

DRAFT Meeting Report

Regarding:

EDF Hinkley Point C: Transport Forum

Date:

Thursday 22 July 2021 – 6pm
(Online Conference)

Participating:

Jim Claydon, *Chair*

Erland Plomgren, *Holford Parish Council*

Jo Manley, *Sedgemoor District Council*

John Burton, *Somerset West and Taunton Council*

Andy Coupé, *Somerset County Council*

Ann Bown, *Somerset County Council*

Sue Goss, *Stogursey Parish Council*

Andy Darch, *Otterhampton Parish Council*

Leigh Redman, *Sedgemoor District Council*

Malcolm Reid, *Nether Stowey Parish Council*

Anne Reed, *Wembdon Parish Council*

Neil Kimmins, *Hinkley Point Neighbourhood Policing Team*

Hugh Davies, *Somerset County Council*

Roy Pumfrey, *Stop Hinkley*

Bruce Eyley, *Kilve Parish Council*

EDF Team:

Andrew Cockcroft, *EDF*

Jon Hall, *EDF*

Rachel Lister, *EDF*

Brian Buckingham, *EDF*

Drew Aspinwall, *SEC Newgate UK*

Apologies Received:

Gary Perrett, *Sustrans / Community Cyclists*

Liz Leyshon, *Somerset County Council*

In addition to the forum meeting notes and agendas, all presentations and reports are available at www.edfenergy.com/hpccommunity

Item

Action

1 Welcome and Introductions

- 1.1** Jim Claydon ('The Chair') welcomed everyone to the online meeting and ran through the list of attendees and checked everyone was able to take a full and active part in the meeting.

2 Meeting Note and Matters Arising

- 2.1** The Chair referred to the meeting note of 18 March 2021 and invited any further comment on the draft and the afternotes provided.
- 2.2** 4.7 Erland Plomgren (EP) confirmed that he had been put in touch with the Wembdon Clerk regarding the Speed Indicator Device (SID).
- 2.3** There were no further comments and the meeting note of the last meeting was then approved. The meeting note and those from previous meetings, are available from the website www.edfenergy.com/hpccommunity (Transport Forum section)

3 Project Progress Update - (Andrew Cockcroft, EDF)

- 3.1** AC gave an update on progress on site and major milestones.
- 3.2**
 - Eight of '21 in 21' milestones set for Q1 and 2 achieved.
 - c.70,000m³ concrete placed in Q2 vs. 30,000 placed in Q1.
 - Further progress taking place off site with suppliers across the UK.
 - HPC Documentary on BBC2 – Series 2 to follow in 2023.
 - Discussions between EDF and Local Authorities on workforce increases are continuing.
 - Covid-19 – Project roadmap under review as cases remain low and c.60% of the workforce receiving at least one vaccination; a historic low in cases reached, mirroring the local situation. Key visible change following 'freedom day' relaxing of the restrictions is that buses will return to full capacity, face coverings still required. Testing capability still operating.
- 3.3** The jetty has been used to take delivery of some larger items recently, namely dome roof sections and some storage tanks.
- 3.4** Outfall Tunnel – the tunnel boring machine has reached the end of its drive and undergoing checks before completion can be confirmed and milestone officially reached.
- 3.5** Unit 1 Nuclear Island: Continued progress towards dome-lift at the end of 2022; Focus on vent and drain system and construction of inner and outer walls; Safeguard buildings now under construction.
- 3.6** Unit 2 Nuclear Island: Knowledge gained on Unit 1 used increase efficiency and productivity; This experience will be passed on to the construction of SZC; On average it took 25 hours to install a tonne of rebar on Unit 1, on Unit 2 the average is 16 hours – an improvement factor of 1; Construction time for the second liner cup floor was c.30% quicker than Unit 1.
- 3.7** Unit 1 Conventional Island: 15 Turbine Generator Columns made in South Wales; 2,500m³ concrete table to be poured later this year.
- 3.8** Mechanical and Electrical Installation: this work phase is now being ramped up, increasingly so over this year and into 2022.
- 3.9** The project continues to meet and exceed its targets for social and economic benefit for the local area. Key figures include:

- £3.2 billion spent across the South West (original target was £1.5 billion of direct spend in the SW region)
- 756 apprentices trained so far
- 11,769 jobs created on-site
- 14,000 people trained at the Construction Skills and Welding Centre
- 36% local workforce

3.10 Combwich Wharf:

Piling works complete; Completed the large concrete pour for the relieving slab (*the area which loads will be offloaded onto); Next step will involve the removal of the legato wall; Port of Bristol carrying out maintenance works on the marine infrastructure; We are preparing for the Operational Phase of Combwich Wharf, which will see large loads being delivered by sea; Ahead of this phase we'll be letting local residents along the C182 route know how they can stay up to date and receive notifications.

