

Welcome

Agenda:

Transport Forum – Thursday 16th November 2023

1. Welcome and introductions
2. Meeting note / matters arising from last Forum held on: 13th July 2023 - (Chair)
3. Project Progress Update - (Andrew Cockcroft, EDF)
4. Update from Transport Review Group – (Rachel Lister, EDF)
5. Update on HPC Logistics - (Claire Warner-Blackman, EDF)
6. Any Other Business - (Chair)
7. Date of next meeting: Thursday 14th March 2024 at 6pm

Item 3: Project Progress Update

Andrew Cockcroft

Senior Manager – Stakeholder Relations

The Path to Dome Lift

To achieve Dome Lift focus is on four key areas:

1. Completing the internal civil structures
2. Introducing key equipment
3. Preparing the Dome ready for lifting
4. Building and lifting in the Polar Crane

Internal Civil Structures

- Crane has now been removed from the centre of Unit 1.
- Focus is on getting the **+19.5m level** slab finished which is a precursor to Dome Lift.
- In addition, work must be completed on the **Ring Walls** (located on the outer circumference of the internal structures).
- Rebar placement, formwork erection and several concrete pours occur each week to progress the structures which will 'hold' components of the Nuclear Steam Supply System in place.



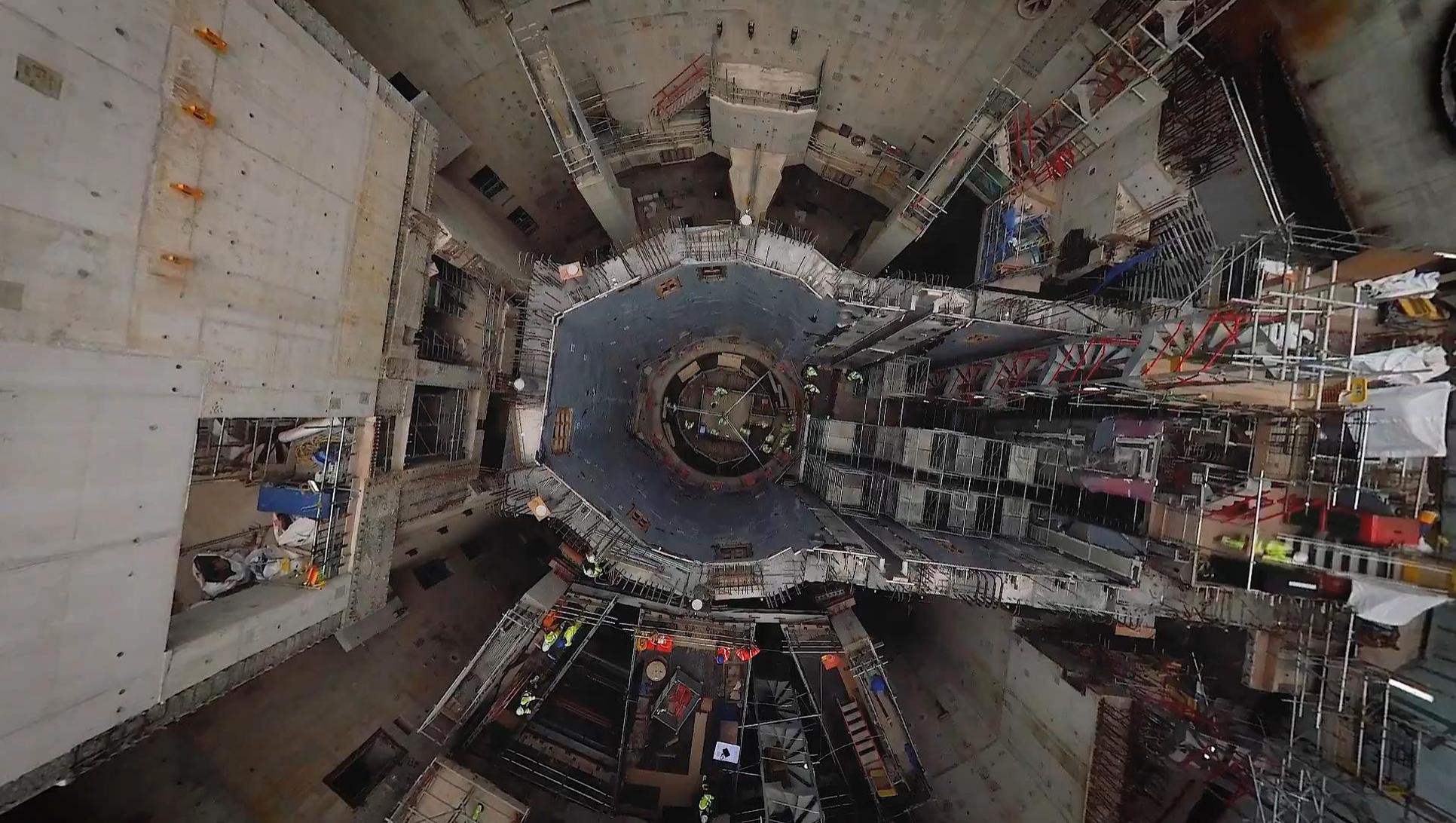
Project Progress – Virtual Tour



Hinkley Point C

site tour





The Path to Dome Lift

Equipment introduction

- Several pieces of key equipment are required to be installed prior to Dome Lift
- In August, the Reactor Pressure Support Ring was lifted into the building as well as the third accumulator for the emergency cooling system.

The RPV Support Ring supports the Reactor's position in the Reactor Pit.

It's the first piece of permanent equipment manufactured by Framatome to be introduced into the reactor building.



The Path to Dome Lift

Assembling and preparing to lift the Polar Crane

- Work on the Polar Crane assembly is taking place in the large white building opposite the Simulator Building.
- The Crane will swivel around the Dome to manoeuvre heavy components during construction and then be used for maintenance and refuelling.



Progress

- The crane is taking shape and Mechanical & Electrical fit out well underway.
- 4x bogies and 2x cross members assembled and Quadrilateral formed.
- In the past few weeks giant trolleys have been lifted into the enclosure. These will run up and down the crane's two large beams on rails.



