The Sizewell C Project

8.4 Planning Statement Appendix 8.4L HPC Section 106 Agreement Part 2 of 2

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Community Safety & Emergency Services Baseline Context

A.1 Introduction

This appendix outlines the current Community Safety structures in Somerset and the statutory responsibilities and powers of the Local Authorities and emergency services in relation to the Community Safety. This provides an overview of the resources that the emergency services and local authorities currently provide locally and how these services are structured.

The document also considers Community Safety initiatives and structures which could be utilised or built on to deliver Community Safety mitigation for the potential effects of the Project are also identified.

This Baseline Context has been prepared based on the current situation and therefore may be subject to change over time.

A.2 Local Community Safety & Emergency Services Capacity

This section outlines what provision must be made by the emergency services and the Local Authorities as a result of statutory responsibilities (e.g. response times) and what their Community Safety powers are (e.g. under Anti-Social Behaviour Act).

Situations are outlined where resources from the wider area would be required to be drawn on (e.g. specialist team from Ambulance service in Bristol).

A summary is presented of the Community Safety Structures and the work of the Community Safety teams in Somerset. In addition, the associated services which have a 'Community Safety' resource responsibility or are impacted by 'Community Safety' related issues provided by each Local Authority are identified.

A.1.1 Community Safety Legislative Framework

The key Community Safety related legislative framework is summarised below:

Relevant	Relevant Legislation
1974	Health & Safety Act
1988	Road Traffic Act
1996	Police Act
1998	Crime and Disorder Act
2001	Radiation (Emergency Preparedness and Public Information) Regulations
2003	Anti Social Behaviour Act
2004	Civil Contingencies Act
2004	Fire & Rescue Act
2005	The Regulator Reform (Fire Safety) Order
2006	Police and Justice Act
2007	Local Government and Public Involvement in Health
2007	Crime and Disorder (Formulation and Implementation of Strategy) Regulations
2007	Crime and Disorder (Prescribed Information)
2009	Crime and Disorder (Overview and Scrutiny)
2010	Equality Act

Table 1: Key Related Legislative Framework for Community Safety

The Crime and Disorder Act 1998 (C&D) as amended by the Police Reform Act 2002 and the Police and Justice Act 1006 (P&J), places a duty on specific agencies, known as responsible authorities, to work together and with other agencies within the community to tackle crime, anti-social behaviours, behaviours that adversely affects the local environment and substance misuse (including drugs & alcohol) at a local level

The Local Authorities have a community leadership role and democratic responsibility to the electorate to ensure their interests and concerns are comprehensively addressed. The Local Authorities have clear duties relating to Community Safety under the Crime & Disorder Act 1998, namely section 17 of the C&D Act places a statutory duty upon Local Authorities to carry out all its various functions with due regard to the need to do all that it reasonably can to prevent crime and disorder in its area. Recently this duty has been extended to include reducing re-offending. As well as this, authorities are required to set up Crime & Disorder Reduction Partnerships (now termed Community Safety Partnerships, CSP's) and produce strategies, within a partnership plan, for reducing crime & disorder every three years.

The LG&PIH Act provides Local Authorities with powers to scrutinise all aspects of performance by their Council in respect of delivery of community safety targets. In respect of performance that is specific to Crime and Disorder, the powers of Local Authority scrutiny committees have been

extended to provide for the scrutiny of CSP's. Section 19 of the P&J Act requires every Local Authority to have a Crime and Disorder committee.

The Somerset Strategic Partnership contains a subgroup 'Safer Communities Group'; these are linked also to the Local Authority's powers under the Local Government Act 2000 and amended, in part, by the Sustainable Communities Act 2007. (I.e. which gives Local Authorities powers to take steps which they consider is likely to promote the wellbeing of their area or inhabitants.)

A.1.2 Summary of Community Safety Structures in Somerset

A.1.2.1 Community Safety Structures in Somerset

There are a number of differing but related themes to Community Safety work in Somerset, such as hate crime, anti social behaviour, drugs and alcohol and domestic abuse. These themes are delivered by a range of partners and bodies. Statutory duties laid down in the Crime and disorder Act 1998 require responsible authorities* to work together in a Community Safety Partnership.

*Responsible authorities are defined as Police, Police Authority, Local Authority, fire & Rescue Services, Primary Care Trusts and Probation Services. Certain other organisations are placed under an obligation to co-operate with the CSP. These include Parish Councils; National Park Authorities and, more recently, Social Housing providers.

A.1.2.2 Somerset Community Safety Partnership

Until very recently, the Community Safety Partnerships (CSP) in Somerset were structured in the following way; Mendip & South Somerset CSP on the East of the County, and an informally merged Somerset West CSP on the West covering Sedgemoor, Taunton Deane and West Somerset districts.

In March 2011 the decision was made for The Safety Communities Group, previously a sub group of the now defunct Somerset Strategic Partnership, to become the Somerset Community Safety partnership, informally merging the East and West structures. Beneath the strategic level CSP, two tactical groups will be formed on the East and the West, mirroring the CSP at a local delivery level. Figure 1 illustrated the new partnership structure for Community Safety in Somerset.

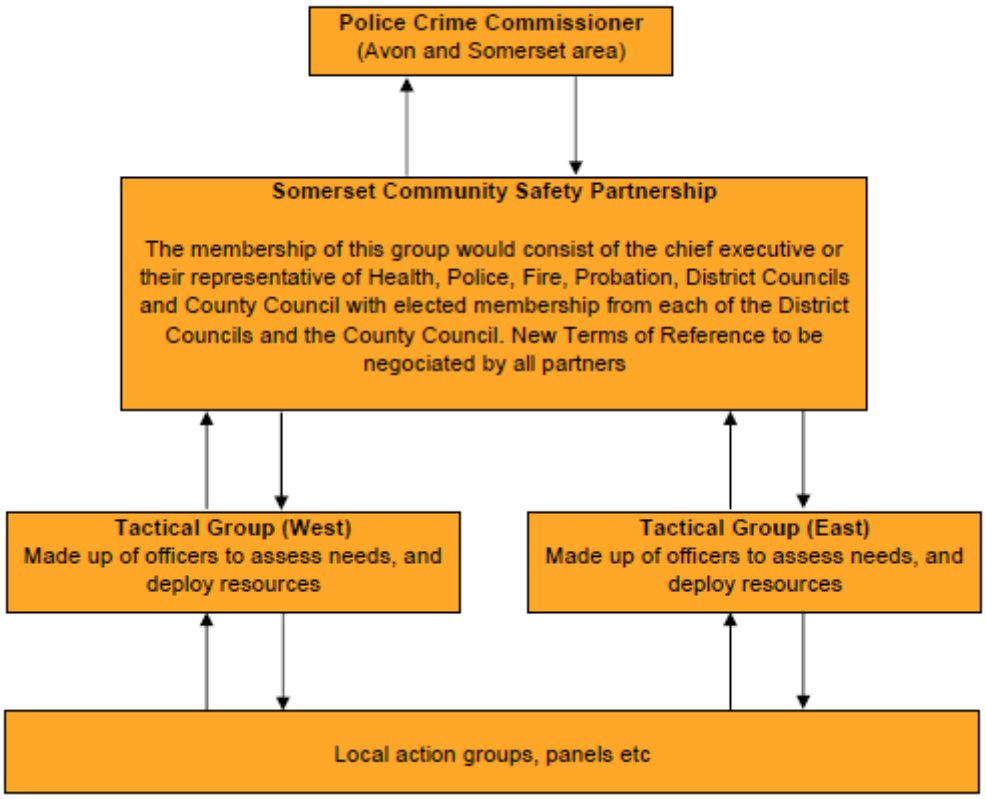


Figure 1[1]: Diagram showing new partnership structure for Somerset

A1.3 Local Authority community Safety Teams

Each Local Authority in Somerset has some form of Community Safety team or an individual with Community Safety responsibility. The service works closely with other officers and partners across the council, as well as colleagues in other councils and other partner agencies.

Community Safety encompasses a range of different activities aimed at enhancing the quality of life for the residents and visitors to West Somerset and Sedgemoor. The function of the District Community Safety Officers encompasses the following roles and responsibilities:

- To manage the commissioning and delivery of community safety initiatives with the aim of reducing Crime & Disorder and Anti Social Behaviour
- To co-ordinate and participate in the Safer Somerset West community Safety partnership and any sub groups. Assisting in the preparation, implementation, monitoring and evaluation of the

[1] extract from 'Merging Crime and Disorder Reduction Partnership Areas under Section 5 of the CDA 1998 as amended by Section 97(3) of the PRA 2002: Guidance for Home Office Regional Directors in England'

County wide Community Safety Plan and annual strategic assessment.

- To manage and respond to reports of anti social behaviour that do not fall within the statutory defined service response from other Council department e.g. noise nuisance such as shouting heard through walls, doors banging, and late night shouting. Participate in multi agency response to monitor continued anti social behaviour, utilising tools and powers laid down in Anti Social Behaviour Act 2003 where necessary.
- To work with partners to reduce Hate Crime, Domestic Abuse, serious acquisitive crime, Counter Terrorism threat, business crime, night time economy issues and ASB. Close working is maintained with the Police and various preventative measures including alcohol designation zones and dispersal orders have been introduced to tackle anti-social behaviour
- To work with the communit on issues of concern through the Partners and Communities Together (PACT) process and 'Have Your Say'
- To highlight and embed Section 17 of the Crime and Disorder Act 1998 internally, promoting the requirement to consider the impact of duties and functions on the wider issue of crime and disorder reduction
- Are driven by the Somerset Community Safety Plan which is based on LAA themes.
- To support undertaking of strategic assessment to gather data from all partners to assess crime and disorder in Somerset. This highlights priorities for 3 years, and a partnership plan is refreshed every year,

A.1.4 Sedgemoor District Council (SDC)

A.1.4.1 Community Safety Related Key Policy Framework within SDC

Sedgemoor District Council Corporate Strategy (2009 – 2014), which was refreshed in 2010, sets out the following Priorities, Themes and Objectives which relate to Community Wellbeing and Safety:

a) Consider health and wellbeing in its widest sense, beyond physical as achieved through living a healthy lifestyle. SDC are seeking to address the cause of ill-health, deprivation through poor housing, fuel deprivation, poor education, and low pay or unemployment.

A sense of wellbeing among the varied communities in Sedgemoor also relies on feeling safe both in the home and in daily life. For this reason, SDC will

continue to work with partners to reduce crimes and the fear of crime across the District.

To protect public health and ensure provision of safe workplaces and food business in Sedgemoor.

To support learning, skills development and cultural engagement across the District.

To improve housing conditions for the residents of Sedgemoor and so improve their health, education, and employment opportunities.

To help mitigate the impacts of the recession on the residents of the District

To support educational achievement, employment opportunities and the avoidance of health and drug problems

The Corporate Plan also notes that by working in partnership with Homes in Sedgemoor the Council is committed to: “working in partnership to create safe and secure neighbourhoods and sustainable mixed communities.”

A.1.4.2 SDC Organisational Structure Related to Community Safety

The organisational structure which is the platform for SDC Community Safety delivery of services is shown in Figure 2 Below. There is a Community Safety team with Community Safety responsibilities within SDC and there are a number of other services which deliver Community Safety related services.

A.1.4.3 SDC Community Safety Team

Currently, there is only one Community Safety Officer role in SDC with the roles and responsibilities as outlined in Section A.2.3. In addition to the roles in A.2.3, the Community Safety Officer also covers the following workstreams, which up until recently were covered by additional staff:

- Community Safety project officer role - managing partnership projects, responding to community needs, leading on the multi agency approach to problem solving
- Anti Social Behaviour hotline and database manager role - coordination of the information captured by the Police and the LA to provide an indication of the issues experienced in the community. The analysis of this information helped to steer the work of the project officer.
- Bridgwater and Burnham Security Group Manager role - managed the liaison with the business community via BBSG, overseeing the localised Pubwatch and Retailwatch forums in Bridgwater and Burnham. This scheme incorporates a radio link system for members and an intelligence sharing process
- SDC Health team manager role

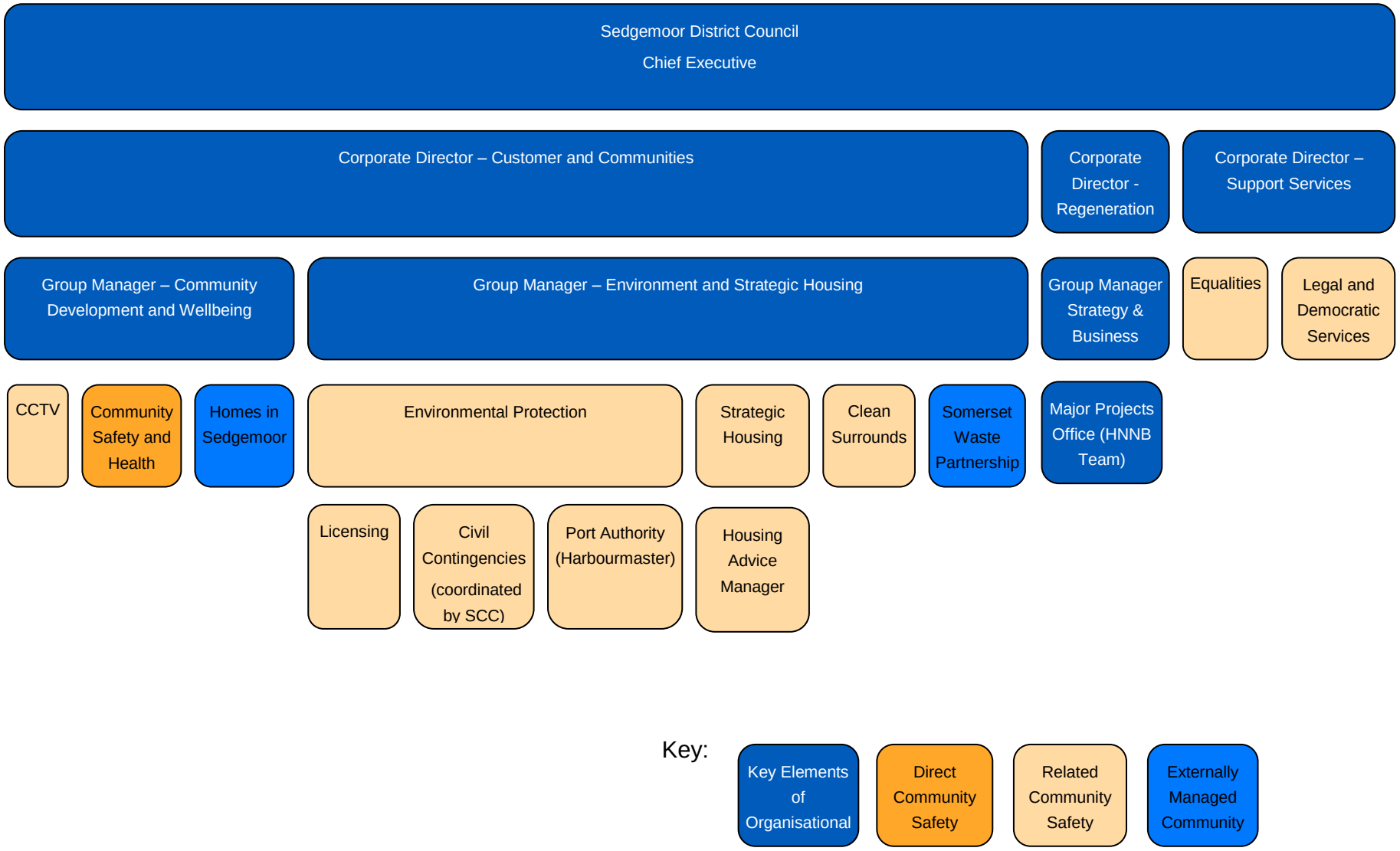


Figure 2: SDC Organisational Structure in the Delivery of Community Safety Services

