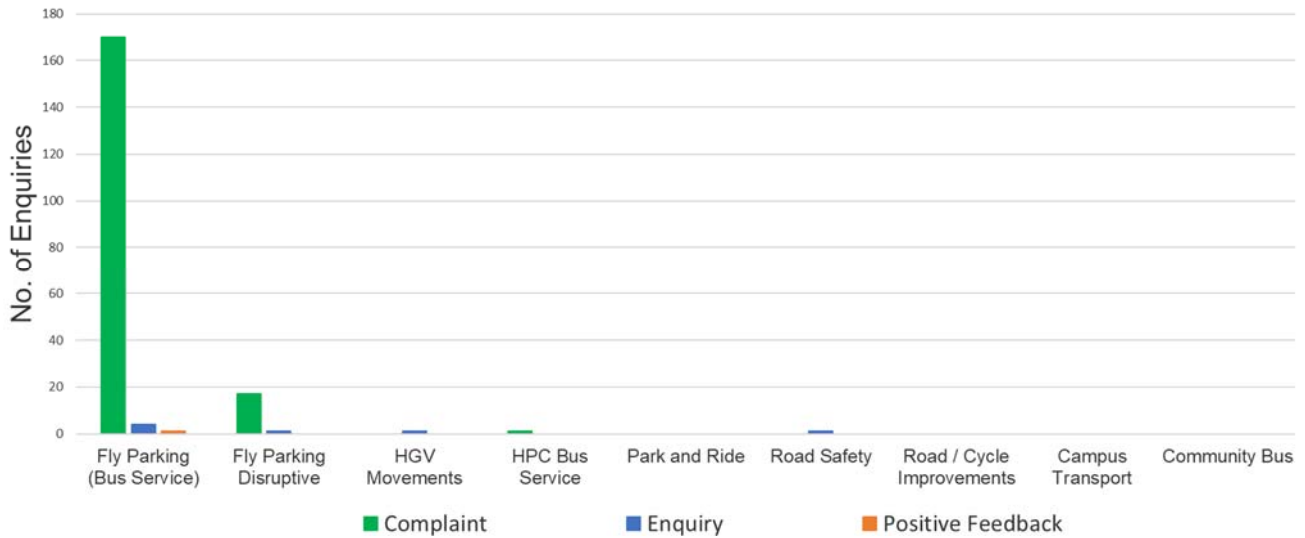


101130752  
Revision 01

**Company Document**

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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- Fly parking continues to be the main transport related enquiry received via the HPC Enquiries Helpline.
- The table below provides a summary of the outcome to the fly parking complaints that were raised to the HPC helpline during the quarter.

**Table 26:** Summary of HPC Helpline Complaints

	2023 Q1		2023 Q2	
Number of fly parking complaints received by HPC Helpline Enquiries	112		214	
HPC workers parking legitimately (not fly parking)	7	19%	21	10%
HPC workers fly parking	28	45%	46	21%
Not a HPC worker	77	36%	147	69%

- The tables below provide a summary of the fly parking monitoring.

**Table 27:** Summary of Fly Parking Monitoring

	2023 Q1		2023 Q2	
HPC workers parking legitimately (not fly parking)	83	19%	158	18%
HPC workers fly parking	192	45%	405	46%
Not a HPC worker	153	36%	312	36%
Total Investigated	428	100%	875	100%

- During the last Quarter, 875 cars were investigated to identify if they were a HPC worker and if they were fly parking.

101130752  
Revision 01

**Company Document**

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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- Following the fly parking monitoring, a total of 405 fly parkers were identified. This represents 4% of the workforce (based on 9,789 workers). Based on 60 working days (Monday to Friday) during the Quarter, on average 6.75 HPC workers are fly parking a day. Based on a full working week (Monday – Sunday) over the three months (which is 84 working days excluding the Easter Bank Holiday weekend) equates to 4.8 HPC workers fly parking a day.
- The level of fly parking occurrences continues to be investigated in line with the HPC Fly Parking Policy and these are discussed in a dedicated meeting which takes place every two months. The meeting includes representatives from Avon and Somerset Constabulary who may also become involved in the process in response to specific reports from members of the local community or the SPS Parking Enforcement Team. This can result in the owner of the offending vehicle being issued with an anti-social behaviour notice for Fly Parking.
- The Fly Parking 3-Step Approach is then applied to any HPC worker found to be fly parking and a number of workers were suspended from the HPC project pending investigation for contravening the Fly Parking Policy. A summary of this is provided below.

**Table 28: Fly Parking 3 Step Approach Summary**

	2023 Q1		2023 Q2	
Step 1: Individual and line manager contacted via email or phone call by HPC Travel team	106	55%	247	61%
Step 2: Individual, line manager and Senior Representative contacted	32	17%	98	24%
Step 3: NNB expect disciplinary action through Tier 1’s and Site Director Informed	54	28%	60	15%
Total	192	100%	405	100%

Note: This table is based on those being identified and going through the 3 Step Approach at the time of preparing this report.

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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### 6.1 Transport Forum

- The Transport Forum took place on the 16<sup>th</sup> March 2023 and covered the Transport Review Group Quarterly Reports 2022 Q4. The Meeting Note is attached in Appendix D of this report.
- The next Transport Forum will take place on the 13<sup>th</sup> July 2023 and will cover the Transport Review Group Quarterly Report 2023 Q1.

## 7 SUMMARY

This quarter, NNB Genco HPC Ltd are implementing the DCO Transport Management Plans and within the limits and targets set out in the plans have been achieved and / or are reasonably likely to be achieved at peak construction.

Overall, for the Construction Workforce Travel Plan (and Addendum) meeting or on track to meet the mode share targets set for when HPC is at peak construction in the Construction Workforce Travel Plan and the Car Share Working Group is in place to focus on the car share targets set out in the HPC Car Share Strategy. Therefore, no amendments to the Action Plan or mode share targets are proposed this Quarter.

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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# APPENDIX A CONSTRUCTION WORKFORCE TRAVEL PLAN SUPPORTING INFORMATION

## A.1 Travel Plan Action Plan

Area	Action	Timescale / Update
Communication	Ongoing review of HPC Travel pages on teamhinkley.com, HPC Travel Plan information leaflet and HPC Induction Process to keep information up to date.	Ongoing
	Promotional material in relation to car sharing will be circulated to all workers within the HPC Travel Plan Pack. This is set out in more detail in the Communication Strategy of the main Travel Plan	Ongoing
	Focused communications campaign on promotion of sustainable modes to reach bus stops / Park and Rides to reduce reliance on the private car and discourage fly parking.	Ongoing
Walk and Cycle	Review cycle parking facilities and demand (via current utilisation and survey) at Park and Rides and both campus sites.	Ongoing
	Review utilisation of cycle parking facilities at Park and Rides and both campus sites.	Ongoing

### Bus Action Plan

Bus Action Plan	Timescale / Update
Ongoing review of bus services from central bus stop locations.	Ongoing
Provide HS&E Assessments for additional central bus stop locations, if required.	As required
All workers within the urban area of Bridgwater will be allocated a bus stop, even if they live more than 800m from a bus stop/service	Immediately and ongoing