Turbine Hall



Turbine Hall – Internal Crane

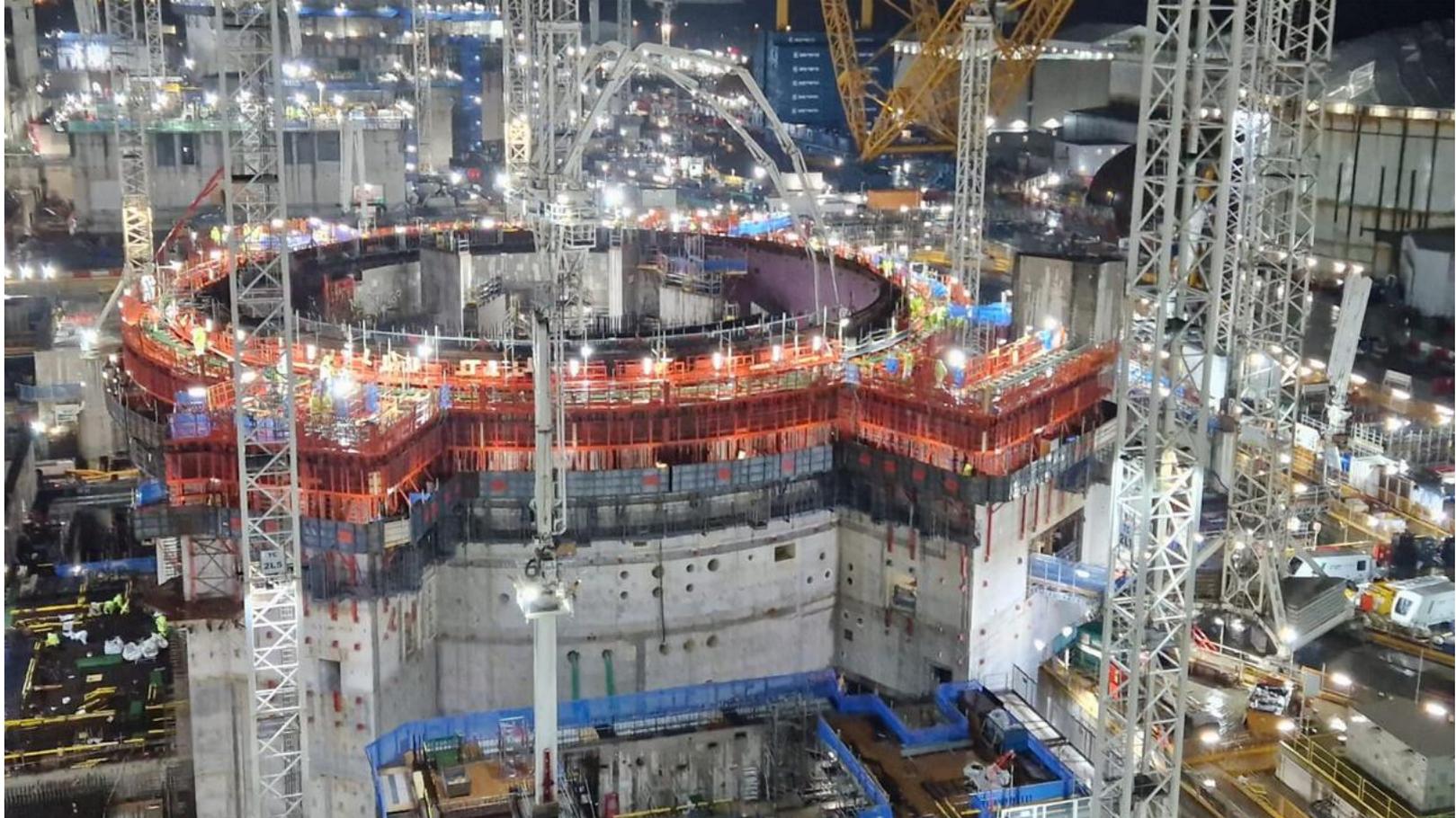


- The 300t crane trolley made the journey from Combwich in September.
- The crane will live at the top of the Turbine Hall and will be used for installation and maintenance of the Turbine.
- The crane is being assembled by Fayat in Avonmouth, Bristol.

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Unit 2



Marine Works



- The first of six Isolation Caps for have been delivered and installed.
- Each one consists of around 33 tonnes of high tech, first of type engineering.
- The caps have two important functions during construction and commissioning:
 1. Preventing water from entering the tunnels while the team completes the work to connect the tunnels to the heads sitting on the seabed.
 2. Allowing water from the Bristol Channel into the system, leading to the filling of the tunnels and ultimately flooding the forebay. Therefore, this delivery takes us one step closer on our Mission to Commission Hinkley Point C.

HPC Bus Incident - January 2023

- Avon and Somerset Police have concluded their investigation and released a formal statement.
- The details of the investigation are not available to the wider public, the Council or EDF.

“An investigation into a collision involving a double-decker bus and a motorbike on the A39 Quantock Road, in Bridgwater, on Tuesday 17 January this year has now concluded.

Officers carried out a full and thorough investigation, which included reviewing dashcam and other relevant footage, carrying out interviews with those involved in the collision, attendance by our forensic collision investigation team and reviewing all other available data.

An examination of the bus by the Driver and Vehicle Standards Agency (DVSA) did not identify any mechanical defects.

Following these enquiries, there was no evidence of any criminal offences being committed and as a result no further action will be taken against either driver.