A.1.4.4 Related Community Safety Services within SDC

The following table highlights the related services in SDC, and an overview of the roles of these services in delivery of community safety:

Service provided	Overview
CCTV	CCTV helps to reduce crime and the fear of crime. Sedgemoor, working in partnership with South Somerset District Council and Taunton Deane Borough Council, houses a CCTV control centre that monitors 150 cameras in 8 towns. The towns currently covered are Bridgwater, Burnham-on-Sea, Cheddar, Highbridge, North Petherton, Yeovil, Taunton and Wellington. CCTV supports and works with Retail Watch. The control room has become the focal point for communication between the retailers and the police, allowing a crackdown on retail crime. CCTV also plays a key role in Pub Watch, working with landlords and Police. The CCTV cameras operate 24 hours a day for 365 days per year, therefore the operators also undertake the same hours. There are currently 2 operators per shift for every shift.
Clean Surrounds – provision of street cleaning	Clean Surrounds manage and undertake the cleaning throughout the district including litter picking, provision of bins, fly tipping, and graffiti removal. The service manages the cleanliness of the Bridgwater Town Centre and therefore provides community safety related function of mitigating and managing the impacts of anti-social behaviour.
Private Sector Housing (Partnership between SDC and WSC)	Under the Housing Acts, the partnership has duties to take action on unfit properties and to licence certain types of Houses in Multi Occupation. For Sedgemoor, West Somerset undertakes the licensing of Houses in Multi Occupation. Sedgemoor undertakes enforcement action for West Somerset.

Service provided	Overview
Licensing	Sedgemoor provides a licensing service that licenses amongst other things: • Premises • Taxi and private hire • Caravan sites • A review of licensing at a property may be undertaken if there are crime & disorder issues reported at the premises.
Port Authority	As Harbour Authority for the Sedgemoor area, Sedgemoor District Council is responsible for ensuring that the statutory conservancy, regulatory and pilotage functions for the Port of Bridgwater are carried out efficiently
Legal services	Legal Services provides legal advice and services to Councillors and Officers of the council. The section assists and advises on all areas of law relevant to the Council's functions and activities.
Homes in Sedgemoor	Homes in Sedgemoor is an Arms Length Management Organisation (ALMO), which manages the Councils housing stock. Registered social landlords have statutory obligations outlined in the Anti Social Behaviour Act 2003. RSLs are required to cooperate with Community Safety Partnerships through the Crime and Disorder Act 1998.
Civil Contingencies	This Service is provided by Somerset CC under the Somerset Local Authorities Civil Contingencies Partnership (SLACCP). The Somerset Local Authorities' Civil Contingencies Unit (SLACCU) delivers this service. Each District Council has a manager responsible for civil contingencies matters within its local authority as part of SLACCP.
Equalities	Both Sedgemoor and West Somerset have officers who have a lead responsibility for Equalities , and these officers work together as part of a county wide equalities group, Somerset Equality Officers Group, who work together to deliver county wide pieces of

Service provided	Overview
	work. Equalities officers work in accordance with the Corporate Equality Plan to promote equality of opportunity for all, eliminating discrimination whilst ensuring that there is greater cohesion between people and communities in the District. Equalities is a broad title that covers the delivery of service to all residents in the district. In essence it ensures that every member of the community receives the same level of service regardless of their age, colour, belief or gender. Where this doesn't happen, and tensions rise then, then equalities and community safety meet to ease tensions and bring back balance.

Table 2: SDC Related Community Safety Services

A.1.5 West Somerset Council (WSC)

A.1.5.1 Community Safety Related Key Policy Framework within WSC

West Somerset Council Corporate Priorities (2010 – 2011), which were drafted in September 2010, establishes the following Priorities, Themes and Objectives which relate to Community Wellbeing and Safety:

- To ensure adequate mitigation and compensation measures are in place to limit the adverse impacts during the construction and future operation of Hinkley Point, including the long-term storage of nuclear waste.
- To improve working relationships between the Council, and Parish / Town Councils and community organisations.
- To lead the community of West Somerset in responding to the proposed development at Hinkley Point.

The West Somerset Community Strategy sets out the objective to develop and maintain a thriving sense of community in West Somerset by:

- providing accessibility to services for everyone
- promoting community cohesion
- reducing perceptions that result in the fear of crime
- ensuring that facilities and services to promote healthy lifestyles are accessible
- promoting exercise for all people using the natural environment

A.1.5.2 WSC Organisational Structure Related to Community Safety

The organisation structure which is the platform for WSC Community Safety delivery of services is shown in Figure 3. There is a Community Safety team with Community Safety responsibilities within WSC and there are a number of other services which deliver Community Safety related services.

A.1.5.3 WSC Community Safety Team

For a number of years, West Somerset Council has employed a full time Community Safety Officer, with their roles and responsibilities as outlined in Section A.1.3.

Since 2005, a part time (0.6) CCTV coordinator has been hosted by West Somerset Council to manage the day to day operation of the CCTV system in Minehead. This CCTV postholder also has responsibility for the operation of the CCTV equipment installed in West Somerset Council premises.

Both of the CSO and CCTV posts have, for some years, been funded utilizing grants made by the Home Office. The CSO post has been funded to the extent of 50% of actual salary costs and the CCTV coordinator 100% of salary costs. However, this funding has now been subsumed into the area based grant from Central Government which is paid to Somerset County Council.

Together with the traditional roles of a CSO (e.g. hate crime and social cohesion issues, public place anti social and crime issues (both strategic and operational responses), domestic abuse), the postholder in West Somerset undertakes a number of additional roles on behalf of West Somerset Council. These include responsibility for gypsy and traveller issues; liaison with licensing bodies and representation of the Council on the management committee of the £3.25 million Minehead EYE project.

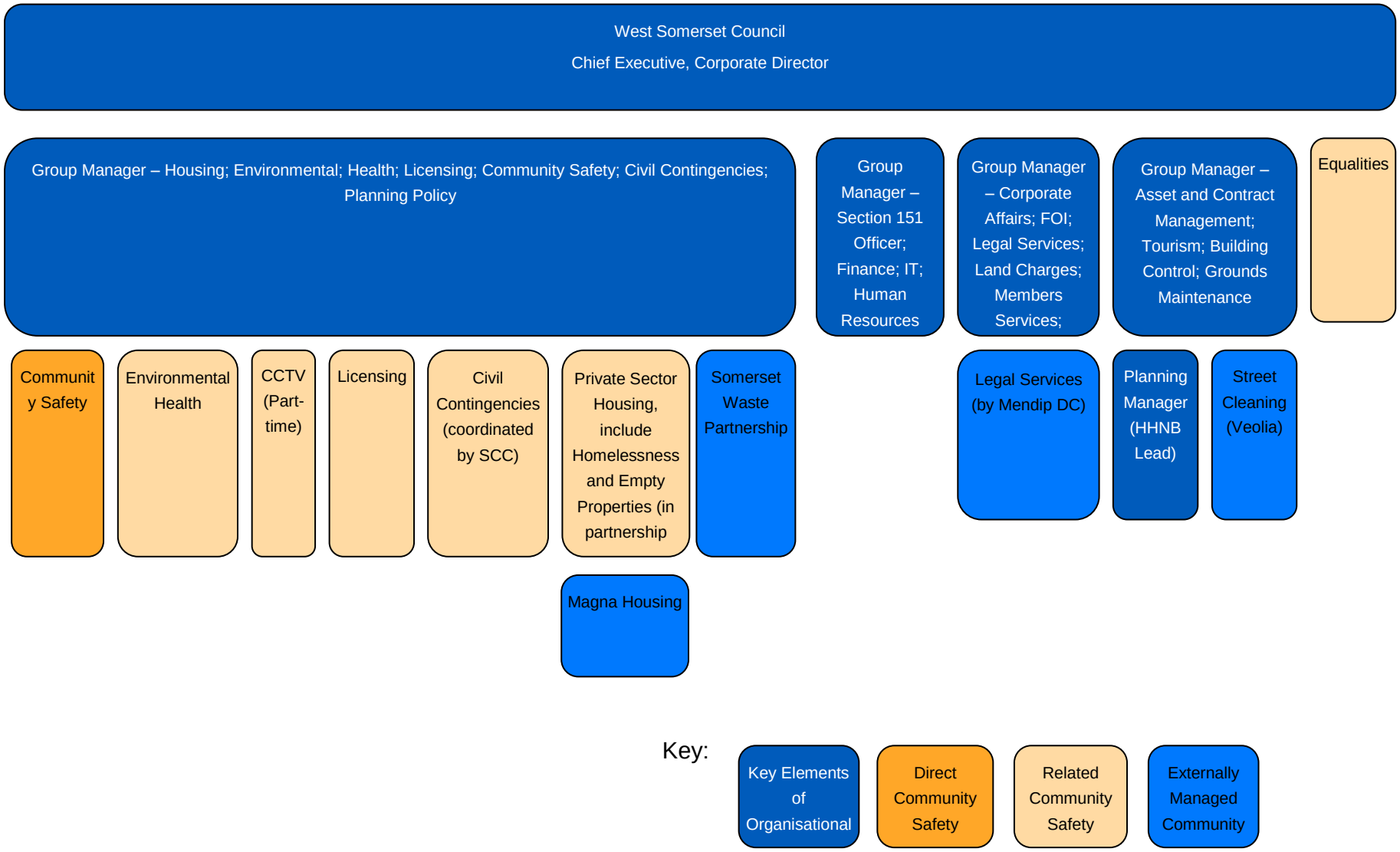


Figure 3: WSC Organisational Structure in the Delivery of Community Safety Services

A.1.5.4 Related Community Safety Services within WSC

The following table highlights the related services in WSC, and an overview of the roles of these services in delivery of community safety:

Service provided	Overview
CCTV	CCTV helps to reduce crime and the fear of crime. There is CCTV in Minehead which is delivered through the coordinator and some notable successes have been achieved. It is provided by a partnership between Minehead Town Council, West Somerset Council; Avon and Somerset Constabulary and the Community Safety Partnership. CCTV cameras are monitored at Minehead Police Station by a part-time WSC employee and is sometimes manned by volunteers.
Environmental Health	Environmental Health services delivered by WSC include food safety, health and safety, air quality, contaminated land, environmental protection, a dog and pest control service, implementation of the Clean Neighbourhood and Environment Act and private water supplies. The majority of the service is statutory and the key customers are members of the public, businesses and visitors to the area.
Private Sector Housing (Partnership between SDC and WSC)	The Private Sector Housing Team works in partnership with Taunton and Sedgemoor Councils. Their function is to enforce and advise about the standards required in private sector rented properties. They also ensure certain Houses in Multiple Occupation are licensed and managed as the legislation requires. Sedgemoor undertake enforcement action for West Somerset. Management of the formerly Council owned housing stock rests primarily with Magna Housing who have a range of statutory duties to address anti-social behaviour and problem tenants.
Licensing	Licensing services aim to receive and process licence applications efficiently. This includes hackney carriages, private hire, animal welfare, street trading,

	premise, club and personal licenses as well as temporary event notices, caravan and camp sites; zoo licenses and work associated with the Gambling Act. The service is a statutory function and the key customers are both businesses and individuals. A review of licensing of a licensed premises may be undertaken if there are crime & disorder or associated anti social issues reported at the premises.
Street Cleaning	Veolia manage and undertake the cleaning throughout the district including litter picking, provision of bins, fly tipping, and graffiti removal. This service may be called upon to undertake street cleaning in the event of debris/damage occurring during instances of disorder (e.g. Protests).
Legal services	Legal services are delivered in West Somerset, on a contractual basis, by the legal team of Mendip District Council.
Civil Contingencies	This Service is provided by Somerset CC under the Somerset Local Authorities Civil Contingencies Partnership (SLACCP). The Somerset Local Authorities' Civil Contingencies Unit (SLACCU) delivers this service. Each district council has a manager responsible for civil contingencies matters within its local authority as part of SLACCP.
Equalities	Sedgemoor and West Somerset have officers who have a lead responsibility for Equalities , and these officers work together as part of a county wide equalities group, Somerset Equality Officers Group, who work together to deliver county wide pieces of work. Equalities officers work in accordance with the Corporate Equality Plan to promote equality of opportunity for all, eliminating discrimination whilst ensuring that there is greater cohesion between people and communities in the District. Equalities is a broad title that covers the delivery of service to all residents in the district. In essence it ensures that every member of the community receives the same level of service regardless of their age,

	colour, belief or gender. Where this doesn't happen, and tensions rise then, then equalities and community safety meet to ease tensions and bring back balance.