Pre-submitted questions submitted by Roy Pumfrey, Stop Hinkley:

3.11 Question 1) *"Slide 4: Episodes 1 & 2 of the HPC BBC2 documentary were so appallingly reviewed by all the national papers, it's hard to believe there will be a series 2. Unless EdF is paying the BBC to screen it?"*

Roy Pumfrey (RP) gave a summary of the reviews as he saw them and requested that these were include as an afternote.

AC said he would like to agree to disagree with RP about the reviews. Feedback from the BBC has been that it has been very well received.

AC said that there was absolutely no control over the content of the programme other than if something that is filmed has the potential to impact national security if screened.

AFTERNOTE: Links to the reviews Roy raised during the meeting:

[Guardian 2nd June 2021](#)

[Daily Mail 3rd June 2021](#)

[Telegraph 2nd June 2021](#)

[iNews 2nd June 2021](#)

AFTERNOTE

3.12 EP said he enjoyed the programme and asked when the project would start generating electricity. AC said Unit 1 is June 2026 with Unit 2 about 12 months afterwards.

3.13 Sue Goss (SG) said she does not usually disagree with RP but that she did on this occasion regarding the reviews and the programme. SG said she thought it was very good, well produced and fair, giving a good account of the project and how local people were working on it and is looking forward to a potential second series.

3.14 Question 2) *Where does the figure of £130 million to 'support the community' come from? The only figure that's familiar is the £20 million of CIM.*

AC said that the figure came from the project's S106 commitments; DCO Commitments; infrastructure and road improvement spending; and more recently the investment into the skills facilities.

RP suggested that the investment in road infrastructure supported EDF more than the local community.

The presentation, made available ahead of the meeting, can be viewed here:
www.edfenergy.com/hpccommunity

4 Update from Transport Review Group (TRG)

4.1 Rachel Lister (RL) presented the TRG Quarterly Report Summary for January to June 2021 (Quarter 1 and Quarter 2).

The report covers the Construction Workforce Travel Plan (CWTP); and Construction Traffic Management Plan (CTMP). This has been presented to the Transport Review Group (TRG) on 26 April and 19 July 2021. The next meeting of the TRP is on 18 October 2021.

4.2 Construction Workforce Travel Plan (CWTP) across Q1 and Q2 shows that final journey are all with around 5% of the target for peak of construction. For the last Quarter, 84.4% travelled by bus and 10.3% by foot on their final journey to site.

4.3 HPC Bus Passengers from Key Locations (last Quarter): Wester-super-Mare and Burnham on Sea bus services re-commenced in May, following the suspension due to covid measures. We use Bridgwater and Taunton Bus stations which have more space for social distancing. Next quarter we will start to see the local bus services recommencing.

4.4 7% of travel is from Taunton and M5 J25 P&R and will see that increase on approval of planning permission for use of Taunton Gateway which is also at J25. We have also applied for planning to continue to use Quantock Lakes as a P&R.

4.5 Flyparking: In Q1 we received 23 complaints, 6 of which were confirmed as HPC workers; in Q2 we received 15 complaints and 8 were confirmed as HPC workers. Less than 1% (0.13%) were found to be fly parking based on the workforce number (6,009 in May 2021)

The Flyparking team is increasing in size, giving more capacity to patrol and at different times and locations. We are keeping an action eye on this as modes of transport are changing. Suspected fly parking can be reported via the website, telephone or by email:
edfenergy@hpcenquiries.com

4.6 Construction Traffic Management Plan (CTMP) Q1 and Q2 all movements indicated green and with agreed limits and hourly caps.

4.7 38 breaches (0.30% of total HGV movements) during Q1. 1 HGV outside of permitted delivery hours; 0 HGV over permitted time limit; 36 HGVs deviated from the approved route; 1 HGV deviated from HGV route and outside of permitted delivery hours.

4.8 35 breaches (0.22% of total HGV movements) during Q2.3 HGV outside of permitted delivery hours. 0 HGV over permitted time limit. 32 HGVs deviated from the approved route.