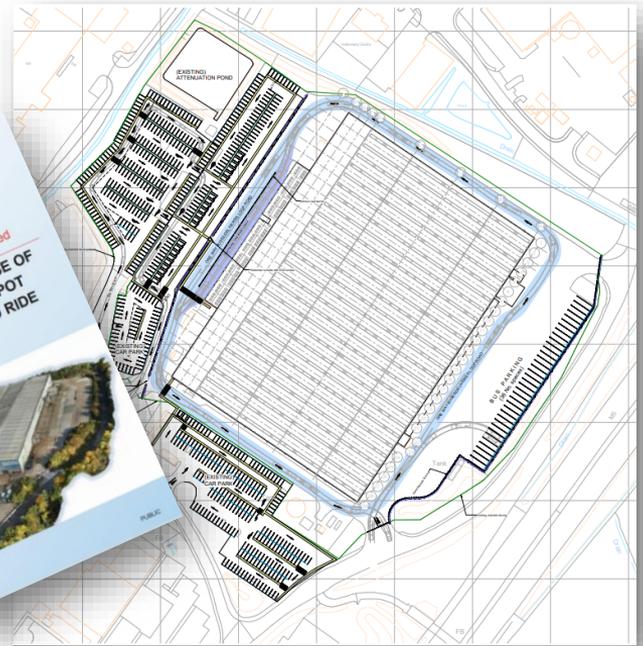
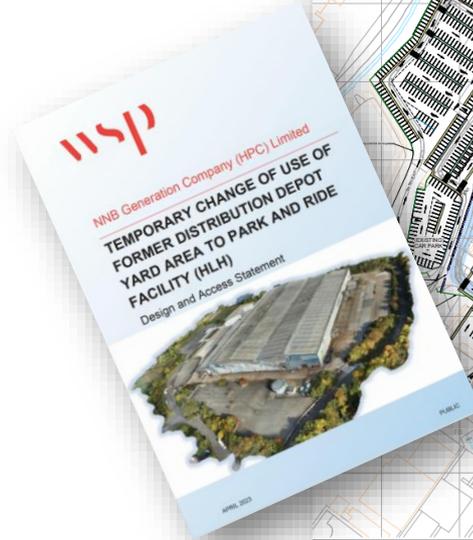
The evidence showed they both displayed standards which did not fall below that of a careful and competent driver.

A significant factor in this collision was the extent of ice on the road and the inclement weather conditions at the time.”

Planning Updates – Associated Developments

Sedgemoor Campus – additional car parking

- **Application has been approved** for 340 car parking spaces.



Combwich AIL Bypass

- Application for a temporary AIL bypass track within the existing Combwich Construction Compound is **being considered by the Council**.

Combwich to Hinkley Point Cycle Path

- The development of our proposals for a cycle path from Combwich to Hinkley Point will be further considered in 2024, ahead of any application being made.

Hinkley Logistics Hub

- HPC's application for the **Junction 24 Logistics Hub has been approved**.
- Additional Parking for around 600 cars will provide HPC with additional spaces at peak of construction;
- The facility helps us to achieve a better distribution between J23 and J24 whilst work at Dunball Roundabout is undertaken.

DCO Material Change Application

- In simple terms, an application to make changes to Hinkley Point C's original Development Consent Order application.
- The application will comprise the following 7 elements:
 1. Removal of requirement to install an Acoustic Fish Deterrent
 2. Compensation measures as a result of the removal of AFD
 3. Changes to Interim Spent Fuel Store
 4. Removal of building and replacement with Equipment Storage Building
 5. Changes to Meteorological Mast
 6. Retention of Hinkley Point Substation
 7. Addition of Sluice Gate Storage Structures

Habitat Compensation Package

Emerging Proposals include;

- Saltmarsh
- Sea Grass
- Kelp Forest
- Oyster Beds
- Weir / Barrier Removal



Indicative Timetable



Thank You

Pre-submitted Questions

- **Deflectograph survey:** *I understand that the above should take place on a two-yearly basis which time period ends in December this year. It would be useful if the result of this, particularly in regard to the section of the C182 through Stogursey parish from Idson lane through Wick woods to the Shurton / Burton junction are now available. As mentioned at previous meetings this stretch of road has become more uneven and undulating over time - it does not appear to be surface issues but likely to be more related to structural problems. This stretch of road is becoming more hazardous for drivers to use safely - with some straddling the centre line when safe to do so - rather than risk driving on the HPC bound carriageway and 'thrown' towards oncoming traffic. It will be interesting to hear the updated comments from Somerset Highways.*