Table 3: WSC Related Community Safety Services

A.1.6 Somerset County Council (SCC)

A.1.6.1 Community Safety Related Key Policy Framework within SCC

There are a total of 60 indicators in Somerset's Local Area Agreement (LAA) which will be used to measure Somerset's performance against the targets set. Of these indicators, 32 are National Indicators, and the following 8 relate to creating and maintaining safer communities:

- NI 16 - Serious acquisitive crime
- NI 21 - Dealing with local concerns about ASB and crime
- NI 30 - Re-offending rate of prolific and priority offenders
- NI 32 - Repeat incidences of domestic violence
- NI 39 - Rate of hospital admissions per 100,000 for alcohol related harm
- NI 40 - Number of drug users recorded as being in effective treatment
- NI 47 - People killed or seriously injured in road traffic accidents
- NI 111 - First time entrants to the youth justice system aged 10 - 17

Although NI's are no longer in use formally, SCC and partners are still using some of the National Indicators for their own use to monitor performance in important areas.

As part of Somerset's Sustainable Community Strategy, 2008 – 2026, there are six main Aims, of which Aim 5 is 'Staying Safe'. Within Aim 5 'Staying Safe' there are a set of Challenges, and the key ones relating to community safety and wellbeing are outlined below:

- Challenge 14 - Community Safety
  - Reduce the number of serious acquisitive crimes
  - Increase the perception of understanding of local concerns about antisocial behaviour and crime issues by the local council and police
  - Reduce the re-offending rate of prolific and priority offenders

  - Increase the number of young offenders engaged in suitable education, employment or training
  - Reduce the number of alcohol-harm related incidents
  - Increase the number of drug users recorded as being in effective treatment
  - Reduce the number of first time entrants to the Youth Justice System aged 10-17.
- Challenge 15 - Mutual Respect and Understanding
  - Increase the percentage of people who believe people from different backgrounds get on well together in their local area
  - Increase the perception that people in the area treat one another with respect and consideration.
- Challenge 16 - Road Safety
  - Reduce the number of people killed or seriously injured in road traffic accidents.
- Challenge 17 - Domestic Abuse
  - Reduce the repeat incidents of domestic violence.

Somerset County Council's Annual Plan outlines what the Council hope to achieve in the upcoming year and the Aims relate to those in the Sustainable Community Strategy and in particular Aim 5 'Staying Safe' The following are targets and measures are outlined in the annual plan:

- Work to reduce anti-social behaviour and reduce youth offending, domestic abuse and acquisitive crime:
  - With SCC partners, review the Somerset Community Safety Agreement, in order to reduce crime in the county.
  - Help reduce alcohol related crime through the implementation of the agreed strategy including reducing sales of alcohol to under 18s.
  - Implement the anti-bullying strategy through schools and other settings and services including the Race Inclusion Project.
  - Reduce drug related crime and the harm drugs cause by working with the community and with users.
  - Continue to reduce the rates of offending, including by children and young people.
- Reduce collisions and injuries on Somerset's roads:
  - Engage local communities and businesses in road safety initiatives.

  - Deliver our road safety plans with key agencies through the Road Safety Partnership.
- Safeguard all vulnerable people:
  - Improve safeguarding by strengthening arrangements for effective protection of children and young people. Implement the Local Safeguarding Children's Board Plan.
  - Improve placement stability for those children in care. Develop effective early interventions and preventative strategies for those children on the cusp of care.
  - Improve safeguarding for vulnerable adults by implementing the work plan for the Safeguarding Adults Board.
  - Increase use of the Common Assessment Framework to improve outcomes for adults with longer term health and social care need.

Somerset County Council's Corporate Equalities Plan aims to:

- support the development of the New to Somerset website
- develop open and trusting relationships with diverse groups
- use research related to migrant workers to inform service delivery
- support the Somerset Faith and Beliefs Forum

A.1.6.2 SCC Organisational Structure Related to Community Safety

The organisational structure which is the platform for SCC Community Safety delivery of services is shown in Figure 4 below. There is a Community Safety team with Community Safety responsibilities within SCC and there are a number of other services which deliver Community Safety related services.

A.1.6.3 SCC Community Safety Team

Somerset County Council has a lead role in commissioning services around care and support throughout Somerset. This includes services for victims of domestic abuse, services for drug and alcohol dependency and many more.

There are two key roles, each within the SCC Community Safety team, which are both undertaken as full-time posts:

- Community Safety Manager – Strategic role leading on Community Safety for SCC.
- Community Safety Officer (Inter-personal Violence) – lead on domestic abuse and inter personal violence.

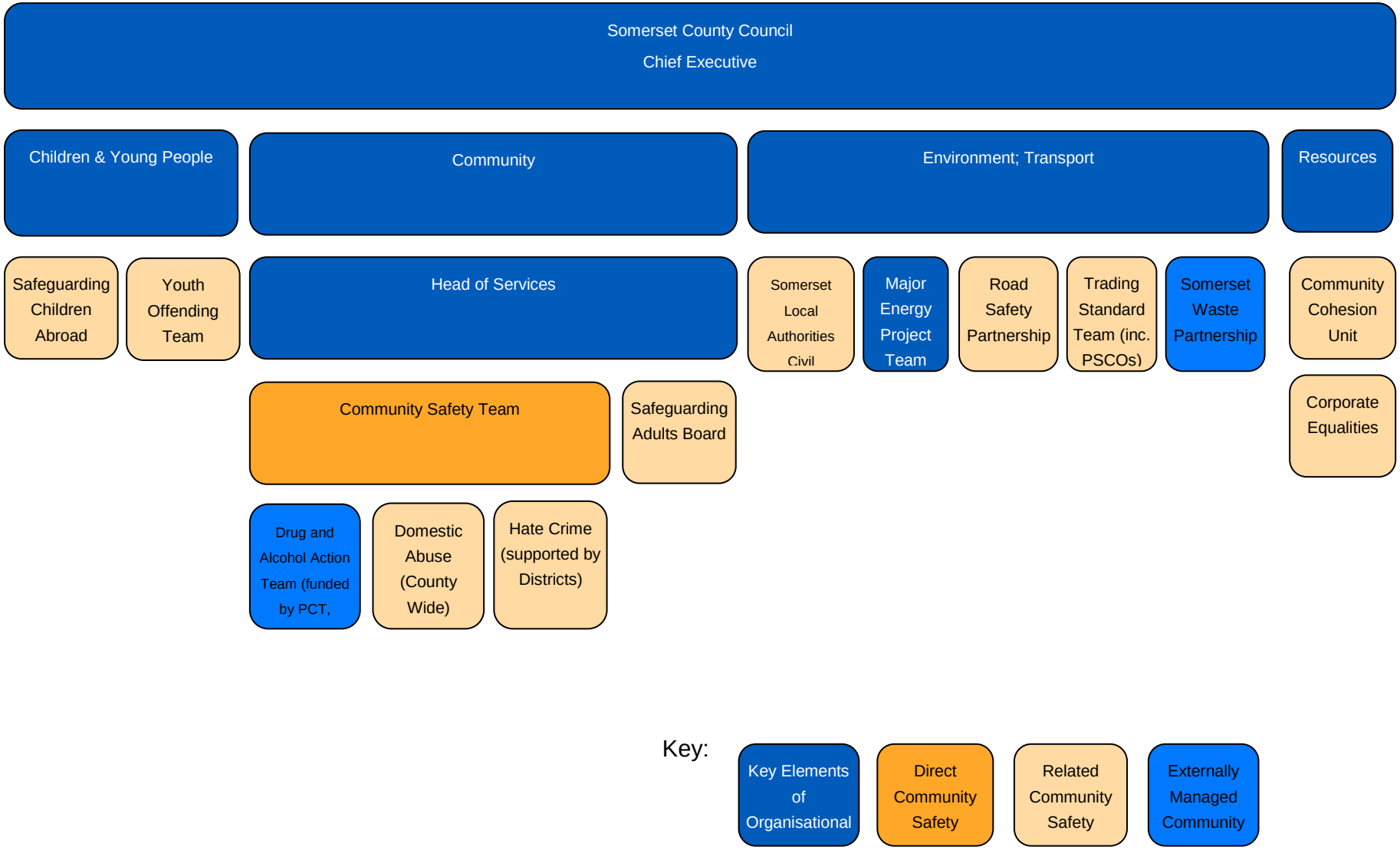


Figure 4: SCC Organisational Structure in the Delivery of Community Safety Services

A.1.6.4 Related Community Safety Roles within SCC

The following table highlights the related services in SCC, and an overview of the roles of these services in delivery of community safety:

Service provided	Overview
Safeguarding children board	Its objectives are to co-ordinate and ensure the effectiveness of what the member organisations do individually and together to safeguard children. Somerset County Council is a key member of this board, given its statutory obligations regarding children's social care and education. Includes a domestic abuse representative. Local Authorities are under a statutory duty to make enquiries where they have reasonable cause to suspect that a child is or is likely to suffer significant harm or is subject to an emergency protection order or police protection. Children's Social Care carries these responsibilities on behalf of Somerset Local Authority.
Youth Offending	Somerset Youth Offending Team (YOT) aims to reduce youth offending. Most of the work of the team is with young people aged 10-18 who have been arrested by the police for a crime. They also work with families and carers, with victims of the young people concerned, and with their communities. The team includes social workers, psychologists, drugs workers, parenting workers, restorative workers, education workers and volunteers.
Domestic Abuse and Sexual Violence	Somerset County Council has a co-ordinating role in delivering domestic abuse services, through commissioning specialist services (e.g. refuges, safe-houses, independent domestic violence advisors, etc). Somerset County Council has a lead role in preventing, supporting victims and raising awareness of incidents of domestic abuse and sexual violence. The Community Safety Officer covering inter-personal violence key areas of work are: • Ensure effective commissioning of domestic abuse and sexual violence support services across Somerset. • Promote, co-ordinate and support inter-agency working in relation to the implementation of the Somerset Domestic Abuse and Sexual Violence

Service provided	Overview
	strategy, including the development of good practice guidelines and effective monitoring tools. • Manage the awareness raising of domestic abuse and sexual violence initiatives across Somerset. • Participate in local and regional domestic abuse and sexual violence forums.
Hate Crime	The Strategic Partnership Against Hate Crime (SPAHC) operates at a strategic level across Somerset to coordinate the activities to tackle all types of hate crime in Somerset. Somerset County Council and the District Councils are members of this group.
Safeguarding Adults Board	The Somerset County Council Community Directorate leads the protection of vulnerable adults in Somerset. The Community Directorate is responsible for making sure that agencies work together and follow the Safeguarding Adults Policy and Procedure. The Safeguarding Adults Board (SAB) has overall responsibility for safeguarding vulnerable adults in Somerset and is the group to whom all partner organisations are accountable. Somerset County Council is a key member of this board, given its statutory obligations regarding social care services for adults, and role in jointly commissioning services for adults with substance misuse issues (& domestic abuse).
Civil Contingencies Unit	This Service is provided under the Somerset Local Authorities Civil Contingencies Partnership (SLACCP), which allows all Somerset LAs to deliver their duties under the Civil Contingencies Act 2004 and the Radiation (Emergency Preparedness and Public information) Regulations 2001. LAs have a critical role in civil protection to support the emergency services and affected community during an emergency or other disruptive challenge. The Somerset Local Authorities' Civil Contingences Unit, part of Somerset CC, co-ordinates the LA emergency planning/response and liaises with the emergency services, other responder organisations and collaborates with a wide range of bodies that are not routinely involved in emergency response. In the aftermath of an emergency the Somerset LAs will lead on the affected communities' recovery from the emergency or other disruptive challenge.

Service provided	Overview
	Somerset CC has a group manager responsible for civil contingencies matters within the LA as part of the SLACCP.
Road Safety Partnership/Transport	The Road Safety Partnership works in partnership to reduce the number of collisions and casualties on local roads. SCC aim to achieve this by focusing on engineering, enforcement and above all, education. The Partnership was formed in 2006 to bring together the extensive experience and expertise from a number of organisations with the aim of driving down casualty rates, creating safer communities and improving the quality of life for all residents and visitors in Somerset. The Partnership brings together the extensive experience and expertise from a number of organisations in co-ordinated campaigns to improve safety on roads and in towns and villages. There is a Special Projects Team that consists of a retired member of the FRS, a serving Police Officer & Fire Officer. The team produce education material that can then be delivered by other members of the Rescue Services. There are three distinct groups that are targeted, Year 10's, focused on passenger behaviour, 17 to 24 year olds and Senior Drivers aimed at drivers 65 plus.
Trading Standards	Somerset Trading Standards aims to provide a safe and fair trading environment for consumers and businesses based in Somerset by: • Supporting honest business with free advice and information on the law • Targeting rogue traders and anti-competitive practices • Promoting safety and fair trading thereby maintaining the economic, social and environmental well being of the area • Through our Animal Health and Welfare team,

Service provided	Overview
	maintaining the health and welfare of animals in or passing through, Somerset. Officers from Trading Standards work with Avon and Somerset Constabulary and local licensing officers to help prevent the sale of age restricted goods such as alcohol, cigarettes, fireworks and knives to children.
Community Cohesion Unit	The Community Cohesion Unit aims to provide support for migrant workers, welcome pack for those new to Somerset, tackling Hate Crime, supporting children and young people, and support for the voluntary and community sector.
Drug and Alcohol Action Team (DAAT)	Somerset County Council works in partnership with the National Health Service, Avon and Somerset Constabulary and the Avon and Somerset Probation Trust to organise and purchase a wide range of services for people whose lives are seriously affected by the use of drugs and / or alcohol. This partnership is called The Somerset Drug and Alcohol Action Team (DAAT.) DAAT commissions most of its adult services from an organisation called Turning Point. Turning Point is a well-known and highly respected national charity that specialises in providing services to drug and alcohol users.