Approved route deviations most commonly HGV drivers missing Wylds Road and turning off the Cannington Bypass and going towards Nether Stowey in error. Those who deviate receive a drivers strike which is recorded on records with the Tier 1.

- 4.9** RL clarified that in the reporting in order to arrive at the Daily HGV Deliveries figures you have to factor in that a delivery may not leave on the same day it arrives, so it's not as simple as dividing Daily HGV Movements by two to arrive at the average.
- 4.10** RL said she will be on maternity leave by the time of the next Transport Forum so her maternity cover will attend the next forum in November 2021.
- 4.11** RP asked about the 6 flyparkers in Q1 who were HPC workers and what the process is for dealing with them.
RL explained the 3-step flyparking process which is applied to vehicles on the public highway and to those in the non-designated park and ride.:
On the first occurrence the individual and their manager are informed that they are flyparking and given an opportunity to amend their details, if for example they have changed their vehicle or their address.
On the second occasion, they and their line manager and Tier 1 are informed; we expect the line manager to speak to the individual and set out the project's expectations on flyparking.
On the third occasion, the site director is informed and there have been occasions where site passes have been revoked as a result of their behaviour.
- 4.12** RP asked about the specific circumstances on the 6 incidents of flyparking in Q1.
RL looked these up while the next presentation was taking place.
At the end of the meeting RL report that 78% were going through step 1; 22% were going through step 2 and non were going through stage 3.
- 4.13** Ann Bown (AB) asked when the buses were going back out to the community again to places like Woolavington. RL said that the next presentation would cover this.
- 4.14** AB also said that someone had been parking a van on Quantock Way and it had been causing an obstruction. RL said that if full details could be reported to edfenergy@hpcenquiries.com then it can be looked into by the team.

The slides are available on the website: www.edfenergy.com/hpccommunity

5 Item 5: Transport Update

- 5.1** Jon Hall (JH) gave an update on Passenger Transport arrangements for August which will see a move back to more 'normal' arrangements.

In summary these are:

- Removal of reduced capacity limits on HPC bus services
- Screens on HPC bus services will be removed, except those around the driver
- Face coverings will remain as a mandatory condition of travel

Certain bus routes will recommence service (from 2 August 2021):

- Homberg Way (NDR)

- Stogursey/Burton/Shurton
- Cannington Spar
- Combwich

In recognition of the impact of these services starting up again may have the parking enforcement team has grown with newly trained officers deployed into the local community.

The SPS Customer Service team has also grown to better support passenger and community enquiries.

- 5.2 Ann Bown (AB) re-asked when the buses were going back out to the community again to places like Woolavington?

There is a service from Burnham on Sea and from Western-super-Mare. We look at where people are coming from and services are put on accordingly. JH said the bus user group picks up these issues, which identifies these issues regarding access. AB suggested that the gap where people who may be thinking of applying for a job or apprenticeship are put off as there currently isn't a bus from where they live.

EP said workers used to get picked up from Moorhouse Farm, Holford, and asked whether that is being re-instated?

JH said currently people are using the park and ride from that area, but it is not yet re-instated as this is the first part of this process but would look into it and will be getting in touch with the farm owner.

AFTERNOTE: Moorhouse farm now features as part of the M service 'Washford Cross P&R'.

AFTERNOTE

- 5.3 Leigh Redman (LR) asked can we have updates on the dates as services are being reinstated as we go along, so he can be fully informed.
AC said yes and that the situation will not be exactly the same as pre-covid arrangements.

- 5.4 Malcolm Reid (MR) asked if Nether Stowey was included in the routes highlighted. JH said it is not at the moment.

AFTERNOTE: Neither Stowey has now subsequently been re-introduced as part of the coming out of covid strategy.

AFTERNOTE

- 5.5 Hugh Davies (HD) said he was pleased to see Jon at the meeting as had been of great help to him in the past. HD asked for an update on the community bus, is the capacity increasing? JH said that currently the bus is restricted to 18 people and a face covering must be worn, but we have not yet looked at the community bus arrangements. HD added that he was pleased to see the balance being struck between capacity and safety.

AFTERNOTE: Community Bus is now back to full capacity.

AFTERNOTE

- 5.6 Brian Buckingham (BB) then gave an overview of strategic works and other updates:

- 5.7 BB explained that the jetty which AC referred to in his presentation had been used for some deliveries, not of aggregates for which it was designed, because of the continued works at Combwich Wharf and the acceleration of different elements of the project.