101130752  
Revision 01

**Company Document**

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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Bus Action Plan	Timescale / Update
Bus occupancy levels will be compared against the assumptions set out in the Workforce uplift (version 8) spreadsheet model, to include bus boarding locations reported more regularly in the lead up to the peak workforce to ensure that early consideration is given to any measures / mitigation that may need to be taken in the event that the 'target(s)' are unlikely to be achieved	TRG Quarterly
Report summarising data/information on the travel locations of workers travelling to park and rides and using direct buses along with feedback from the bus user group to demonstrate that sufficient and appropriate bus services are being provided	TRG Quarterly
Report on bus movements (including empty running buses) taken on the day which the other TRG data is collected	TRG Quarterly
In Autumn 2022 the T bus route and bus provision serving Taunton will be reviewed once road works at Creech Castle have been completed. The review will be discussed by the Transport Review Group, following the review.	A review of Taunton Walk and Ride and J25 services taken place (June 2023)
The Bus Strategy will continue to be developed further and evolve as required and considers measures to avoid the hub-related issues raised by the Joint Councils including use of Bus Marshalls if necessary at peak times to manage crowd flows etc.	Ongoing
HPC have previously set out that prior to the Covid-19 pandemic, the element of the former 'M' service between Minehead and the Washford Cross Park and Ride site was not well used. In response to comments from the Joint Councils and recognising the desire of offer travel from Minehead to the HPC site for potential workers, a trial service will be introduced. The timing of the trial will be linked to courses being delivered at the West Somerset College as part of the Hinkley Support Operative role. HPC reserve the right to withdraw this service in the future if it is not well used and unsustainable to operate. As the Joint Councils are aware, HPC has introduced a 'pick up' minibus service for some workers who aren't able to use the normal bus service and this can and will be adjusted as required to ensure that anyone with a job at HPC can get to the site.	July 2022 Bus from Minehead to Washford P&R

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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Area	Action	Timescale / Update
Motorcycle	Review motorcycle parking facilities and utilisation at Park and Rides and both campus sites and report in quarterly TRG reports.	<p>TRG Quarterly.</p> <p>From June 2023, parking spaces will be limited to 50 and motorcyclists will have to reapply for a new HPC Motorcycle Parking Permit Application. Access will be barrier controlled and access granted via Security Access Permit.</p> <p>Priority will be given to CAT A and A1 licence holders who have completed 'Raise your Ride' training or with evidence of completing comparable training within the last 5 years.</p> <p>All motorcyclists will be expected to follow the "HPC Motorcycle Parking Guidelines and Conditions of Access".</p>

### Car Share Action Plan

Car Share Action	Timescale / Update
EDF Energy to procure an external provider to enable workers to use an established tool in order to facilitate car sharing to the HPC site for those who have a parking permit for the site and to the park and ride sites. The selected car share scheme will enable EDF Energy to have its own restricted groups for its staff allowing workers to search for matches amongst their colleagues.	Completed Jul-22
Potential money savings will also be promoted on the app and also on the website, as well as the monthly and biannually communications	On-going Sep-22
The car share strategy will include a prize draw for active car sharers. This will be drawn once a month with one of the prizes being an on site car parking pass for the following month (for the month).	First Draw in December 1 <sup>st</sup> Prize £50 Amazon Voucher and 2 <sup>nd</sup> Prize Cannington Park & Ride 1 week pass

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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Car Share Action	Timescale / Update
The new Car Share matching app will ask for shift times to enable staff to be matched with others that work similar hours.	Completed – Car Share asks for key travel times and P&R location- Sep-22
Potential environmental benefits of car sharing will be promoted on the app and also on the website, as well as the monthly and bi-annually communications.	On-going Sep-22
A name will be provided for the car sharing app and the design team at HPC will design a logo.	Completed – using Liftshare’s Logo Jun-22
In advance of the launch, staff will be informed of the new car share matching app through the staff newsletter and the THC website	Completed Aug-22
Roadshows once a week during launch period: The SPS Customer Service Team supported by NNB, will be present in each of the welfare facilities with banners and flyers ready to discuss the benefits and incentives of car sharing and how to join the scheme and connect with people	Completed - Sep-22 2 <sup>nd</sup> Launch at Canteen & P&R Sites – w/c 5 <sup>th</sup> December
Roadshows fortnightly during after initial launch period: The SPS Customer Service Team supported by NNB, will be present in each of the welfare facilities with banners and flyers ready to discuss the benefits and incentives of car sharing and how to join the scheme and connect with people	Completed - Sep-22 Fortnightly to be reviewed for 2023
Roadshows monthly once scheme has been established: The SPS Customer Service Team supported by NNB, will be present in each of the welfare facilities with banners and flyers ready to discuss the benefits and incentives of car sharing and how to join the scheme and connect with people	Dec-22 On-going
The passenger transport page on teamhinkleyc.com will be updated to: <ul style="list-style-type: none"> <li>• Provide more information around car sharing to ensure the NNB workforce are aware of the benefits and incentives for car sharing. For example, for typical journeys to the P&amp;R sites an illustration of the potential financial savings and wellbeing benefits will be advertised. The website will also provide advice on how to calculate a reasonable amount to charge a car share partner for the car share journey.</li> <li>• Ensure that staff are aware that they do not need to commit to car sharing everyday – they could share one day a week or on weeks when their shifts align with their car share partner.</li> <li>• Provide a link to the new car share matching app</li> <li>• Make the site easily accessible and user friendly</li> </ul>	Completed - Sep-22  To be reviewed in 2023
Target sectors of workforce: include Office Staff, Security and Catering Teams (first step to target these) and those whose working patterns is regular.	Completed - Sep-22 Ongoing and exploring if data can be extracted via HPC Workforce Survey and data from App.
Geographically targeted campaigns: including caravan sites which can’t be served by the HPC bus service and locations which aren’t served by a Direct Bus service	Ongoing

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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Car Share Action	Timescale / Update
Campaign associated with World Car Free Day on 22 September	Completed - Sep-22 Arrange for Sept 2023
One of the campaigns will be run to coincide with National Liftshare week in October	Completed - Oct-22 Arrange for October 2023
Up to 100 spaces which were previously available for business visitors, VIP visitors, disabled parking will be made available at the HPC Car Park for use as preferential parking bays for car sharers.	To be reviewed end of 2023
A working group will be held between SPS, EDF representatives and the Joint Council representative to support the phases of the development of the car sharing strategy and action plan	Internal Working Group taking place including Liftshare.  Working Group meetings taking place monthly.
At each of the P&R sites, several car share-only parking bays will be allocated over a period of time (or where they previously existed, they will be re-instated). These will be clearly signed and will be located near the bus stops to maximise convenience for car sharers.	Completed - Sep-22
As the Junction 25 car park is shared with the public, additional signage will be installed to indicate that the bays are only for use by HPC car sharers.	N/A at this stage
Report on implementation and effectiveness of the initiatives described in the Car Share Strategy	TRG Quarterly from December 2022
Car Share interim targets for 2022 and CTWP target to achieve by end of 2023 to be built into TRG Report	TRG Quarterly from December 2022
The Car Share Strategy will be monitored monthly and reported quarterly to the Transport Review Group and adjusted if required to achieve set targets by the end of 2023 (as set out in the Car Share Strategy).	Ongoing
Car share parking permits will be made available to active car sharers registered on the system to be displayed in their windcreens. Security patrols will check that vehicles using the car share bays are displaying valid permits to ensure only genuine car sharers are using the bays.	Physical Car Share Parking Permits not to be used. This will be monitored by VRNs.
A Guaranteed Ride Home (GRH) will be offered to active car sharers from the start of the scheme to provide the confidence they need that they will not be left stranded in an emergency. The GRH will be provided by taxi to get a car sharer home in an emergency	Completed - Sep-22