Table 4: SCC Related Community Safety Services

A.1.7 Avon and Somerset Constabulary (ASC)

The following section outlines the statutory responsibilities and details resources that the Avon & Somerset Constabulary (ASC) currently provide locally and how these services are structured

A.1.7.1 Legal Framework

The statutory responsibility of the Police service is laid down in law with its origins from common law:

> *"No doubt there is an absolute and unconditional obligation binding the police authorities to take all steps which appear to them to be necessary for keeping the peace, for preventing crime, or for protecting property from criminal injury; and the public, who pay for this protection through the rates and taxes, cannot lawfully be called upon to make a further payment for that which is their right." Viscount Cave L Glasbrook Brother Ltd v Glamorgan County Council [1924]*

This is a selective part of the overall picture. There are well established mechanisms for charging for certain police services. These are well documented in the ACPO 'Guide to Income Generation for the Police Service in England, Wales and N. Ireland'. and in the ACPO 'Paying the Bill' document.

Sections 18 and 25 of the Police Act 1996 relate to these two documents and provide a framework for payment for goods and services provided by the police.

Some key principles set out in Section 3 of the ACPO Paying the Bill Document include:

- Charging policy should have regard for the requirements for stewardship of public funds
- Private persons/bodies should not be able to profit at the expense of the police service

The current Police Plan 2009-2012 sets out the priorities and targets for policing the area for the coming three years. It has been developed by Avon and Somerset Constabulary and the Police Authority following consultation with the public.

A.1.7.2 Response Times

In respects to matters such as response times, Avon and Somerset Constabulary aim to reach all Urban 999 calls within 15 minutes and all Rural 999 calls within 20 minutes.

A.1.7.3 Existing ASC Resources & Organisational Structures

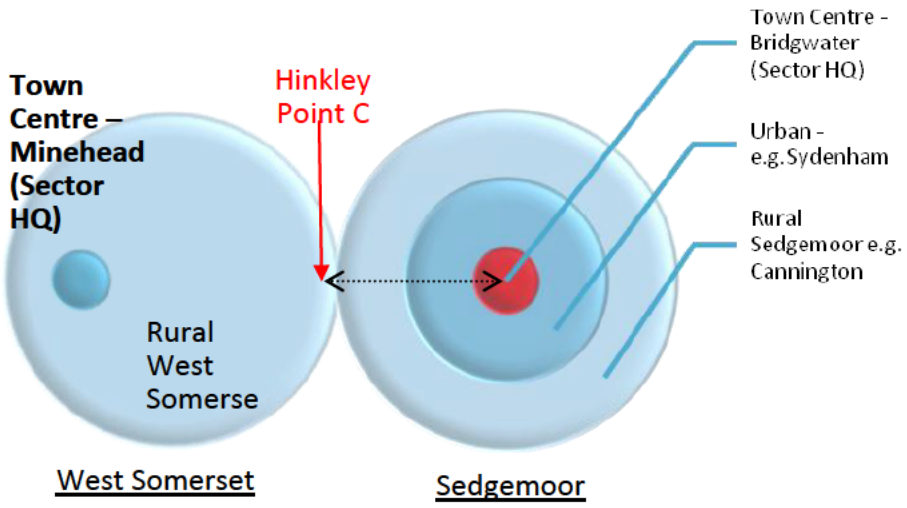


Figure 5: Diagram Illustrating Range and Spread of ASC Services in SDC/WSC

Figure 5 provides some context to the rural nature of the Hinkley site and also illustrates the range and spread of services for Avon and Somerset Constabulary in the Sedgemoor and West Somerset Districts. Although the HPC site is situated in West Somerset, Bridgwater Police Station (in Sedgemoor) is much closer to the site than the other Sector Headquarters' in Minehead; therefore Bridgwater Police Station is the main contact point for the Hinkley Site at present.

The existing ASC resources which cover the areas included within the EDF Proposal, including the Main Site and the Associated Development sites are shown in Figure 6.

A.1.7.4 Existing ASC Hinkley Point Liaison

The Hinkley Point Liaison Officer is stationed at Bridgwater Police Station. They are the lead for Avon and Somerset Constabulary for the new nuclear build. They chair a fortnightly meeting with heads of security from Hinkley Point A, B and C sites, G4S Security, the Civil Nuclear Constabulary and Avon and Somerset Constabulary Counter Terrorist Security Advisors.

Throughout the year, both Hinkley Point A and B stations have various emergency exercises at their respective stations, a condition for their operator's licence under the scrutiny of the NII. Scenarios are based around site emergencies and off-site nuclear emergencies, or some kind of extremist incidents. Avon and Somerset Constabulary is a key partner in these exercises and participate at each.

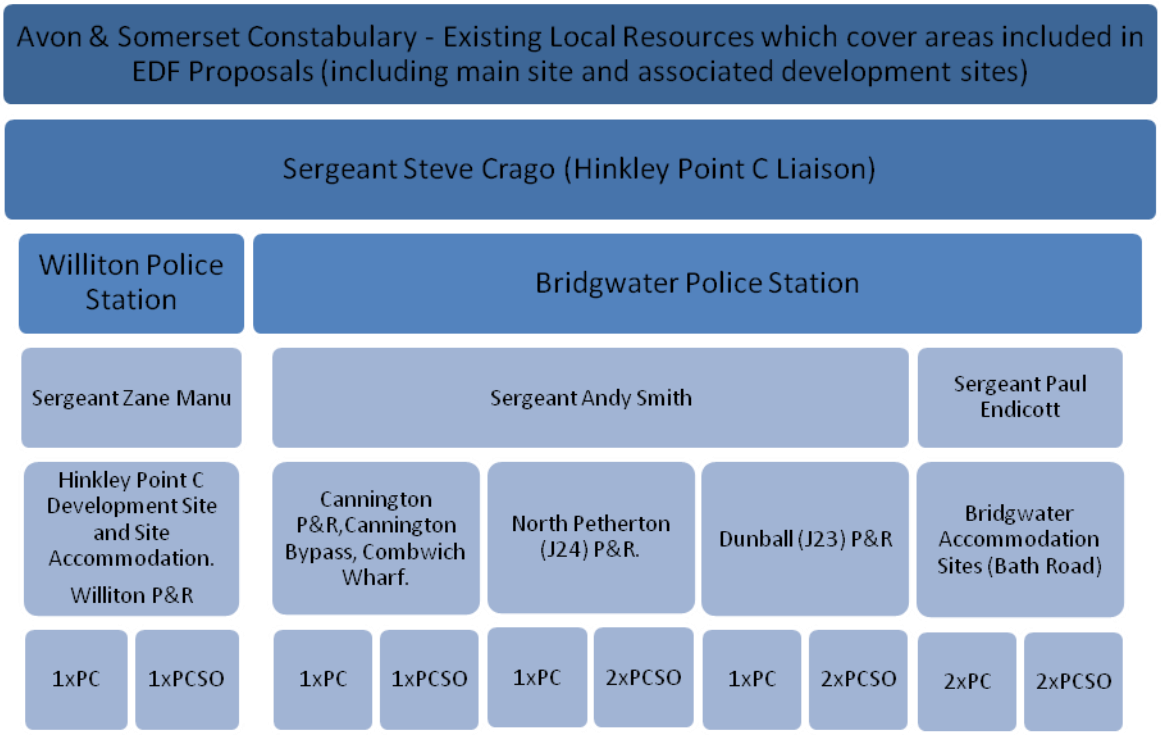


Figure 6: ASC Existing Resources which cover areas included in EDF Proposals

A.1.7.5 Neighbourhood Beat Team

The Bridgwater Stronger Safer Neighbourhood Beat Team works a shift system covering from 0800 hours until 0200 hours each day. Each beat is covered by one beat manager therefore an 8 hour shift will typically fall within the above 18 hour time frame. There is no back fill for a beat manager when they are on a rest day, leave, training or period of sickness'. The beat manager is complemented by a PCSO, who may or may not (based on demand) work the same shift as the beat manager on any one day. A PCSO does not work after mid night.

The Core Teams at Bridgwater cover the 24/7 calendar. In addition to their duties they will also respond to a beat area in the absence of the beat manager (rest day, training etc), and will support a beat manager at a demanding incident.

There are 5 core teams stationed at Bridgwater Police Station each supervised by a Sergeant. The teams typically reflect a three day shift system. Certain periods of the week have higher demands than others. In order to meet this increase in demand and overlap shift system is employed. One example of a peak demand period can be found on Friday and Saturday evening and into the early hours of the next day. To help deal with the extra calls to the police service, the core teams operate an over lap shift system from 2200-0200 at these times This overlap goes some way to absorb the extra calls for help from the public in the Bridgwater Sector. The Sector covers an area of 33,000 square kilometres with a population of approximately 65,000 and the overlap policing the whole geographical area.

The main form of communication for ASC is Airwave, which can be used as a handheld radio or vehicle set. Airwave is a secure and resilient, digital radio communications. The system uses trunked digital technology to integrate voice communications and data transmissions, and allows interoperability between each of the public service organisations that use it. Hinkley Point and surrounding area is notorious for poor Airwave transmissions and reception. Some, but not all officers have mobile phones.

A.1.7.6 Translation Services

Translation services are required in some situations at police stations where interpretation is needed for persons in custody. Interpreters/translators are called upon from a national database, and the Police are charged for these services, which include charges for time spent, travelling time, travelling expenses, telephone interpreting, and written translations. The waiting time for interpreters can be several hours depending on demand for the interpreter and the language required. Delay in arriving means inactivity of the officers with core duties and non-delivery of police services to the community.

A.1.7.7 ASC Specialist Resources/Teams

Specialist teams are drawn into the area depending on demand. For example, a serious or fatal road traffic collision would initially be attended by officers until the Road Policing unit, who are trained in serious traffic collisions, arrived. Depending on commitment, this resource could come from as far as Bristol. Another example where specialists could be required is the policing of a large unlicensed music festival e.g. a Rave, which has occurred at Steart near to Hinkley in previous years. Whilst initially, local staff would hold the ground until support arrived, specialist officers would be called in from as close as Taunton but, depending on the scenario, as far away as Bath and Bristol.

Regarding operational planning resources for protests, the laser cutting kit used for releasing protestors from ‘lock-ons’ is based at headquarters in Portishead. There is a minimum number and ratio between ranks of police officers needed to attend a protest and this is currently 1 x Sergeant and 6 x Police Constables. There is no specialist equipment e.g. laser cutters in the area and no officers are trained in using this equipment. There is now a qualified trainer in using laser cutting equipment based in operational planning out of Taunton Police Station.

Regarding marine capability, the Avon and Somerset Constabulary has access to a force rib boat in Portishead (at Headquarters). Considering the Severn Estuary is tidal dependent and the distances involved between Portishead and the West Somerset coastline, it is estimated to take at least an hour for the boat to reach the HPC site. This assumes favourable weather and tidal conditions and a crew already sat in the boat. The actual response time could be several hours, since trained officers are stationed across the force area and the boat is reliant on a tidal launch. Managing water borne protests requires a minimum of two vessels.

Counter Terrorism resources are provided mainly out of headquarters in Portishead, but there are also two Counter Terrorism Security Advisors at Bridgwater Police Station, giving security advice for vulnerable premises which may be considered a target for both terrorist or domestic extremist activity.

A.1.7.8 Strategic & Tactical Leadership

Avon and Somerset Constabulary operate a Gold, Silver and Bronze command structure.

The Gold group is the organisational body which sets out and monitors force strategy in relation to operational issues. It is chaired by a Gold commander, an officer of the rank of Assistance Chief Constable.

The Silver group is more local to the 'incident' and have responsibility for developing the tactical plan to deliver the Gold strategic objectives

The Bronze commanders are responsible for delivery of the objectives at the 'incident' set by the Silver group.

A.1.7.9 Existing ASC Organisational Structure relevant to HPC Proposals

The following diagram illustrates the existing organisational structure across the Avon and Somerset Constabulary and considers both local and more specialist resources across the force area.

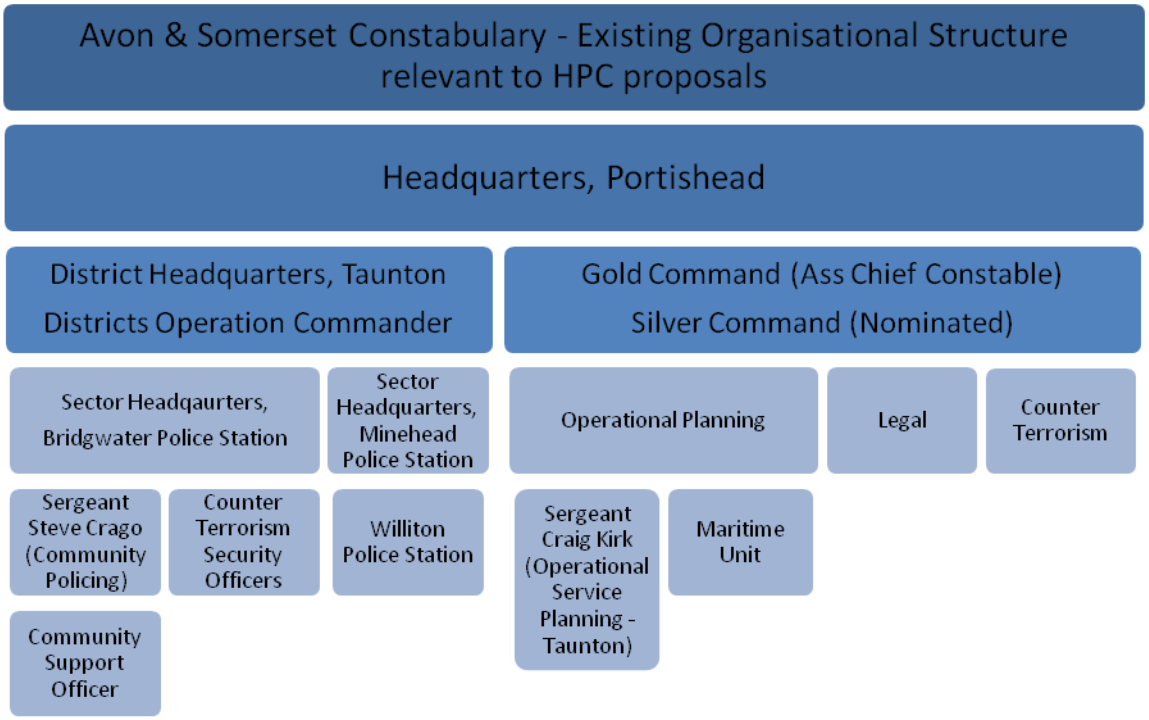


Figure 7: ASC Existing Organisational Structure relevant to HPC Proposals

A.1.8 Devon and Somerset Fire and Rescue Service (DSFRS)

The following section outlines the statutory responsibilities and resources that the Devon and Somerset Fire and Rescue Service (DSFRS) currently provide locally and how these services are structured

A.1.8.1 Legal Framework

The following briefly covers the areas of legislation that have an effect on the Fire and Rescue Service in highlighting their Community Safety responsibilities.