- Submitted by Sue Goss, Stogursey Parish Council

Pre-submitted Questions

- **Operation Harold:** *Should the above traffic diversion ever be required to operate through Stogursey - then the current state of the roads/ lanes are not in a good condition to cope with the heavy vehicles - buses and HGV's etc - which would be involved. This route has been neglected and is in a poor state of repair - particularly with regard to regularly occurring pot holes (some of which have been regularly subject to repair) and erosion of roadside edges caused by mainly oversized farm vehicles. Should the Emergency Access Road ever be needed to be used then further problems could occur if this route was not properly maintained as it should be. Comments from Somerset Highways would be welcome.*

- Submitted by Sue Goss, Stogursey Parish Council

Pre-submitted Questions

- **C182:** *The grips on the C182 has not been dug out this year. This means that standing water is laying on the road even after other flooding has receded. This creates a road safety issue. Responsibility for maintenance presumably lies with Somerset Council but as the majority of the traffic is Hinkley related are EDF accepting any liability or allowing for any mitigation?*

- Submitted by Richard Cuttell

Pre-submitted Questions

- **HPC Bus Incident January 2023:** *The police statement on this is disappointing as it makes no mention of the cause/s of the accident/s, or the victims. What can you tell us about the 70 lucky survivors of the accident in relation to their working at HPC? The recent heavy rain has produced the run-off onto the A39 on Sandford Hill which, when it froze, presumably caused the accident. What steps are EdeF/SPS taking to avoid a repeat with a less favourable outcome this winter?*
- **Second Workforce Uplift:** *Although there is no mention of the fact in the Project Progress presentation, it appears to be the case that there are 10,000 workers on site. This is 50% more than the original 6,500 and, apart from demonstrating how desperate EdeF is to reduce further delays to completion, seems to be avoiding the consultations with the Community and Mitigations discussions with Councils that were a feature of the first Workforce Uplift to 8,500. What is going on?*

- Submitted by Roy Pumfrey, Stop Hinkley

Item 4: Update from Transport Review Group

Rachel Lister

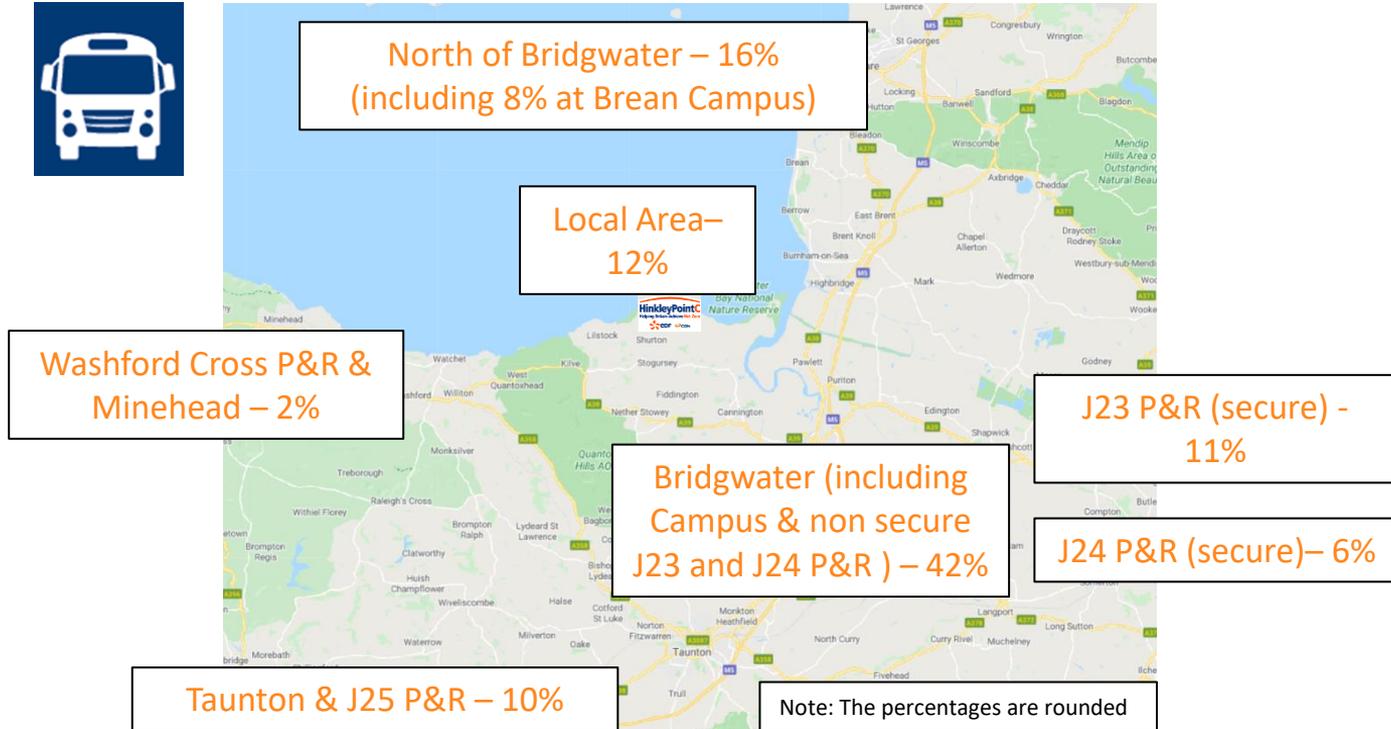
HPC Transport Planning Lead, Site Nuclear Compliance