101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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Car Share Action	Timescale / Update
Parking audit campaigns – Each Month SPS conduct a one-day formal parking audit and have parking supervisors at each park and ride location. They will target the workforce directly as they enter the park and ride. They will distribute communication flyers containing information on how to connect with fellow car sharers, the benefits of car sharing and the incentives available. They will also be available to discuss the Car Share programme further with the workforce.	Completed - Sep-22
Induction campaigns: automatically be registered with the car share scheme (with their permission). In cases where new staff members do not yet know where they will be living, they will be given information about the car sharing scheme. Once they find accommodation and register their home address, they will be sent an email inviting them to register for the car sharing scheme.	From September 2022 as and when new employees start
At least quarterly, the Car share programme will be displayed on the HPC information screens for a period of one week. Personal cost savings from fuel and vehicle maintenance in monetary terms, real life examples related to the reduction of their carbon footprint and the incentives which are open to them by being part of the car share scheme	From September 2022 and then quarterly.
There will also be a digital promotion every month. This may be by promotion on the information screens or a monthly email to staff or a 'push notification' on the car share app.	From September 2022.
Physical campaigns will be supplemented by use of the HPC daily safety message at appropriate points during the year to enable all workers to discuss and receive information on the benefits of car sharing.	From September 2022 than at appropriate times in the year
Incentives will be offered through a random selection system for those who are actively car sharing as part of the Car Sharing Scheme. Each month, the most active car sharers (proportional their working week and days on site) will be entered into a prize draw with the winners receiving the following: <ul style="list-style-type: none"> <li>• Preferential Parking – parking for a week at the HPC or Cannington Sites.</li> <li>• Meal Vouchers – to be used in the onsite canteens</li> <li>• Gift Vouchers – proportionate to the number of car sharers signed up to the scheme.</li> </ul> Incentive winners will be advertised across the information screen in the canteens and offices at HPC.	From September 2022 then monthly
The car share matching app (Liftshare) has a reporting dashboard which provides access to regular usage reports, providing data on the number of car share registrations, the number of car share groups and active car sharers. This will form the one of the evidence sources that will be reported to TRG.	From September 2022 then quarterly

### Car Share Bay Action Plan

Car Share Parking Bay Action Plan	Timescale / Update
92 Car Sharing Bays to be marked at Junction 23	Completed - Q2 2022
54 Car Sharing Bays to be marked at Junction 24	Q2 2022

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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Car Share Parking Bay Action Plan	Timescale / Update
13 Car Sharing Bays to be marked at Cannington	Q2 2022
16 Car Sharing Bays to be marked at Washford Cross	Q2 2022
16 Car Sharing Bays to be marked at Quantock Lakes	Q2 2022
40 Car Sharing Bays to be marked at Junction 25	N/A
138 (46 more) Car Sharing Bays to be marked at Junction 23	Not completed – 116 bays
81 (27 more) Car Sharing Bays to be marked at Junction 24	Not completed – 48 bays
20 (7 more) Car Sharing Bays to be marked at Cannington	26 Completed - Q4 2022
24 (8 more) Car Sharing Bays to be marked at Washford Cross	34 Completed Q4 2022
24 (8 more) Car Sharing Bays to be marked at Quantock Lakes	52 Completed Q4 2022
60 (20 more) Car Sharing Bays to be marked at Junction 25	N/A
184 (46 more) Car Sharing Bays to be marked at Junction 23	To review when utilisation increases 2023
108 (27 more) Car Sharing Bays to be marked at Junction 24	To review when utilisation increases 2023
26 (6 more) Car Sharing Bays to be marked at Cannington	To review when utilisation increases 2023
32 (8 more) Car Sharing Bays to be marked at Washford Cross	To review when utilisation increases 2023
32 (8 more) Car Sharing Bays to be marked at Quantock Lakes	To review when utilisation increases 2023
80 (20 more) Car Sharing Bays to be marked at Junction 25	N/A
230 (46 more) Car Sharing Bays to be marked at Junction 23	N/A
135 (27 more) Car Sharing Bays to be marked at Junction 24	N/A
40 (8 more) Car Sharing Bays to be marked at Cannington	N/A
48 (16 more) Car Sharing Bays to be marked at Washford Cross	N/A
48 (16 more) Car Sharing Bays to be marked at Quantock Lakes	N/A
100 (20 more) Car Sharing Bays to be marked at Junction 25	N/A

## Parking

Parking Action Plan	Timescale / Update
Adapt, as required, parking and fly parking monitoring arrangements.	As required Fly Parking Policy updated March 22

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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Parking Action Plan	Timescale / Update
Increased car park (at the Sedgemoor Campus) which will be subject to approval pursuant to the submission of DCO Requirement applications	Sep-22
Reports on parking accumulation at Junction 23 and Junction 24 Park and Rides	Available for J23 and organising for J24

### Transport Review Group Quarterly Report Reporting Action Plan

TRG Action Plan	Timescale / Update
Review and amend Transport Review Group Quarterly Report to include additional reporting requirements. This includes:	-
· Number of workers that attend site based on 1, 2, 3 and 4 days within the month (to provide a complete picture of the number of people accessing site);	Jan 2023
· Number of visitors (i.e. people who visit site who do not have a site pass (which will include professional visitors, VIPs and people undertaking a site tour).	Jan 2023
Report summarising data/information on the travel locations of workers travelling to park and rides and using direct buses along with feedback from the bus user group to demonstrate that sufficient and appropriate bus services are being provided.	Map via HPC Workforce Survey added – Jan 2023 Section added on Bus User Group to TRG Report Template - Jan 2023
Report on implementation and effectiveness of the initiatives described in the Car Share Strategy	Section added to TRG Report Template – Jan 2023 Follow up meeting to take place with SPS
Car Share interim targets for 2022 and CTWP target to achieve by end of 2023 to be built into TRG Report	On-going
Reports on parking accumulation at Junction 23 and Junction 24 Park and Rides	Data being reviewed Follow up meeting to take place with SPS
Report on bus movements (including empty running buses) taken on the day which the other TRG data is collected	Bus Movements added to TRG Report Template – Jan 2023

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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TRG Action Plan	Timescale / Update
Bus occupancy levels will be compared against the assumptions set out in the Workforce uplift (version 8) spreadsheet model, to include bus boarding locations reported more regularly in the lead up to the peak workforce to ensure that early consideration is given to any measures / mitigation that may need to be taken in the event that the 'target(s)' are unlikely to be achieved	Data being reviewed. Follow up meeting to take place with SPS
The car share matching app (Liftshare) has a reporting dashboard which provides access to regular usage reports, providing data on the number of car share registrations, the number of car share groups and active car sharers. This will form the one of the evidence sources that will be reported to TRG.	Section added to TRG Report Template – Jan 2023 Follow up meeting to take place with SPS
Mode Share Targets to be reviewed and agreed	On-going
Include transport related questions as part of HPC Workforce Survey.	HPC Workforce Survey Questions to be reviewed for Summer 2023
Report on the number of visitors to the HPC Site (the maximum number and average number)	Number of visitors added to TRG Report Template– Jan 2023