- Regulatory Reform (Fire Safety) Order 2005 - Provides DSFRS with a duty to enforce Fire Safety in most Non domestic premises.
- Fire and Rescue Services Act 2004 – Duty to promote fire safety, and a power to carry out Fire Investigations.
- The Crime and Disorder Act 1998 - (and Police Reform Act 2001) gave statutory responsibility to local authorities, the police, and key partners to reduce crime and disorder in their communities, which include such areas as Fire setters and talks to schools.
- The Police and Justice Act 2006 involvement in anti-social behaviour, substance misuse and behaviour that adversely affects the environment."
- The Clean Neighbourhoods and Environment Act 2005 - also has an effect on strategies delivered by County Councils and their partners.
- The Road Traffic Act 1988 – Partnerships involving the promotion of road safety.
- Sustainable Communities Act 2007
- Health and Safety at Work Act 1974
- Civil Contingencies Act 2004
- The Fire and Rescue Services Act 2004 identifies that fire and rescue authorities must:
- Secure the provision of the personnel, services and equipment necessary efficiently to meet all normal requirements;
- Make provision for a service to extinguish fires and protect life and property from fire;
- Promote fire safety;
- Rescue people from road traffic accidents and protect people from harm at these incidents;
- Respond to other emergencies which may include: chemical, biological, radioactive and Nuclear incidents, major transport incidents, search and rescue incidents and rescues from Flooding;
- Investigate fires; and
- Have regard to the National Fire and Rescue Framework.

The Fire and Rescue Service National Framework 2008 – 2011 presents the Government's key expectations of fire and rescue services. These expectations include:

- To work with local partners to collectively deliver community priorities.
- To apply robust performance management principles.
- To continue using the principles of integrated risk management planning to direct the delivery of the service.

- To measure the new national performance indicators for arson incidents, number of fires and related deaths and injuries.
- To enhance the capability for the delivery of 'resilience' services such as responding to major flooding incidents.
- To support the implementation of the national Firelink and FiReControl projects.
- To consider the effectiveness of joint working arrangements with neighbouring fire and rescue services.
- To implement the fire and rescue service Equality and Diversity strategy.
- To recruit, develop and maintain a competent workforce.

The Regulatory Reform (Fire Safety) Order 2005 requires that responsible persons in all premises, other than single private dwellings, carry out fire risk assessments and act on any findings in order to reduce the risk to occupant safety. Auditing of this activity is the responsibility of Fire and Rescue Authorities so as to ensure people are protected from fire in places such as hotels, hospitals, entertainment venues and similar premises.

Under the Civil Contingencies Act 2004, fire and rescue authorities, through local and regional resilience forums where appropriate, must work in co-operation with other emergency services and agencies to ensure an effective response to a full range of emergencies, from localised incidents through to catastrophic emergencies. This Act imposes a range of duties on local resilience forums that include: to have information sharing mechanisms in place between responders; to develop and implement business continuity plans; to produce and publish emergency plans as appropriate; and to agree arrangements for public awareness and information provision.

The Crime and Disorder Act 1998 categorises each Fire and Rescue Authority as a 'responsible authority'.

The Local Government and Public Involvement in Health Act 2007 (LGPIH) introduced statutory Local Area Agreements (LAA). Fire and Rescue Authorities (FRAs) are identified as named partners and therefore have a duty to cooperate with the LAA.

A.1.8.2 Response Standards

In respect of DSFRS, the following diagrams show the response times for domestic properties and response times for single lane road traffic collisions. Further work is currently being done to identify response times for non-domestic properties and Road Traffic Collisions which include entrapments. This work is yet to be published.

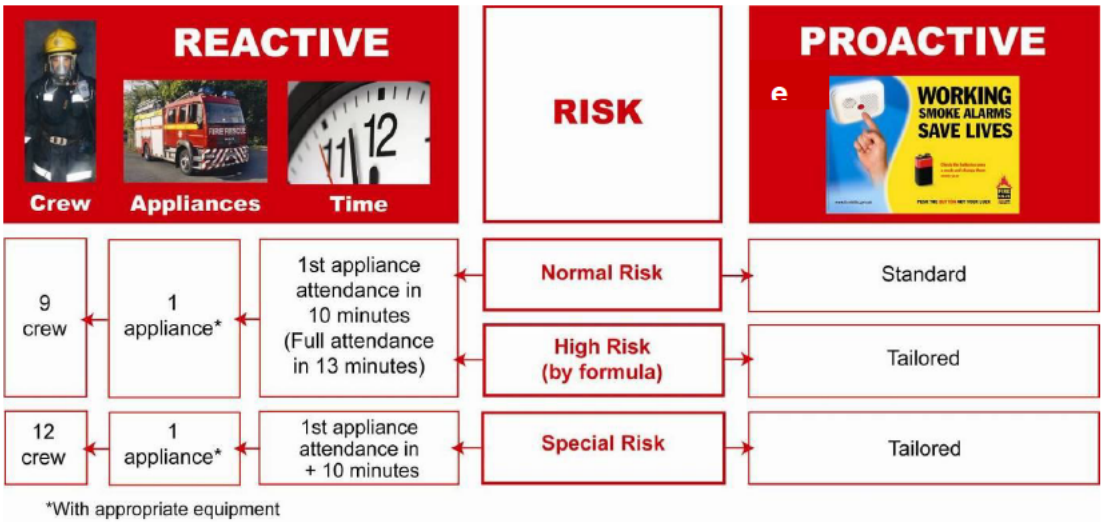


Figure 8: DSFRS Response Times – Domestic Properties

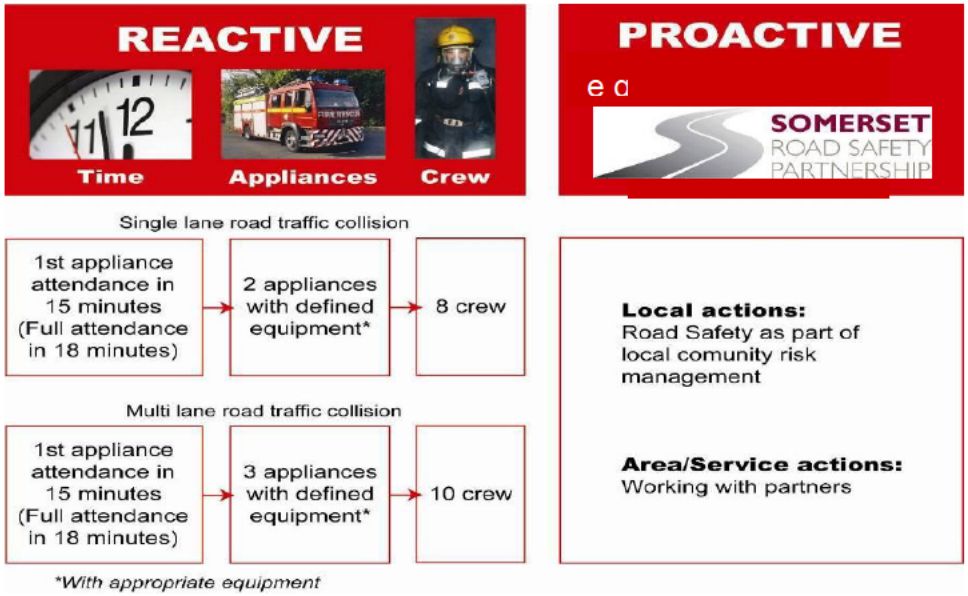


Figure 9: Response Times – Domestic Properties & Single Lane Road Traffic Collisions

A.1.8.3 DSFRS Stations & Assets

This section outlines the 'local' context and capacity. It also outlines situations where resources from the wider area would be required.

The Map below gives an overview of all stations within Devon and Somerset identifying which stations have Wholetime, Retained or Volunteer staff.

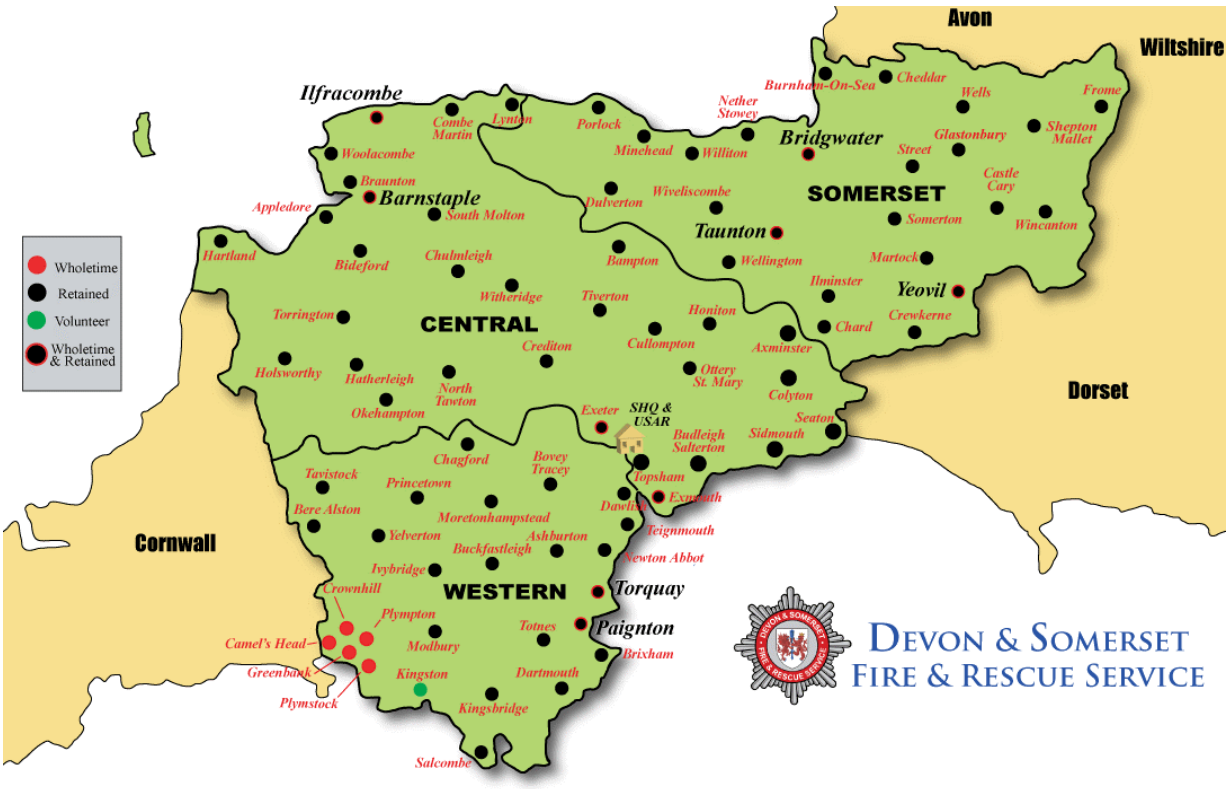


Figure 10: Map overview of DSFRS Personnel and Stations

DSFRS have 740 Wholetime and 1270 Retained and Volunteer personnel:

- A Wholetime member of staff is employed on a full time basis and works a rota system to maintain fire cover.
- A Retained member of staff has full time employment outside the fire service, but has a contract of employment with DSFRS to provide fire cover as and when required. A Retained member is 'alerted' by fire control by means of a pager and responds to the fire station to crew a fire appliance.
- A volunteer member of staff has the same criterion as a Retained member but does not get paid.

At the current time, the resources along the A39/A38 corridor are of particular importance and will play a role, since the A39 is the main route used for access to the Hinkley Point site. The

Stations and assets available currently on the A39/A38 corridor are outlined below and in Figure 11.

These assets are used as part of the fire service's pre-determined attendance (PDA) to any incident at Hinkley Point and also currently cover the associated development sites within the EDF Proposals, in addition to the main site.

In addition to those highlighted below, DSFRS have additional resources through the counties of Devon and Somerset which may be used if any incident escalates.

Nether Stowey Fire Station is located in Bannesson Road. It has a crew of 14 retained personnel. It has one fire engine, a co-responder van, one Land Rover and one Brendan Pump. This station is also a co-responder station. Co-responders are personnel who have been trained in advanced first aid skills and mobilised to medical incidents as and when required by the South West Ambulance Service.

Bridgwater Fire Station is located on Salmon Parade. It has a crew of 36 fulltime personnel and 17 retained personnel. It has three fire engines, one Hydraulic Platform, once Special Rescue Unit, one Water Carrier, and one Land Rover.

Williton Fire Station is located on North Road. It has crew of 20 retained personnel, 2 fire engines and a co-responder van. This station is also a co-responder station.

Taunton Fire Station is located in Liseaux Way and has a crew of 52 fulltime and 12 retained personnel. It has 3 fire engines, Rescue Tender, a Hydraulic Platform, and Incident Support Unit and a Land Rover.

Burnham-on-Sea Fire Station is located in Marine Drive and has a crew of 20 retained personnel. It has 2 fire engines, a Bulk Foam Unit, a Land Rover and a hose layer.