Construction Workforce Travel Plan (CWTP)

Final Journey to HPC	Target	Q2 (14/06/23) Workforce	%	Q2 (13/09/23) Workforce	%
Walk	9%	909	10%	524	5.5%
Cycle	0%	30	0.3%	74	0.8%
Motorcycle	0%	50	0.6%	48	0.5%
Car	4%	224 (192 car drivers and 32 passengers)	2.5%	217 (189 car drivers and 28 passengers)	2.3%
Car Passenger via Drop Off Location	-	-	-	122	1.3%
 HPC Bus Service	87%	7,863	86.6%	8,521	89.6%
Total	100%	9,076	100%	9,506	100%

Construction Workforce Travel Plan (CWTP)

- HPC Bus Passenger Boarding Locations (last Quarter)



Construction Workforce Travel Plan (CWTP)

HPC Helpline Complaints	2023 Q2		2023 Q3	
HPC Worker not Fly Parking	21	10%	24	15%
HPC Worker Fly Parking	46	21%	33	20%
Not a HPC Worker	147	69%	105	65%
Total	214	100%	162	100%

- The HPC Fly Parking Team also undertake their own checks and investigated 1,025 potential observations.
- During the last Quarter, 455 bus passengers were found to be fly parking.
- This represents 4% of the total workforce and based on a full working week (Monday to Sunday) during the Quarter equates to 7 HPC workers fly parking a day.
- All those identified go through the Fly Parking Policy – 3 Stages

HPC Car Share

- HPC Car Share Strategy and Liftshare App – Launched 28th September 2022
- A monthly competition - HPC workers enter by signing up to the website or App and registering their journeys.
- Promotion of HPC Car Share continues.
- **22%** of those arriving via car to a Park and Ride were car sharers (2,840 bus passengers arriving via car and of these 802 via Car Sharing– 277 car share driver and 344 car passengers).

Park and Ride	J23	J24	Cannington	Washford Cross	Quantock Lakes	J25	HLH	Worle	Total
2023 Q23	252 Car Sharers	161 Car Sharers	57 Car Sharers	14 Car Sharers	20 Car Sharers	58 Car Sharers	15 Car Sharers	44 Car Sharers	621
No. Arrived by Car	1,260	612	177	79	101	366	89	156	2,840
% of those arrived by car who Car Shared	20%	26%	32%	18%	20%	16%	17%	28%	22%

Construction Traffic Management Plan (CTMP)

- HGV Movements against HGV Average / Maximum Daily / Quarterly Limit for HGV Routes