## A.2 Construction Workforce Travel Plan Change Log

Change Reference	CWTP Reference	Change Request Type	Change Request	TRG Approved Date	Update
CWTP C1	5.7 Parking Measures	Temporary Park and Ride	Use of Morrisons Manufacturing building car park off Bristol Road, Bridgwater for 150 vehicles as a park and ride site for the HPC bus service.	18/07/16	N/A (J23 P&R opened)
CWTP C2	5.3 Bus Measures	Extension to DCO Bus Route	Extension to DCO Bus Route 8 Bridgwater to include Puriton and Woolavington.	08/16	Currently suspended due to Covid-19 restrictions

101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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Change Reference	CWTP Reference	Change Request Type	Change Request	TRG Approved Date	Update
CWTP C3	5.5 Motorcycle Measures	Allow motorcycles to HPC	To allow motorcycles to formally use the main HPC carpark. In order to understand the potential requirement for motorcycle parking and any unforeseen issues with the use of the C182, NNB Genco HPC Ltd will seek to identify individuals wishing to motorcycle to the HPC car park and then monitor and manage the number of motorcycles allowed to park at the HPC site.	17/10/16 (Reviewed at TRG in April 2017)	In place
CWTP C4	5.3 Bus Measures	Temporary diversion to DCO Bus Routes	Temporary diversion to the DCO Bus Routes via Bristol Road, Bridgwater due to the Bridgwater Improvement Schemes from January 2017. The route will operate via a temporary one-way system which includes Wylds Road, Bridgwater.	23/01/17	N/A (road works completed)
CWTP C5	5.3 Bus Measures – Section 5.3.3	Bus capacity increase from mini bus to a midi bus	To provide a bus service for the public to use to travel between Nether Stowey and Bridgwater via Stogursey and a larger capacity bus be used for the Bus Route 4 and 9 (Minehead and Williton via Stogursey).	23/01/17	Community Bus restarted on the 12 <sup>th</sup> April 2021.
CWTP C6	5.3 Bus Measures	Extension / Change / New DCO Bus Routes	Extension, change and new DCO Bus Routes (Set out in Bus Strategy Update Note)	24/04/17	N/A - Included for Information
CWTP C7	5.3 Bus Measures	New DCO Bus Route	New DCO Bus Route to allow a bus to collect HPC visitors from Angel Place, Bridgwater for a HPC site tour (until Cannington Park and Ride opens)	24/04/17	Not in place
CWTP C8	5.3 Bus Measures	Extension / Change / New DCO Bus Routes	Extension, change and new DCO Bus Routes (Set out in Notification of change note)	09/18 – N/A	N/A
CWTP C9	5.3 Bus Measures	Extension / Change / New DCO Bus Routes	Bus Strategy has been updated and agreed with new routes detailed within supporting annex	08/02/22	N/A

101130752  
Revision 01

**Company Document**

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2  
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## **APPENDIX B CONSTRUCTION TRAFFIC MANAGEMENT PLAN SUPPORTING INFORMATION**

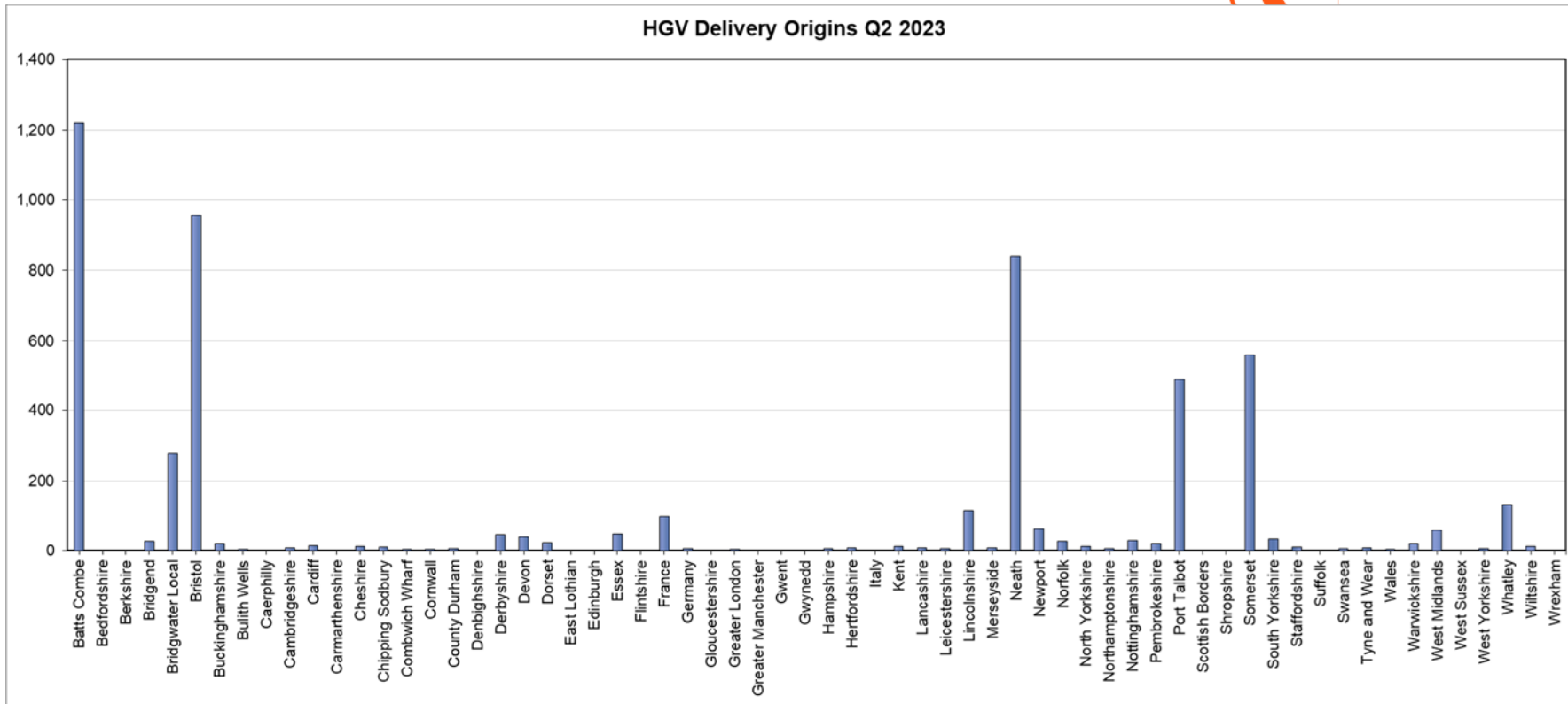
### **B.1 Origins of HGV Movement**

101130752  
 Revision 01

**Company Document**

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2  
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**Graph A: Journey Origins (based on Completed Deliveries) during this Quarter**