Minehead Fire Station is located in Hopcott Road and has a crew of 20 retained personnel. It has 2 fire engines and a Land Rover.

Wiveliscombe Fire Station is located in North Street and has a crew of 14 retained personnel. It has one fire engine and an Incident Command Unit.

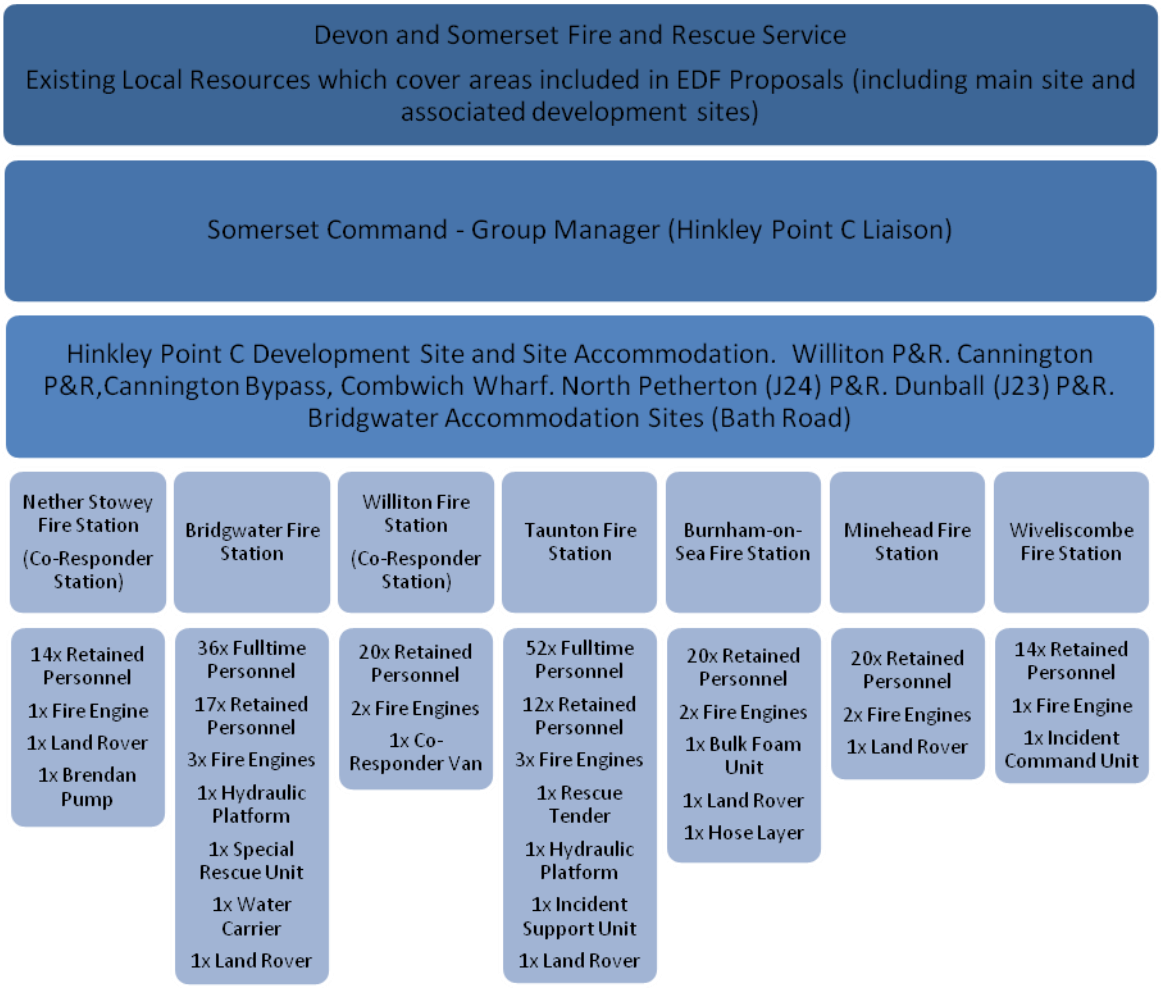


Figure 11: DSFRS Existing Local Resources which cover areas included in EDF Proposals

The potential Associated Development sites will become part of the risk profile for the nearest fire station to the site. The Table below identifies which fire station is the nearest.

Nearest Fire Station	Potential Development Site
Bridgwater	HPC, Cannington Park and Ride, Cannington By-Pass, Combwich Wharf, North Petherton Park and Ride at Junction 24, Park and Ride at Junction 23, Bridgwater Accommodation sites
Williton	Williton Park and Ride

Table 5: DSFRS Nearest Stations to HPC Sites

A.1.8.4 Hinkley Point DSFRS 'Pre-Determined' Attendance (PDA)

At the current time, DSFRS have a 'Pre-Determined Attendance' understanding with the existing Hinkley Point sites, which involves a set of procedures where attendance to any 'site incident' or 'off site nuclear emergency' is required.

This involves initial attendance at the main gate and then the Access Control Point (ACP) or Emergency Control Centre (ECC).Two pumping appliances and the first cover officer as Incident Commander attend the Access Control Point with a Group Manager attending the ECC.

The following then rendezvous at the marshalling area: 3 pumping appliances, Incident Command Unit (ICU), Incident Support Unit (ISU), Flexi Duty Officer (ACP/operations commander), flexi duty officer (ECC assistant), HMEPO officer. The following are then informed: duty control manager, Area Contact Point, Duty Brigade Manager, Duty Emergency Planning Officer, and the Police.

It is worth noting that the current Service Policy Document on mobilising to Hinkley Point A and B is in an advanced stage of review, which may have an impact on the PDA.

DSFRS also take an active part in exercises at Hinkley Point whether this be a small one or two pump exercise training with the 'in house' fire team or a major level one, two or three exercise which is held under REPPIR legislation.

A.1.8.5 DSFRS Emergency Response Services

In the event that an emergency incident does occur DSFRS will mobilise personnel, vehicles and equipment to provide assistance where it is needed. DSFRS will attend a wide range of incidents including those listed below:

- Fire fighting and rescue
- Response to Road Traffic Collisions
- Response to terrorist incidents

- Other non-fire rescues e.g. people trapped in machinery
- Urban Search and Rescue
- Response to major flooding incidents
- Response to serious non-road transport incidents e.g. train or air accidents
- Line rescue (safety at height and confined spaces)
- Co-responder medical response (an initial medical provision to stabilise casualties in life threatening emergencies prior to the arrival of the ambulance service).

DSFRS have a range of equipment available, a brief explanation of the primary operational vehicles are listed below;

Vehicle type	Abbreviation	Use
Water Tender Ladder	WTL	General purpose fire engine which carries and 13.5 metre ladder and Road rescue equipment
Water Tender	WT	General purpose fire engine which carries a 10.5 metre ladder
Rescue Tender	RT	A specialist vehicle which carries heavy duty equipment for example enhanced road rescue equipment not carried on Fire Engines
Hydraulic Platform	HP	An Arial appliance which can reach heights in excess of 24 metres with a cage at the end of its 'booms' which can carry 4 people
Turntable Ladder	TL	An Arial appliance which can reach heights in excess of 28 metres with a demountable cage at the end of its 'booms' which can carry 2 people
Incident Support Unit	ISU	A specialist vehicle carrying equipment to support large incidents including environmental issues
Incident Command Units	ICU	A specialist vehicle to maintain command and control at incidents of 4 or more fire engines
Water Carrier	WC	A vehicle specifically designed to carry in excess of 9000l of water, in addition some vehicles carry 1000l of foam concentrate

Table 6: DSFRS Primary Operational Vehicles

Airwave is a national radio scheme used by the British Fire Service (excluding Northern Ireland). The system uses trunked digital technology which will allow clearer voice messages than the existing analogue system. Airwave will also allow data transmissions. The other major benefit of the system is it will permit interoperability between each Fire and Rescue Service and with the Police and Ambulance services. The radio scheme was procured, via the National Fire link Project Team, by the Department for Communities and Local Government (CLG).

DSFRS currently operate Airwaves. Due to its installation within vehicles, coverage is satisfactory across the Hinkley Point area.

A.1.8.6 DSFRS Specialist Teams

DSFRS has personnel who have specialist skills and knowledge to deal with specific incidents. An example of this is the Specialist Rescue Technicians, these technicians are trained in areas such as Water Rescue, Working at Height and Confined Space. These teams are based at Bridgwater, Barnstaple, Exeter and Plymouth.

In addition a 'Special Operations' team is based at Service Headquarters, Exeter. This team is part of the UK's National Resilience Team which provides specialist trained personnel and equipment in areas such as High Volume Pumping, Urban Search & Rescue, Mass Decontamination and Enhanced Command Support. The equipment carried by the Special Operations team include heavy rescue equipment which allows them to deal with scenario's which are not faced on a day to day basis. The equipment includes items such as a Thermal Lance, Hydraulic lifting, cutting and extrication equipment, 'Dellsar' acoustic listening device equipment, breaking and shoreing equipment etc.

No specific training has been given to staff to deal with protesters. DSFRS will always work under Police guidance to deal with these types of issues. DSFRS has equipment which may be used to release people, having available to them a wide range of cutting and extraction equipment located across Devon & Somerset.

DSFRS has staff trained in Marine fire fighting (Devon area) and Estuarial awareness; it also has a 'Fire Boat' which is located at Plymouth. This boat provides a small fire-fighting capability in the estuarial waters of Plymouth Sound. In addition, a number of Fire & Rescue Service (FRS) personnel around the coasts of Devon and Somerset have been trained in Estuarial awareness which includes six of the key stations listed above.

The service has at their disposal 'level 3' water rescue trained personnel who have specialist equipment, in future this will include powered boats which have been purchased. One of these crews is based at Bridgwater Fire Station.

A.1.8.7 DSFRS Co-Responders

Co-responders are part of the Emergency Medical System (EMS), and are trained to give high standards of first aid. The aim of the scheme is for DSFRS to support the primary emergency medical providers in the event of a medical emergency where the South West Ambulance Services Trust (SWAST) cannot guarantee attendance within national targets. The Co-responders will administer life saving first aid and stabilise the situation until advanced medical care arrives in order to achieve a more effective response in rural areas.

South West Ambulance Service Trust (SWAST) will be responsible for the provision of initial and continuation training for Co-responders within Devon and Somerset. Qualification standards and assessments will be in accordance with standards set by SWAST. (DSFRS Service Policy Document)

Devon & Somerset Fire & Rescue currently have 19 stations that provide co-responders. Within the area surrounding the HPC site and other potential Associated Development sites Williton and Nether Stowey fire stations are identified as providing this service.

It must be noted that when crews are attending a co-responder call it may have a detrimental effect on that station being able to mobilise a fire engine, if this is the case then Fire Control will mobilise the next nearest station.

A.1.8.8 Existing DSFRS Organisational Structure relevant to HPC Proposals

The following diagram illustrates the existing organisational structure across the Devon and Somerset Fire and Rescue Service and considers both local and more specialist resources across the force area.