HGV Movements	DCO Cap (Movements)	2023 Q2			2023 Q3		
		Average Daily Movements	Maximum Movements on any day (Mon-Fri)	Maximum Movements on any day (Sat)	Average Daily Movements	Maximum Movements on any day (Mon-Fri)	Maximum Movements on any day (Sat)
HGV Movements	500 Average 750 (Mon to Fri) 375 (Sat)	139	243	34	159	278	66
HGV Route 1 (J23)	450	113	187	34	129	218	66
HGV Route 2 (J24)	300	25	71	0	30	86	0

Construction Traffic Management Plan (CTMP)

- Time Restrictions - HGV Movements

		2023 Q2			2023 Q3		
HGV Movements	DCO Cap (Movements)	Average Daily Movements	Max Movements on any day (Mon-Fri)	Max Movements on any day (Sat)	Average Daily Movements	Max Movements on any day (Mon-Fri)	Max Movements on any day (Sat)
07:00 - 07:59	40	24	39	4	25	36	20
08:00 – 08:59	30	16	28	6	18	30	16
09:00 – 09:59	50	17	36	10	24	46	8
10:00 – 10:59	No CAPS	19	42	6	18	34	4
11:00 - 11:59		15	28	2	16	36	10
12:00 – 12:59		12	30	4	16	34	14
13:00 – 13:59		16	34	0	18	41	12
14:00 – 14:59		10	28	2	12	28	0
15:00 – 15:59		4	13	0	7	28	0
16:00 – 16:59		50	4	13	0	3	10
17:00 – 17:59	40	2	8	0	2	6	0
18:00 – 18:59	40	0	2	0	2	10	0
19:00 – 21:59	No CAPS	0	2	0	1	4	0

Construction Traffic Management Plan (CTMP)

- 19 breaches (0.18% of total HGV movements) during Quarter Q2
 - *1 HGV outside of permitted delivery hours*
 - *0 HGV over permitted time limit*
 - *18 HGVs deviated from the approved HGV route*

- 27 breaches (0.22% of total HGV movements) during Quarter Q3
 - *1 HGV outside of permitted delivery hours*
 - *0 HGV over permitted time limit*
 - *26 HGVs deviated from the approved HGV route*

Construction Traffic Management Plan (CTMP)

- 2023 Q2 (average):

Daily HGV Movements	Daily HGV Deliveries
139	70

- 2023 Q3 (average):

Daily HGV Movements	Daily HGV Deliveries
159	80

(below 500 DCO average Limit)

- Forecast Next Quarter

Daily HGV Movements	Daily HGV Deliveries
210	105

Thank You

Item 5: Update on HPC Logistics

Claire Warner-Blackman
AIL Planning Delivery Lead

Logistics Support to Dome Lift

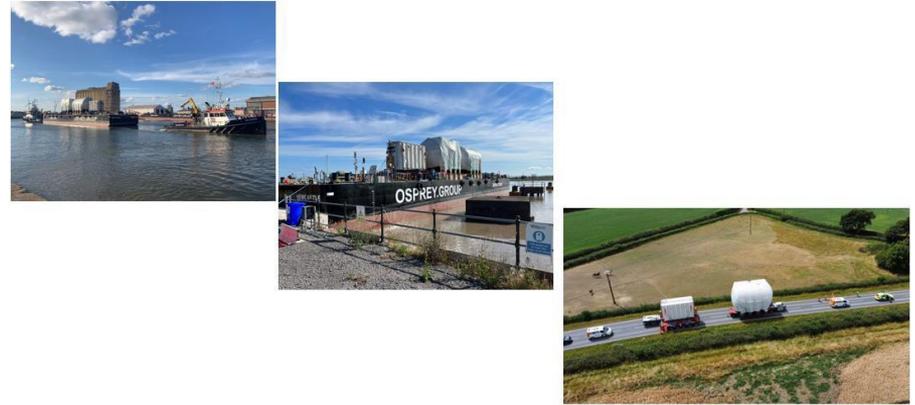
- Allocation of priority loads to support dome Lift
- Support through offsite construction of FAYAT Crane
- Marine AIL transportation of 10 critical path components
- Onsite movement of critical path equipment
 - Support for installation of Polar Crane
 - Support for installation of Emergency Diesel Generator Fuel Tanks
 - Support for installation of Fayat Crane
 - Support for installation of TEU tanks x 8
 - Support for installation of Turbine Hall Roof Sections