The team's adaptation and innovation has meant that we were able to take large deliveries off the C182 and also reduce the need for these to be transported across site to where they were needed.

- 5.8 C182 Works - The C182 culvert strengthening works concluded in June. This work was to strengthen these in order to take heavier loads. Work was undertaken extremely well, despite the discovery of a water main which did not appear on any plans. We received no complaints about noise or light.
- 5.9 Combwich Wharf - First marine AIL delivery through the refurbished Combwich Wharf is currently scheduled for September.
- 5.10 HGVs - There are no general HGV related updates, but we remain well below the DCO caps.

The slides are available on the website: www.edfenergy.com/hpccommunity

6 Any Other Business

- 6.1 Sue Goss (SG) asked in Q&A: *"As you may be aware, Stogursey parish council has significant concerns around the maintenance of the Operation Harold routes through the parish. Now that the Emergency Access road is now Complete, the need to remedy this is becoming more pressing. The certainty of AILs being transported along the C182 also increases the possibility that the Op Harold routes may be brought into use. In view of this, SPC is asking that SCC Highways use some of their allocated HPC funding to repair and maintain."*

Andy Coupé (ACé) answered in the Q&A: "As you may be aware, Stogursey parish council has significant concerns around the maintenance of the Operation Harold routes through the parish. Now that the Emergency Access road is now Complete, the need to remedy this is becoming more pressing. The certainty of AILs being transported along the C182 also increases the possibility that the Op Harold routes may be brought into use. In view of this, SPC is asking that SCC Highways use some of their allocated HPC funding to repair and maintain."

ACé added that what has been helpful is that the parish council have also set out their concern to TRG and a copy of that letter has been circulated to all the members. Those issues have been cascaded to the area highway team and are due to respond to those very shortly.

In relation to this, SG asked if the Stogursey Lane could also be looked at it is in need of repair.

- 6.2 Andrew Darch (AD) asked: *Please could we have an update on the cycle path to and from Combwich through Steart Marshes as there is some confusion about what is happening at the moment.*

RL said that some work has been undertaken on the approach to engagement but Andy Wagstaff was the project lead and perhaps an update can be given to the next transport forum as the project progresses.

6.3 AD asked: *What is happening on the c182 on the Hinkley side of the Biffins corner junction?*

BB said that the works were being undertaken BT Openreach and was not project related. ACé said there is a possibility that some of the works could be related to works order for the vehicle activated sign to warn of the presence of the junction and would provide an afternote.

AFTERNOTE: Vehicle Activated Sign (VAS) at Biffens Corner - Works to construct the vehicle maintenance bay are due to commence end August/ early September, after which the VAS will be installed.

AFTERNOTE

6.4 MR asked if there was any scope for the Community Bus that leaves Minehead at 13:45 could continue to beyond Cannington to Bridgwater? It gets to Cannington at 15:22 and terminates, whereas the other two buses go on to Bridgwater.

JH said he would look into it.

AFTERNOTE: The community Bus Services now continue into Bridgwater. This was actioned the following Timetable change.

AFTERNOTE

6.5 RP asked about the jetty deliveries that were not aggregates.

AC said that it was used for sections of the reactor dome and the one of the pieces of the tanks used as part of the steam generation. The jetty was only used whilst Combwich Wharf works were still underway.

6.7 RP asked about the format of future meetings.

The Chair said we would be dealing with this under Item 7.

6.8 EP said he would like to put on the record his thanks to Immy Silby, who has been very helpful to him and Holford Parish and wished her well in her new role within HPC.

7 **Dates of future meetings**

7.1 The next Transport Forum is scheduled for: **Thursday 25 November 2021 at 6pm**

7.2 Drew Aspinwall (DA) reported that the 2022 Transport Forum dates were being looked at now and aligning them with the TRG dates.

7.3 DA added that the survey results were evenly split between fora members desire to meet in-person or continue virtually. Given that the next fora are in the autumn, with the Transport Forum on the 25 November, we are keeping a watch brief on the situation but will announce the arrangements nearer the time.

7.4 JB asked about a hybrid fora and if that had been rule out.

DA said that the challenge of hybrid events is that there is danger of those not there in person being disadvantaged by not being able to take a full and active part in the meeting. So currently, we are looking at either in-person or on-line formats.

Meeting ended.