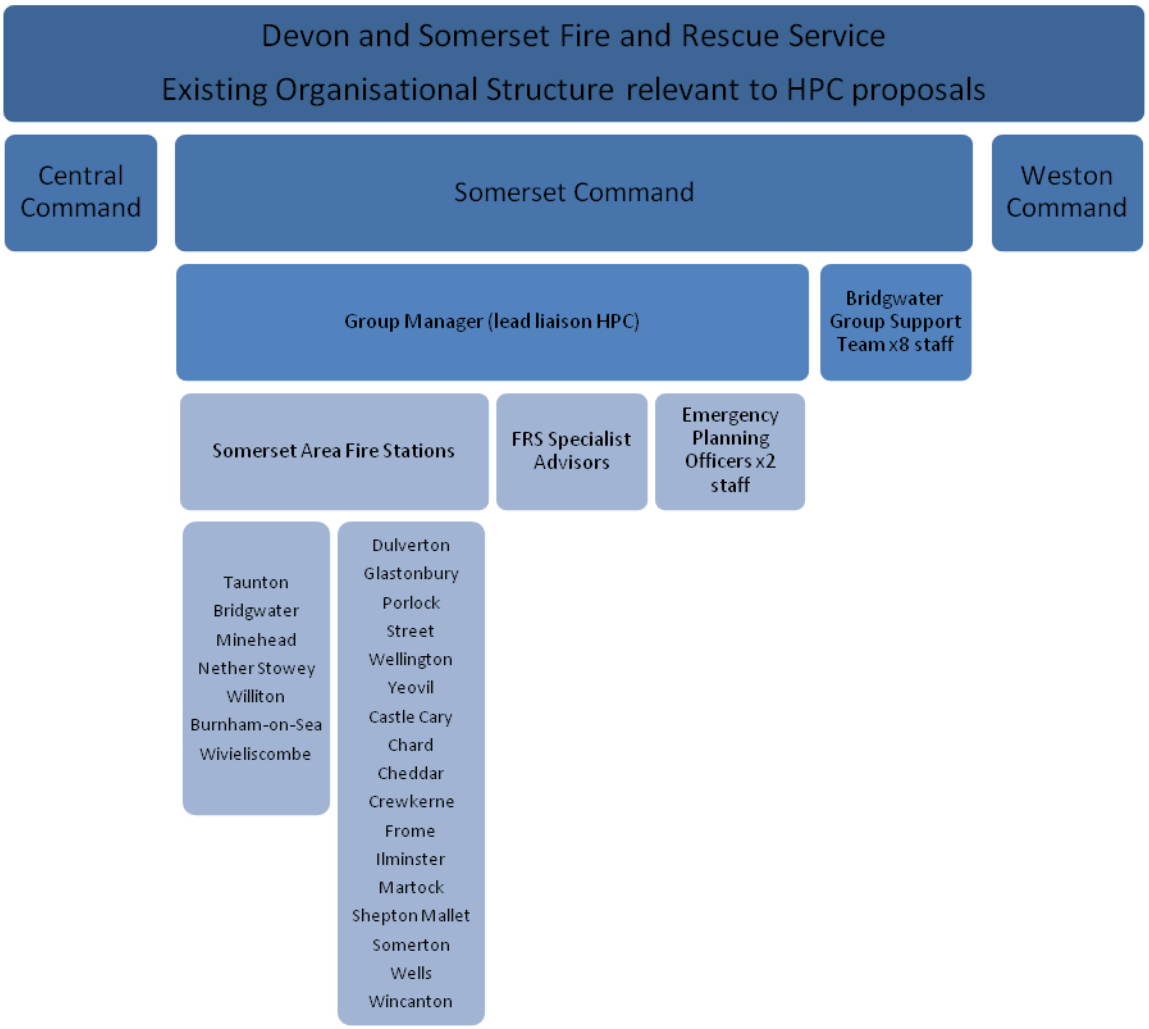


Figure 12: DSFRS Existing Organisational Structure relevant to HPC Proposals

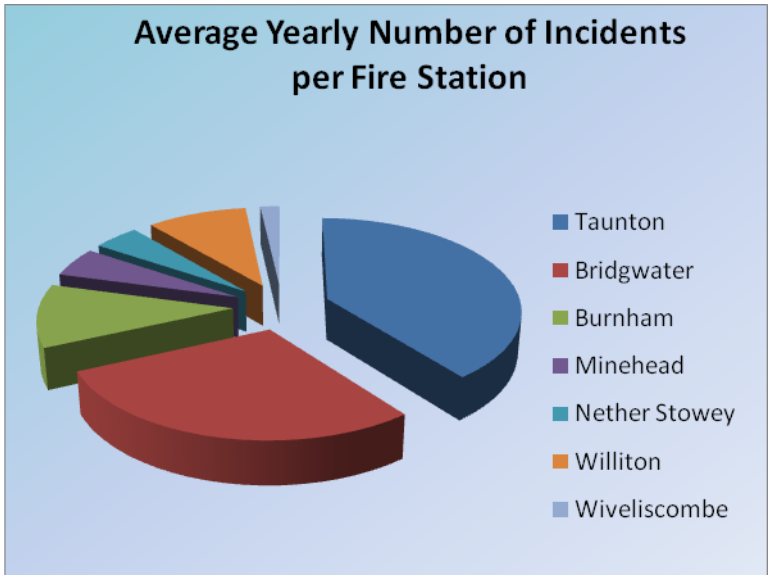
A.1.8.9 DSFRS Local Incident Statistics (5 year period)

The following statistics give an overview of incidents attended by the 7 key stations outlined above to provide a further understanding of current baseline context. The figures given are shown for the period from April 2005 to April 2010. This data has been collated by DSFRS utilizing Phoenix Mapping and data systems. Overall yearly averages have been shown, for the period, although this information can be broken down into yearly data sets.

The first data set is all incident types which the identified stations have attended:

Fire Station	Five Year Average							
	Special Service Calls	Primary Fires	Secondary Fires	Chimney Fires	Co-Responding	False Alarms	Standbys	Total
Taunton	235	207	166	22	-	398	46	1074
Bridgwater	171	137	113	17	-	272	76	786
Burnham on Sea	81	52	31	6	-	105	22	297
Minehead	36	27	23	10	-	40	3	139
Nether Stowey	12	12	7	8	67	11	3	120
Williton	31	25	19	14	127	39	4	259
Wiveliscombe	15	9	2	11	-	10	2	49
Total	581	469	361	88	194	875	156	**2724**

Table 7: DSFRS Local Incident Statistics



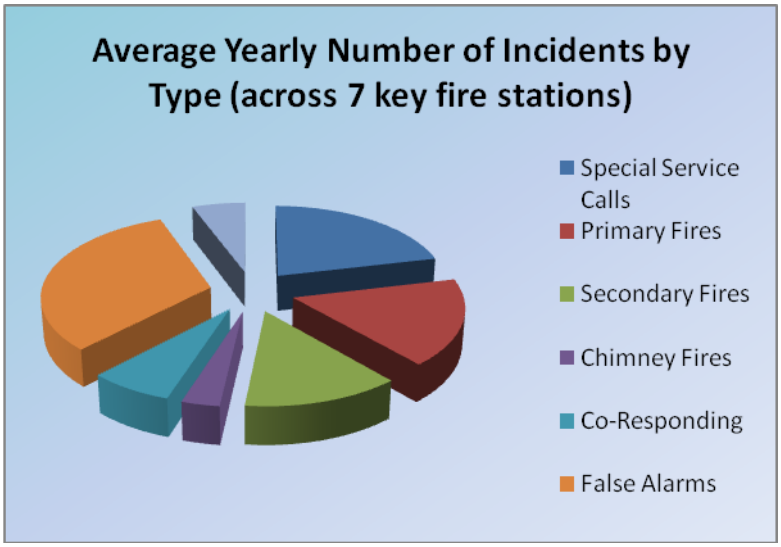


Figure 13: DSFRS Local Incident Statistics

A.1.8.10 DSFRS Hinkley Point Incident Statistics (5 year period)

The second data set is more specific for incidents at Hinkley Point in the period from April 2005 until April 2010. The summary includes incident at Hinkley Point by incident type, appliance movements to Hinkley Point by incident type and appliance movements to Hinkley Point by appliance base station.

Incident Type	Five Year Total	
	Number of Incidents at Hinkley Point	Appliance Movements to Hinkley Point
STANDBY (Appliance at other location than home	**1**	**3**
Z-FAGI(E) (False alarm good intent 'electrical')	**1**	**9**
Z-FAGI(O) (False alarm good intent 'other')	**5**	**23**
Z-FDR1 (Fire damage report 'level 1')	**7**	**42**
Z-SSC (Special Service Call)	**5**	**14**
RTA – Persons extricated	1	2
RTA –Services only rendered	2	3
Spills/leaks – not RDA or Radiation	1	5
Standby/precautionary action – other (exclude bomb)	1	4
TOTAL	**19**	**91**
		Taunton – 10 Bridgwater – 37 Nether Stowey – 19 Williton – 1 Wiveliscombe – 22 Yeovil - 2

Table 8: DSFRS Hinkley Point Incident Statistics

A.1.8.11 Licensing

Devon & Somerset Fire and Rescue Service has a duty placed upon it by the Regulatory Reform (Fire Safety) Order 2005 – Part 5 Miscellaneous (Article 42), to consult with other relevant authorities during the granting, renewing and varying of licences. The Fire & Rescue Service work closely with the Licensing Authorities to consult on a variety of licence applications, which include;

- Sale and Supply of alcohol
- Regulated entertainment- films, exhibitions, theatrical performances, music and dancing.
- Provision of late night refreshments.

- Outdoor events (up to and including Glastonbury Festival)

Samples of the types of licence are:

- Premises licence
- Club premises certificate
- Personal licence
- Marriage and Civil Partnership licence

As a part of the consultation process the Fire & Rescue Service will check plans of buildings, attend meetings and site visits for large outdoor events to consult with the other relevant agencies.

A.1.8.12 Strategic & Tactical Leadership

For DSFRS to enable coordination to occur and to manage major incidents, a command and control system referred to as Gold, Silver and Bronze has been developed. This allows agencies to coordinate their emergency response arrangements and is accepted nationally.

It is a characteristic of the Command and Control chain that it tends to be created from the bottom up. At the start of any incident for which there has been no warning the operational level (Bronze) will be activated first, with the other levels coming into being during the escalation of the incident or a greater awareness of the situation.

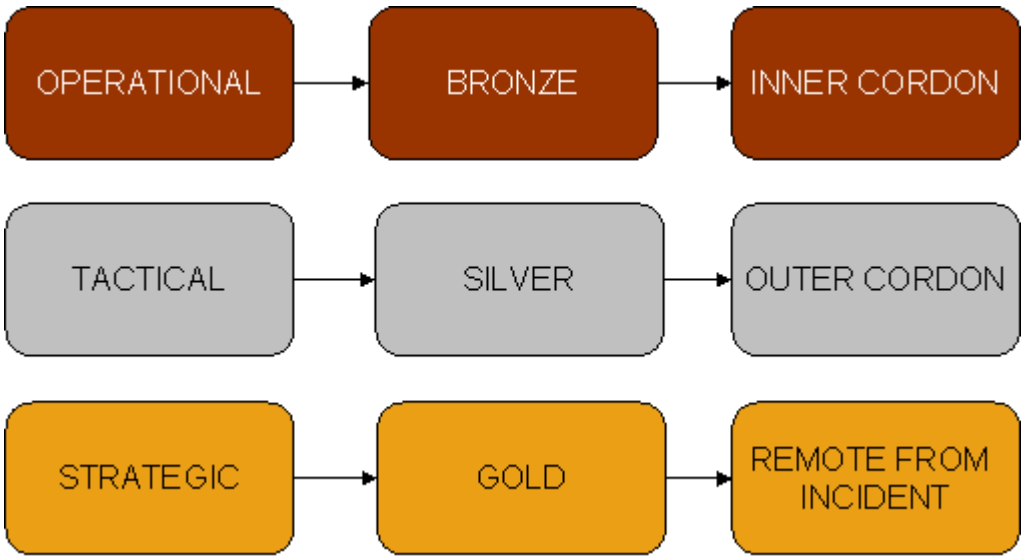


Figure 14: DSFRS Strategic and Tactical Leadership

The liaison between all of the responding agencies requires a recognised and easily understood structure, based on three levels of command which can be applied to all agencies.

Although the terms Gold, Silver and Bronze, are in everyday use within the emergency services, increasingly the preferred terms for use by other agencies are Strategic, Tactical and Operational.

It is recognised that the Gold, Silver and Bronze structure is not intended to be inflexible and as long as the essential differences between its three main elements are recognised, it can be adapted to suit the circumstances of any particular operation or incident.

A.1.8.13 Translation Services

In our multi cultural, multi lingual, society, it is becoming increasingly possible that on arrival at an incident, or whilst carrying out Community Safety work, the Fire Officer is confronted with a situation where they need to communicate with a person who is non-English speaking.

To assist in these situations, thereby seeking to prevent language becoming a barrier to the provision of an equal standard of service delivery, DSFRS have engaged the services of a telephone interpreting service called Language Line.

The Language Line Service provides 24 hour access to telephone interpreters in more than 170 languages enabling personnel to communicate with anyone, whatever their language. Connection to a trained interpreter is normally achieved in less than 60 seconds and so essentially this service allows staff to, almost instantly, speak to and understand, any non-English speaking person whatever their language (DSFRS Service Policy Document).

A.1.8.14 DSFRS Community Safety Services

Devon & Somerset Fire & Rescue Service provides community safety services to help prevent incidents from occurring, protect people if an incident should occur and minimise the wider societal impact of emergency incidents; (Devon & Somerset Fire & Rescue Authority Corporate Plan 2010/11 to 2012/13).

Prevention:

By working with the community and partner organisations we ensure that members of the community have access to, and are provided with, information that will help prevent an emergency and minimise injury if an incident does occur.

To effectively and efficiently promote Community Safety the Service works in partnership with agencies and organisations who represent the vulnerable groups in the community most at risk from an emergency. The range of community safety activities includes:

- Schools fire safety education
- Home Fire Safety Visits
- Arson reduction programmes
- Youth inclusion programmes
- Investigation of fires to identify cause and impact
- Reduction of unwanted fire signals
- Road traffic incident reduction.

Protection:

The work of protection is focused on ensuring that the non-domestic buildings in which people work, visit and enjoy leisure time are provided with facilities that will ensure a safe means of escape in the event of a fire starting.

Fire protection activities will be targeted at those premises perceived to present the greatest risk to the community. The Service will effectively enforce the law so that members of the public and local employees are protected from the risk of death and injury caused by fire.

The Service completes statutory consultations required by other organisations on fire safety issues and ensures that the 'responsible person' of each non-domestic property meets their enforcement duties as required by the Regulatory Reform (Fire Safety) Order 2005. The level of compliance will be assessed using the national audit process developed by the Chief Fire Officers Association (CFOA). This process ensures consistent, auditable and transparent enforcement that is replicated across England and Wales.

DSFRS commercial training opportunities:

Devon & Somerset Fire & Rescue Service have a trading arm which will operate under the powers to trade legislation, this is the conduit for formal training services which DSFRS can provide to outside agencies which will include, but not limited to areas such as the Fire Training Academy, water rescue and working at height.

The Fire and Rescue Service also has a Commercial Training Department which offers a wide range of staff training courses to the commercial sector.

A.1.8.15 DSFRS Community Safety Initiatives

This section identifies locations or provision where community safety related programmes /initiatives exist which could be built on.

Education and Training:

The Fire and Rescue Service works closely with our strategic partners and all groups within Devon and Somerset to create safer communities. As an organisation DSFRS continually strive to reduce injuries and fatalities through various fire safety and road safety campaigns and initiatives. These are delivered by our dedicated community safety teams and operational crews who are supported by the Group Support teams.

This main areas covered can be divided into three main headings;

- Prevention
- Education
- Protection

Prevention:

Devon and Somerset Fire and Rescue Service is committed to providing the best possible service to the wider community and as such we work hard to engage with all groups from the elderly to traveller and gypsy communities, and migrant workers to young drivers on our roads, to name a few. Prevention initiatives include:

- *Home Fire Safety Visits*- These are carried out by operational personnel and our Community Safety Action Teams to offer advice on keeping residents homes safe. Domestic smoke detectors will also be supplied and installed free of charge if required.
- *Electric Blanket Testing*- This service is to identify aging and damaged blankets and to offer advice on safe storage and use of these items.
- *Residential Fire Safety Support*- The Fire and Rescue Service works closely with our partners to supply additional support for vulnerable members of the

community. These include special alarms for the hard of hearing to fire retardant bedding.