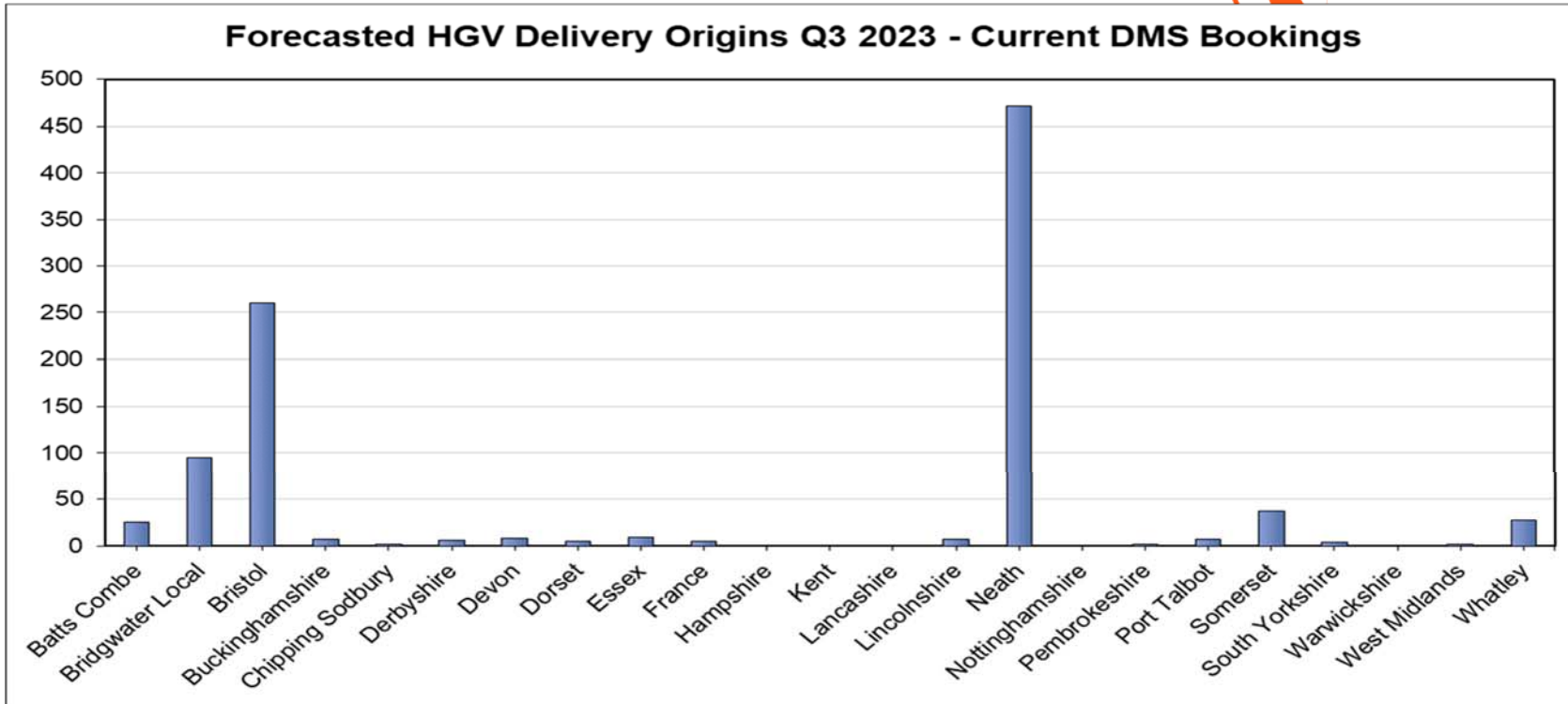
101130752  
 Revision 01

**Company Document**

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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**Graph B:** Forecast Journey Origins (based on Booked Deliveries) for Next Quarter





101130752  
Revision 01

## Company Document

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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## B.2 Construction Traffic Management Plan Change Log

Change Reference	CTMP Reference	Change Request Type	Change Request	TRG Approved Date	Update
CTMP 1	Section 6.2.3	To report movements when appropriate.	To include the number of “movements” in the Quarterly Report when referring to the number of deliveries.	18/07/16	Included in Report
CTMP 2	Section 2.5	Temporary diversion to DCO HGV Route	Temporary diversion to the DCO HGV Route 1 via Bristol Road, Bridgwater due to the Bridgwater Improvement Schemes from January 2017. The route will operate via a temporary one-way system which includes Wylds Road, Bridgwater. Deliveries will also be diverted via J24 FMF (HGV Route 2) where appropriate.	23/01/17	N/A (road works completed)
CTMP 3	All	Temporary increase to the HGV movements.	Temporarily increase to the limit on the quarterly average HGV movements of 500 HGV movements per day in any given quarter as set out in the CTMP, to 750 movements per day in any given quarter.	26/01/18	N/A (ended in Sept 2019)
CTMP 4	All – where reference is made to ANPR.	Permanent change from ANPR to GPS based monitoring system.	Proposed amendment to the DCO– Construction Traffic Management Plan to change the existing Delivery Management System (DMS).	18/11/19 (formally accepted 27/04/20)	In place
CTMP 5	Section 2.5	Temporary diversion to DCO HGV Route	Temporary diversion to the DCO HGV Route 1 via Bristol Road, Bridgwater due to the Bridgwater Corridor Improvement Schemes from Summer 2019 The route will operate via a temporary one-way system which includes Wylds Road, Bridgwater. Deliveries will also be diverted via J24 FMF (HGV Route 2) where appropriate. A39 The Drove (Phase 1) SCC Cycleway Works – 7 <sup>th</sup> May – 28 <sup>th</sup> June 2019 A38 Bristol Road (Phase 2) SCC Footway Works – 28 <sup>th</sup> May -31 <sup>st</sup> May 2019 A39 Wylds Road (phase 3) WWU Gas Mains Replacement – 7 <sup>th</sup> May – 14 <sup>th</sup> June 2019.	29/04/2019	N/A (road works completed)

101130752  
Revision 01

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TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2

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# APPENDIX C TRAFFIC INCIDENT MANAGEMENT PLAN SUPPORTING INFORMATION

## C.1 Traffic Incident Management Plan Change Log

Change Reference	TIMP Reference	Change Request Type	Change Request	TRG Approved Date	Update
TIMP C1	Section 3.4	Exceptional Circumstances – Significant Road Works	<p>Any significant road works along a HGV route as agreed by the Transport Review Group to be listed as exceptional circumstances.</p> <p>What is considered significant road works is to be agreed by the Transport Review Group through the Transport Review Group meeting or email notification.</p>	April 2017 (July 2017 via SDC and WSC)	N/A
TIMP C2	Section 3.4	Exceptional Circumstances	<p>Extended delivery hours to be in place during exceptional circumstances until the road works are removed from the highway.</p> <p>The extended delivery hours during exceptional circumstances include the time periods:</p> <ul style="list-style-type: none"> <li>• 05:00 – 07:00</li> <li>• 22:00 – 00:00</li> </ul>	April 2017 (July 2017 via SDC and WSC)	N/A
TIMP C3	Section 3.4	Exceptional Circumstances – Bridgwater Improvement Schemes	<p>Due to exceptional circumstances with the road works in place as part of the Bridgwater Improvement Schemes, the extended delivery hours as set out in the TIMP Change Log TIMP C2 are proposed until the traffic management is removed the road works are removed from the highway.</p> <p>It is important to note that the deliveries between these extended delivery hours do not relate to activities limited by DCO Requirement MS10.</p>	Subject to Request	N/A