Marine AISL Deliveries to Combwich Wharf 2022

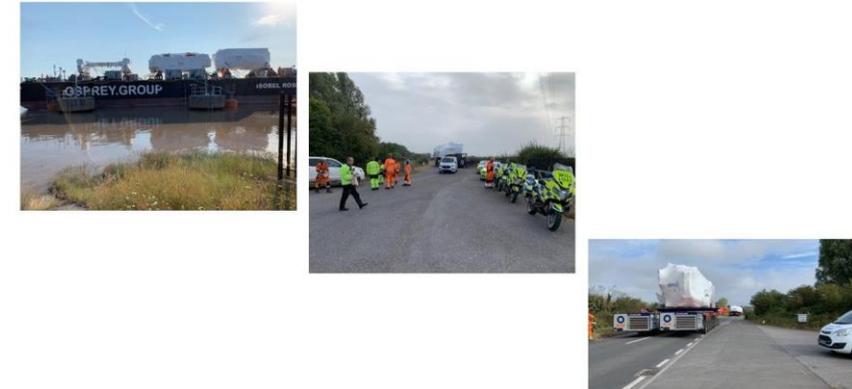
National Grid Transformer



TA Transformer & U2 EDG MFTs



Polar Crane Assemblies



Polar Crane Beam A & B



Turbine Hall Crane Girders



Turbine Hall

crane girder

HobbyPoint
EPC



Reverse Supply Chain - Waste by Water

- Utilisation of empty barge returning to Avonmouth following delivery to Combwich of HXA tank halves
- 3x Biffa Scrap metal containers carrying a total of 21 tonnes
- Saved a total of 108 miles of road mileage and 1.03 tonnes of CO₂ from HGV emissions



Temporary Jetty – Delivering more than aggregate

- Demonstrated the viability of the jetty to receive construction materials other than aggregate/sand, notwithstanding size and weight limitations
- 45 x Dome Liner Segments delivered
- Originally a mitigation for Combwich Wharf availability
- Plans to ship prefabricated rebar cages direct from Avonmouth

Dome Liner Segments





Community Safety Accreditation Scheme (CSAS)

- A&SC have now trained and vetted 25 members of the G4S team.
- 11x Marine AILs escorted by G4S to HPC since August 2023
- 2x Marine AILs delivered by A&SC in same period
- A&SC review each Marine AIL and confirm Escort
- Focus on continuous learning and development
- Positive Feedback and engagement with the community



Community Safety Accreditation Scheme (CSAS)



G4S Escort vehicles followed by the diesel generators. (Image: G4S)

By Ankita Badoni
Reporter

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SPECIALIST G4S security officers working at Hinkley Point C (HPC) have received a special accreditation that allows them to escort huge generators and other Abnormal Indivisible Loads (AILs) on the roads.



HinkleyPoint C
Helping Britain Achieve Net Zero

EDF CGN

Stay Informed with Hinkley Point C transportations!

- Subscribe to email notifications: Be the first to know about transportation dates along the C182
- Sign up for text alerts: Receive a notification 2-3 days before a transportation movement
- Please contact 07813 232358 providing your email & mobile number

Avonmouth

- Construction of temporary habitat to accommodate Emergency Diesel Generators outside S Shed
- Construction of rebar cage manufacturing facility on C Berth



Combrwich Wharf

- Planning application made for Bypass Track through Wessex Compound – decision due
- Extra fendering installed on Finger Pier following consultation with Port of Bridgwater.
- Combrwich Wharf Harbour Board set up to ensure compliance with the Port Marine Safety Code





Thank You

Item 6: Any Other Business

Chair

Item 7: Date of next meeting

Transport Forum: Thursday 14th March 2024 at 6pm

Next dates for the Community, Main Site and Transport Forums in 2024

All 6pm start and on Thursdays

Community Forum	18 th January 2024
Main Site Forum	22 nd February 2024
Transport Forum	14th March 2024

www.edfenergy.com/hpccommunity

Thank You