101130752  
Revision 01

**Company Document**

TRANSPORT REVIEW GROUP QUARTERLY REPORT 2023 Q2  
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## **APPENDIX D TRANSPORT FORUM MEETING NOTE**

# DRAFT Meeting Report

**Regarding:**

EDF Hinkley Point C: Transport Forum

**Date:**

Thursday 16<sup>th</sup> March 2023 – 6pm

(Meeting held at: Bridgwater and Taunton College,  
Cannington)

**Participating:**

Esther Lawson, *Avon & Somerset Police*

Valdo Andrade, *Avon & Somerset Police*

Andy Coupé, *Somerset County Council*

John Roberts, *Nether Stowey Parish Council*

Anne Reed, *Wembdon Parish Council*

Penny Everett, *Nether Stowey Parish Council*

Hugh Davies, *Somerset County Council*

John Burton, *Somerset West and Taunton Council*

Shaun Ryall, *Cannington Parish Council*

Richard Cuttell, *W.H.A.G.*

Bruce Eyley, *Kilve Parish Council*

Rosemary Woods, *Somerset County Council*

Chris Morgan, *Stogursey Parish Council & Somerset  
West and Taunton Council*

**EDF Team:**

Andrew Cockcroft, *EDF*

Andrew Goodchild, *EDF*

Andrew Wagstaff, *EDF*

Brian Buckingham, *EDF*

Stacy Walker, *EDF*

Rachel Lister, *EDF*

Robyn Evans, *SEC Newgate*

Drew Aspinwall, *SEC Newgate (Chair)*

**Apologies Received:**

John Addison, *Cannington Parish Council*

Roy Pumfrey, *Stop Hinkley*

Sue Goss, *Stogursey Parish Council*

<b>Item</b>	<b>Action</b>
<b>1</b>	<b>Welcome and Introductions</b>
1.1	Drew Aspinwall ('The Chair') welcomed everyone to the meeting. He asked everyone to introduce themselves and ran through the venue arrangements and forum protocols.
<b>2</b>	<b>Meeting Note and Matters Arising</b>
2.1	The Chair referred to the meeting note of 17 November 2022 and invited any further comment on the draft and the afternotes provided. There were no further comments and the meeting note was approved.
<b>3</b>	<b>Project Progress Update - (Andrew Cockcroft, EDF)</b>
3.1	Andrew Cockcroft (AC) provided an update on the project.
<b>3.2</b>	<b>Safety and Learning</b>
	AC began by saying it has been a difficult few months for the project, with a fatality on site and a road incident involving a HPC bus. He said learning is being taken from both of these serious events and HPC have taken a step back and are now looking to bolster and reinforce safety messaging. Investigations are continuing on both events and AC said he should be able to provide an update at the next Community Forum.
<b>3.3</b>	<b>Reactor Pressure Vessel Complete</b>
	<ul style="list-style-type: none"> <li>• The first nuclear reactor built for a British power station in more than 30-years is complete and ready for delivery to Hinkley Point C.</li> <li>• The "reactor pressure vessel" is the high strength cylinder that contains the nuclear fuel and the chain reaction needed to make heat.</li> <li>• At just 13m long and weighing in at 500 tonnes, each of the two reactors at Hinkley Point C will help power around 3 million British homes.</li> <li>• The reactor has been built in France by Framatome; the same nuclear engineering company which built Britain's last nuclear reactor, at Sizewell B in 1991.</li> <li>• Teams have spent 80,000 engineering hours on its construction.</li> </ul>
<b>3.4</b>	<b>Unit 1 Equipment Hatch Cover</b>
	<ul style="list-style-type: none"> <li>• One of the first major milestones of 2023.</li> <li>• The Equipment Hatch cover and leak-tight assembly for Unit 1 arrived at Avonmouth on Monday 6<sup>th</sup> March.</li> <li>• The hatch provides an opening to allow large items of equipment to be moved into the Reactor Building during construction and operation.</li> <li>• Its leak-tight cover will eventually be placed on the inside of the building, allowing the hatch to open and close while maintaining the containment boundary when the Reactor is in operation. The cover measures 8.4m in diameter and weighs 48 tonnes.</li> <li>• The hatch will be held at Avonmouth until the supporting civils work has been completed. It will then be shipped to Site via Combech Wharf.</li> </ul>
<b>3.5</b>	<b>Marine Works</b>
	<ul style="list-style-type: none"> <li>• Balfour Beatty has successfully installed the first Internal Ring Propping (IRP) into Intake Tunnel 1.</li> <li>• The IRP system provides safety bracing for the previously installed tunnel concrete rings. In turn, this will allow the team to cut a hole in the side of the tunnel and mine towards the liners that'll be installed this year through the Heads.</li> </ul>
<b>3.6</b>	<b>First Accumulator Tanks</b>
	<ul style="list-style-type: none"> <li>• The first of four Accumulator Tanks for the Unit 1 Reactor Building was installed on 4th February.</li> </ul>

- Lifted into position by Big Carl, the tank weighed 51 tonnes and measured 9.1m tall.
- The Accumulators are an essential safety component as they'll passively inject boronated cooling water into the primary circuit without the need for outside intervention in the event of a loss-of-coolant incident.

### 3.7 Progress in 2023

- The project will reach the peak of construction with both main-civil works and mechanical and electrical installations in progress.
- This will be the year HPC place the Dome onto Unit 1 and receive the Reactor Pressure Vessel on-site.
- In the Bristol Channel, more great work will occur as the shafts are drilled to connect the heads to the cooling water tunnels.
- The main control room that has been pre-fabricated will also be transferred into Unit 1 for its fit-out.
- In addition, the suppliers of the Nuclear Steam Supply System (Framatome) and Turbine (GE) will increase their presence on Site and start installing equipment.
- The MEH teams will also be accelerating the installation of 1,000 km's of pipework and cabling as rooms are transferred from the main-civils work.

### 3.8 Combwich Wharf and Logistics

- All remediation work now completed at Combwich Wharf with the installation of an upgraded berthing bed.
- A busy schedule of deliveries as major components begin to arrive to support the Mechanical and Electrical installation.
- Training of in-house teams to carry out escorted moves along the C182 completed and awaiting vetting confirmation.

3.9 AC reiterated that it will be busy over the peak of construction, but that HPC will continue to work closely with the communities around Combwich. Due to the sensitivity of some of the components being brought in, HPC will not advertise exactly when the load is coming in or declare what it is. However, they can inform people when they are moving the load along the C182.

### 3.10 Team News

- AC introduced Stacy Walker who has joined HPC as Stakeholder Relations Manager.
- Rob Jordan has been welcomed back to the project to take on the role of Site Construction Director.
- Nigel Cann is transferring to the Sizewell C project from the start of April 2023.

### 3.11 SPS Training

Andrew Wagstaff (AW) gave an update on the training that SPS drivers get:

- There is Ongoing Driver Development Training (covering different routes and vehicles)
- Drivers take part in Driver Certificate of Professional Competence Training (CPC)
- Banks person / Body Cam / Tachograph / Secure refreshers are used in training
- Drive SAFE refresher training is undertaken by everyone at SPS
- Driver Remedial / Assessments are also offered
- Driver Quality Audits / Gatechecks / In-service Checks are done on an ad-hoc basis by the driver training team (AW reported that SPS are about to increase the driver training team to a team of 8)
- Competency Tests are linked to remedials and assessments
- Throughcare Assessments – Driver Training for drivers with less than 12 months service.

AW reiterated that safety is key on the project. The recent incident involving the double decker bus is still being investigated but HPC will be able to provide an update in due course.

**3.12** Bruce Eyley (BE) asked if any lessons were learned from Secure Bus during the incident. AW responded that no specific lessons were learnt with regards to Secure Bus as a result of the Double Deck bus incident. What the incident did prove was that the integrity of the HPC Secure Bus process was maintained throughout the incident with the Site Access system being updated as planned when the integrity of a secure vehicle en-route to site is breached.

**3.13 Pre-submitted Question – Circular Route**

Submitted by Sue Goss, Stogursey Parish Council

‘Would it be possible for the Circular route of the HPC bus serving HPC workers living in Stogursey and the hamlets be included in the road gritting scheme run by SCC highways from now on? This is obviously not a main transport route but I understand that there have been issues, particularly at Priory Hill, Stogursey, when there is frost and / or icy conditions.’

Chris Morgan (CM) also commented that said there was no salting or gritting on the circular route around Stogursey.

Andy Coupé (Acé) said the route through Stogursey, including Burton and Shurton, is on the gritting network, though it is not on the full resilient network which is essentially limited to the principal roads around the County. He said that unfortunately, the scale of the gritting operation in the County means that it is not economically feasible to add the additional routes to the full network.

**3.14** Anne Reed (AR) said the B3339 through Wembdon is used as the alternative route, which is where the double decker overturned. She said this sort of incident is likely to happen when there is ice and snow if there is no gritting.

Acé said Wembdon Rise is part of the primary route so it does get gritted as part of the routine, but Wembdon Hill, further to the north, is on the green route.

**3.15 Pre-submitted Question**

Submitted by Roy Pumfrey, Stop Hinkley

‘Why do you continue to use ‘big’, ‘great’ and ‘huge’ to describe aspects of the work at HPC? Would it be possible to allow Forum members to make up their own minds without use of subjective adjectives and to simply state objectively the size/weight/capacity of the activity and the components involved?’

AC said that he could not see these words used within the presentation pack and any use of superlatives amongst the team comes from passion for the project and that he would respond to Roy Pumfrey directly on this in due course.

**3.16 Pre-submitted Question – RPV**

Submitted by Roy Pumfrey, Stop Hinkley

‘The song and dance about the arrival of the RPV reminds me about the Combwich wharf/freight layby argument during the DCO application. The Chair of Otterhampton PC went to some lengths then to demonstrate that the quantity of material required to construct the layby facility exceeded what could be delivered by sea, given the tidal restrictions at Combwich. Can you tell us now how much material has gone into making the freight layby area and how much has been delivered by sea?’

AC said this is more of an academic question, given that neither of the associated developments attached to the wharf such as the laydown area and the alternative layby which was given permission have been developed. In terms of bringing materials in, AC said HPC have been very successful in operating the jetty which is bringing in a proportion of aggregates and having a massive impact on reducing lorry loads.

**AFTERNOTE:** Vessels delivering material to the temporary jetty have delivered over 1,000,000 tonnes of material to HPC to date.

**AFTERNOTE**

**3.17 Pre-submitted Question – C182 Maintenance**

Submitted by Sue Goss, Stogursey Parish Council

'The C182 between Wick Woods and HPC is deteriorating badly - the road surface itself is relatively good but it would appear that there are problems with the underlying road structure resulting in dips and bumps which impact adversely on all road users. This could well be the result of usage by heavy construction traffic but is now impacting on all road users. HPC buses seem to be particularly affected - often seen to be lurching towards the traffic on the opposite carriageway - which is obviously not ideal and potentially dangerous. Are you aware of this and is there a plan in place to remedy these faults particularly along the stretch of road between Wick wood and the Stogursey junction?'

Acé said this is a fair concern to raise given the undulations in the road that are felt when driving on it. The C182 is subject to a deflectograph survey every two years as an obligation of the original DCO S106. Interestingly, the most recent survey that was undertaken in 2021 confirmed that the road is in good structural condition with the exception of the length beyond the junction of Burton/Shurton and the HPC site. As a result, this section was the subject of surface treatment within the past 18 months or so.

Deflectograph surveys have been shown to give reliable estimates of the residual life of a road. Although the measurements are taken on the road surface the deflection measured is the sum of deflections in all layers of the road, including the sub-grade on which the road has been built. This means that the measurements reflect not just weakness visible at the surface, but also weaknesses that are developing within the pavement.

The key issue the C182 faces is its width and alignment which means that the road is liable to overrunning from large vehicles. The results in accelerated deterioration of the road edges. This led to the haunching works which were undertaken a few years ago.

Acé said the next survey is due this year and it will be interesting to see how the structural condition of the road continues to fair given the winter we have had. In the meanwhile, any defects in the road should be reported through the Council's online reporting system and repairs will be made in accordance with its intervention standards.

**3.18** CM said there is one area with a huge indentation in the road on a corner, which is a major concern and seems to be getting worse.

**3.19** AR said if it is affecting the way buses are being driven then this would be detected by dashcam footage in the buses.  
AC agreed and said this will also come from feedback from the bus drivers, who will not continue if they feel it is dangerous.

**3.20** Richard Cuttell (RC) said that the gullies were being cleaned on the A39 the day after the double decker incident. He said it would be a good idea to do this on the C182.  
Acé said the County Council operates a planned maintenance programme for cleaning highway surface water drains on all the roads it maintains. How often it does this depends on where they are (the classification of the road) and the relative risk of flooding.  
Acé did not want to comment on the incident on the A39.

## **4 Update from Transport Review Group – (Rachel Lister, EDF)**

### **4.1 Transport Review Group Quarterly Report**

Rachel Lister (RL) summarised the Transport Review Group Quarterly Report for October to December 2022 (Q4), presented to the Transport Review Group (TRG) on 30 January 2023.

### **4.2 Construction Workforce Travel Plan (CWTP)**

Final journey to HPC site (last Quarter)

- 87.4% travelled by bus



- 8.5% pedestrians walking to site (including those walking to campus)

**4.3** RL gave a summary of HPC bus passengers from key locations:

- North of Bridgwater – 8%
- Local Area – 13%
- Washford Cross P&R & Minehead – 2%
- Bridgwater (including Campus & non secure J23 and J24 P&R) – 47%
- Taunton & J25 P&R – 9%
- J23 P&R (secure) – 13%
- J24 P&R (secure) – 8%

**4.4 HPC helpline complaints**

Fly parking complaints received by HPC Helpline for Q4 2022 was 159.

- HPC Worker not Fly Parking – 27 – 17%
- HPC Worker Fly Parking – 37 – 23%
- Not a HPC Worker – 95 – 60%

**4.5**

- The HPC Fly Parking Team also undertake their own checks and investigated 472 potential observations.
- During the last Quarter, 233 bus passengers were found to be fly parking.
- This represents 2.98% of the total workforce and based on a full working week (Monday to Sunday) during the Quarter equates to 3 HPC workers fly parking a day.
- All those identified will go through the 3 Step Fly Parking Process.

**4.6 HPC Car Share**

- HPC Car Share Strategy and Liftshare App – Launched 28<sup>th</sup> September 2022 and a second launch took place in December 2022.
- There is a monthly competition - HPC workers enter by signing up to the website or App and registering their journeys.
- A winner was announced for being the “Top Car sharer” for sharing the most car journeys and a joint prize was issued for sharing the most journeys together that month.
- RL said that the promotion of HPC Car Share will continue.
- 28% of those arriving via car to a Park and Ride were car sharers (2,357 bus passengers arriving via car 651 via Car Sharing- 285 car drivers and 366 car passengers).

**4.7 Construction Traffic Management Plan (CTMP)**

HGV Movements against HGV Average / Maximum Daily / Quarterly Limit for HGV Routes – 2022 Q4

35 breaches (0.39% of total HGV movements) during Q4

- 1 HGV outside of permitted delivery hours
- 0 HGV over permitted time limit
- 34 HGVs deviated from the approved HGV route

**4.8** RL said Brian Buckingham’s team have undertaken a route audit to identify areas where more information on the route may be needed for drivers.

**4.9** RL provided a breakdown of the average daily HGV movements and deliveries for Q3 and Q4, along with the forecast for Q1 2023.

**Q3 (average)**

- Daily HGV Movements 157
- Daily HGV Deliveries 79

(below 500 DCO average Limit)

**Q4 (average)**

- Daily HGV Movements 115
- Daily HGV Deliveries 58

(below 500 DCO average Limit)

**Forecast 2023 Q1**

- Daily HGV Movements 160
- Daily HGV Deliveries 80

- 4.10** AR asked whether there was any comfort that can be provided to cyclists who leave their bicycles parked along the traffic barriers alongside Homberg Way, and asked whether any bicycles have been stolen.

RL said she has not had any feedback on this.

Esther Lawson (EL) said none have been reported as stolen to Avon and Somerset Police.

- 4.11** RC asked whether HPC reports statistics on the vans and vehicles that are not HGVs.

RL said HPC only report on the HGV numbers.

Ace said an HGV is anything over 7 and a half tonnes and therefore the statistics capture more than you would expect.

**5 Successful Reactor Pressure Vessel Delivery - (Brian Buckingham, EDF)**

**5.1 Unit 1 Reactor Pressure Vessel Delivery – Feb 23**

Brian Buckingham (BB) gave a presentation on the Reactor Pressure Vessel (RPV) delivery.

BB spoke on the process, from the delivery of the RPV to the HPC Muster Port, transportation to Combwich Wharf, and transportation up the C182. He outlined the work that takes place with various stakeholders and the steps and measures that were taken against a backdrop of various security considerations. Working with partners in Framatome, he said it took around six months to get all the detailed planning in place.

A video was shown on the delivery.

- 5.2** Penny Everett (PE) asked how much the weather must be taken into account.

BB said HPC have a subscription to a very good weather forecasting system. HPC set the dates and then two weeks ahead of this they monitor the long-term, medium and short-term forecasts.

He explained that there are certain no-go points and places of safety in the event of weather changes that were not anticipated. He added that the road journey itself is subject to weather thresholds in terms of wind.

BB said that since working on the project, there is not a single delivery that he is aware of that has had to be cancelled due to the weather.

- 5.3** RC said AC previously gave assurance at the Main Site Forum that there would be no additional buses coming through the villages. RC said the Cannington bus came through the villages during the delivery and asked whether there would be additional single decker buses coming through in future.

BB said HPC must make sure there is a way of getting the workforce to and from site, and there will always be bus traffic and additional car traffic cutting through Burton, Shurton and Stogursey. He said HPC are mindful of the fact that the public and members of the project will need to use the road space at the same time that deliveries take place, and therefore do not close the road.

- 5.4** AW gave assurance that this would not be the case for every AIL movement but it is unrealistic to shut down site for eight hours when there are large loads. In these instances, HPC will put on a

single-deck bus for the Cannington shuttle service, using the Cannington Park and Ride as a hub, with a bus running every half hour.

## **6 Update on Hinkley Logistics Hub - (Andrew Goodchild, EDF)**

**6.1** Andrew Goodchild (AG) gave an update on the Hinkley Logistics Hub.

### **Junction 24 – Hinkley Logistics Hub**

- HPC has taken a 5-year lease on the former Argos Distribution Centre site near Junction 24.
- HPC will use the warehouse to store equipment and material prior to it being transported to HPC (similar to the warehouse at the existing Junction 24 Park and Ride site).
- The number of HGV movements will not be anywhere as intensive compared to the former occupier and so HPC propose to make use of the hardstanding around the building as bus storage with some additional park and ride capacity.

### **6.2 Junction 24 – Hinkley Logistics Hub – Rational**

- Additional Parking (~600 cars) will provide HPC with additional spaces at peak of construction.
- It will help HPC achieve a better distribution between J23 and J24 whilst work at Dunball Roundabout is undertaken in 2023/24.
- It will create additional employment opportunities for local people / former distribution centre staff.
- It will allow SPS to retain their base of operations at J24.

**6.3** AG said the number of movements anticipated by HPC will be less than the previous occupier. HPC have provided a note and its methodology on this to National Highways and Somerset County Council and are awaiting feedback before submitting the application.

**6.4** AG also reported that Sedgemoor District Council approved a separate application for a fence in February 2023.

**6.5** AG said HPC presented and discussed the proposals at:

- The Community Forum in January 2023
- Bridgwater Town Council in February 2023
- North Petherton Town Council in February 2023

AG encouraged members to ask any questions on the proposal but gave assurance that people will have the opportunity to comment to Somerset County Council once the application is made.

**6.6** Hugh Davies (HD) asked where the site is in relation to Canalside.

AG said HPC's operation is much closer to the M5. Movements to and from the distribution centre would be around Huntworth roundabout and the M5.

**6.7** The Chair asked how many people / additional jobs there would be working in the warehouse.

AG said about 80-100, explaining that there will not be as many as there were working at Argos as HPC's operation is not as complex. He added that HPC may look to utilise some of the mezzanine floor as part of office space for the wider warehousing logistics operation.

## **7 Recent Community Feedback / Any Other Business - (Chair)**

**7.1** AC said the team have been talking about whether buses can reverse.

AW confirmed there is not a 'no reversing' policy within SPS. In an instance where there are two buses, the bus without passengers would be the one expected to reverse.

- 7.2** Stacy Walker said an AIL movement is taking place on Sunday 26<sup>th</sup> March 2023 and a text message will go out as normal three days ahead of this to those signed up to the system. You can sign up to the Notification service for rolling road blocks on the C182 at <https://www.surveymonkey.co.uk/r/XQY9VDP>
- 8** **Date of next meeting: Thursday 13<sup>th</sup> July 2023 at 6pm**
- 8.1** The next Transport Forum will take place on Thursday 13<sup>th</sup> July 2023 at 6pm.
- 8.2** The meeting ended.

DRAFT