- *Fire Safety Presentations*- The Fire and Rescue Service give safety presentations on a wide range of safety subjects such as 'New Mums' and 'Active Living Groups'.
- *Road Safety Partnership*- This group works tirelessly to improve road safety in our area by intervention programs working with both established road users and with school and college students as they prepare to take to our roads.
- *Speed Watch*- The Service provides support to volunteers in areas where speeding has been identified as a problem to educate drivers regarding the dangers of excessive speed.
- *Local Inclusion Meetings*- Representatives from local fire stations attend these meetings to discuss community safety issues to enable the Fire and Rescue Service to efficiently address these issues.
- *Station Based Initiatives*- Stations work closely with their local communities to provide initiatives such as Swim-safe, Soccer-safe and Heart-Start.
- *Partnership working*- The Fire and Rescue Service works closely with a wide range of groups including Homes in Sedgemoor, Avon and Somerset constabulary, The Arson Task Force, various Community Safety Partnerships and Crime and Disorder Reduction Partnerships to improve the safety of the communities we serve.

Education:

DSFRS strives to engage and educate across all groups within our communities. DSFRS works in the community, school and workplace. Education initiatives include:

- *Community*- The Fire and Rescue Service work at station level to engage with the local community through a wide range of safety initiatives including station visits for local groups, school and playgroup visits and static displays at community events. Station open days also give the local residents an opportunity to visit fire stations to see, close-up', how the Fire service works. This also gives the service the opportunity to engage and promote safety campaigns.
- Devon and Somerset Fire and Rescue Service have in place a Children and Young People's Strategy which provides a firm foundation to further progress our already positive commitment to reducing anti-social behaviour and improving the prospects and safety amongst young people.
- *School/ College Education*- An early relationship with young people is a very important part of the Fire and Rescue services education strategy and as such we regularly visit educational establishments to deliver;
  - Pre-school – Basic awareness for children (Friendly face, breaking down barriers)
  - Key Stage 1 – Fire Safety Messages (Ages 6/7)
  - Key Stage 2 – Fire Safety Messages 9 Ages 8/9)
  - Key Stage 3 – Basic fire safety 'Your Choice: Feel The Heat' presentation

  - Key Stage 4 – Basic fire safety, 2 soon 2 die (Road Safety Partnership), Science awareness in the Fire Service.

- The subjects listed above form part of the 'Focus on Fire' initiative which has been running successfully for many years.
- Further education colleges and 6th form students receive presentations, 'Contract for Life' Road Traffic Collision package (Road Safety Partnership) and a Fire Service Careers presentation.
- Our Community Fire Safety Officers along with operational crews also visit community groups such as, Cubs, Scouts, Brownies and Guides and these groups also visit stations in preparation for the gaining of recognised group badges.

Other Groups organised by the Fire and Rescue Service include;

- Fire Cadets – For ages 11-17 (Gives an opportunity to work with Fire and Rescue Service equipment, to work as a team offering a sense of purpose).
- Fire Break – For ages 14-16 (Aims to complement and enhance the school curriculum. To raise achievement, improve self-motivation, increase educational engagement and develop practical skills, communication skills and team work).
- Phoenix- For ages 15-18 (A six month programme designed to reduce fire risk and fire related crime within the local community by working with 'at-risk' young people).
- Firesetter Intervention Programme - The Devon and Somerset Fire and Rescue Service Firesetter Intervention Programme is designed to address firesetting behaviour amongst children and young people up to 19 years of age. It offers fire safety education and advice, not only to the young person but also to family members.

Protection:

Devon and Somerset Fire and Rescue Service work in many areas to make the community a safer place to live. They work closely with large and small businesses as well as the resident to improve and maintain our high safety standards.

DSFRS Technical Fire Safety Officer carries out fire safety audits on a wide range of premises ranging from bed and breakfast and hotel sleeping accommodation to factories and shops. This is to ensure the safety of all persons using these buildings.

The purpose of the audit process is to ensure that businesses are fully aware of their responsibilities under fire safety legislation. This includes a degree of education, especially in the smaller workplace.

A.1.9 South West Ambulance Service Trust (SWAST)

The following section outlines the statutory responsibilities and resources that the South West Ambulance Service Trust currently provide locally and how these services are structured, so that the impact on these can be better understood and the proposed resource requirements for Hinkley Point C can be better justified.

A.1.9.1 SWAST Duties & Response Times

SWAST duties are to respond to all emergency and Urgent calls that are received by our Clinical Hub (control room based in Exeter). Urgent calls would include Doctors and other Health care professionals who wish to have their patients moved.

SWAST currently have 3 main targets set by the government. These are:

- A-cat = immediately life threatening and require an 8 minute response time. (Target set is 75% - Currently achieving 76.9%)
- B-cat = Immediate response but not life threatening and requires a 19 minute response time (target set is 95% -Currently achieving 96.4%).
- C-cat = requires a response but not an emergency and requires a 60 minute response (target set is 95% - currently achieving 96%).

A.1.9.2 SWAST Local Resourcing & Organisational Structure

The existing SWAST local resources are outlined in Figure 15 below which currently cover the areas included within the EDF Proposals, including the main site and the associated development sites.

SWAST currently have ambulance stations at the following locations - Bridgwater, Minehead, Burnham On Sea, Taunton and Glastonbury that would cover the Hinkley Point area and can call on stations from further afield if needed.

The Trust also has access to 4 Air Ambulances; Somerset has its own which is shared with Dorset.

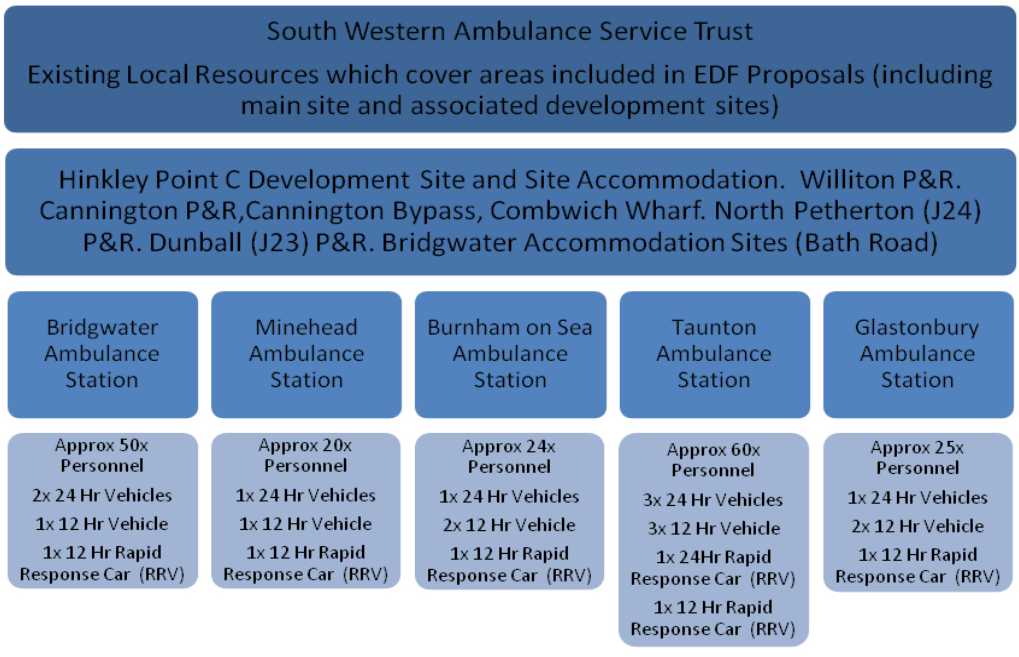


Figure 15: SWAST Existing Local Resources which cover areas included in EDF Proposals

A.1.9.3 Specialist teams (local or regional)

SWAST have specialist trained staff who are trained in CBRN (Chemical, biological, radiological, and nuclear) incidents and each county has its own team and equipment. Somerset has approximately 30 members with equipment located in Taunton and Ilminster. These teams are known as SORT (specialist operations response team). Urban search and rescue will require a team called HART (Hazardous Area Response Team) which are based in Bristol and have an Estimated Tine of Arrival of 45 minutes from mobilisation from Bristol to Taunton.

A.1.9.4 Community Responder Locations

SWAST has community co-Responders in the Fire & Rescue service that respond for SWAST in the first instance and they are based at Nether Stowey and Williton. SWAST also have responder groups based all over Somerset in rural areas. For more details of co-responders, refer to Section A.1.8.7 DSFRS Co-Responders.

A.1.9.5 Training

SWAST currently provide a 3 day first person on scene responder training course, these courses run regularly and on demand. Alongside this SWAST offer 1st aid courses and resuscitation update training for GP Surgeries.

A.1.9.6 Existing SWAST Organisational Structure relevant to HPC Proposals

The following diagram illustrates the existing organisational structure across SWAST and considers both local and more specialist resources across the service area.

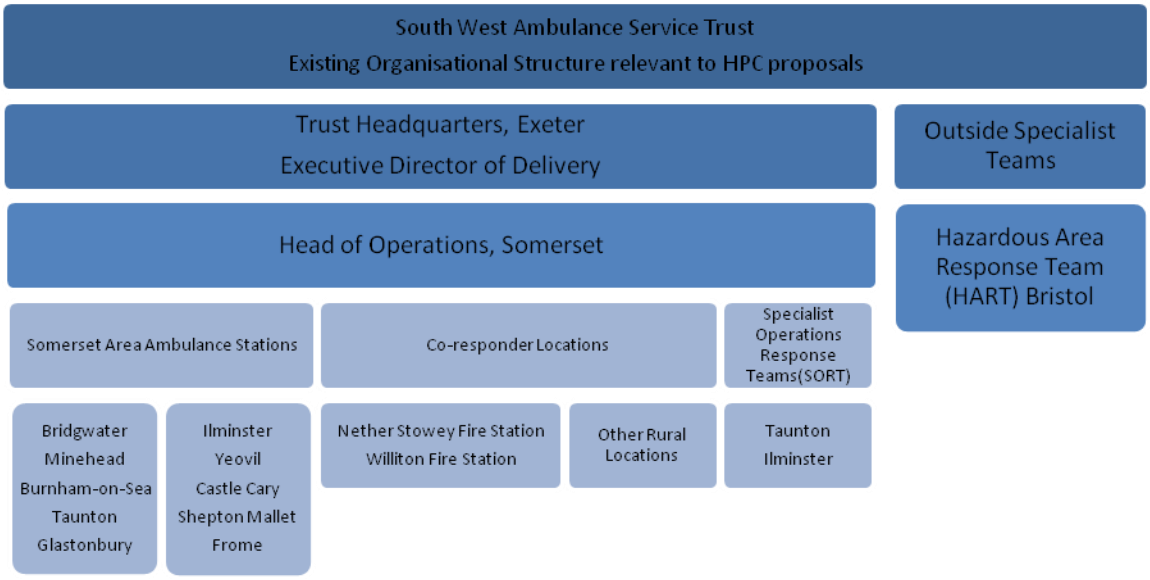


Figure 16: SWAST Existing Organisational Structure relevant to HPC Proposals

A.1.10 Maritime and Coastguard Agency (MCGA)

A.1.10.1 Duties and Responsibilities

HM Coastguards responsibilities in respect of Search and Rescue (SAR) derive from the UK Governments adherence to:

- The Convention on the High Seas (1958);
- The Convention of Safety of Life at Sea (SOLAS)(1974) and;
- The Maritime Search and Rescue Convention (1979)

The role of HM Coastguard as defined by the Secretary of State for Transport in the House of Commons in March 1992 is given by the 1925 Coastguard Act whereby it is agreed that HM Coastguard is responsible for the initiation and co-ordination of civil maritime search and rescue within the United Kingdom's Search and Rescue Region. This includes the mobilisation, organisation and tasking of adequate resources to respond to persons either in distress at sea, or to persons at risk of injury or death on the cliffs or shoreline of the United Kingdom.

In addition, HM Coastguard has many other responsibilities varying from monitoring international distress frequencies and channels, SAR prevention initiatives, the broadcasting of Maritime Safety Information, provision of Radio Medical Advice, and to duties in relation to the Receiver of Wreck.

A.1.10.2 Local Capacity in the Region

HM Coastguard has a number of local Coast Rescue Stations (CRTs) manned by volunteer Coastguard Rescue Officers (CROs)

- Watchet (Rope Rescue, Mud Rescue, Water Rescue and Search)
- Burnham on Sea (Rope Rescue, Mud Rescue, Water Rescue and Search)
- Minehead (Rope Rescue, Water Rescue and Search)

Other teams from outside the immediate area could be called upon to provide back-up to the teams mentioned above if required. Each team comprises around 11 persons and is equipped with relevant PPE and rescue equipment as well as a blue-light 4x4 response vehicle.

Rope Rescue teams are trained to undertake rescue of persons on cliffs using a two-line system which enables casualties to be brought to the cliff top where the physical environment makes this the safest option for rescue.

Mud Rescue is undertaken using specialist equipment to stabilise, extract and recover persons to a place of safety from where risk of entrapment occurs. A mud rescue team is not limited by distance from hard ground and can be deployed by helicopter if necessary.

Water Rescue is focussed on persons in difficulty on the shoreline and is tailored to safe working near and in water, and the rescue of persons in difficulty close to the shoreline.

Search is based around Land Search principles used by the Police for missing and lost person searches, adapted to the coastline environment and taking into account the specific hazards encountered therein.

A.1.10.3 Typical procedure for shoreline and maritime incidents:

For Shoreline Incidents: the normal alerting route would be a 999 call requesting the Coastguard, which would be routed to the appropriate Maritime Rescue Co-ordination Centre (MRCC). The Search Mission Co-ordinator (SMC) at the MRCC will take appropriate action to ensure that assistance is given to a casualty by tasking the relevant resource (be it Coastguard or other authority, or a combination of the two) able to render effective assistance. The SMC would ensure that the scale of response and the appropriateness of resources tasked are adequate for the given circumstances. If required, a full time officer will be tasked to attend the incident.

For Maritime Incidents: the alert will be raised either by a 999 call from a mobile phone, or by use of maritime VHF radio, electronic alerting device (e.g. EPIRB) or visual signal (distress flare). The SMC will ensure an appropriate resource or resources are tasked to effect a SAR mission, which may include (but not limited to) RNLI lifeboats, SAR helicopter and CRT as appropriate. The SMC will ensure the incident is undertaken in a timely and effective manner and ensure all resources return to their respective bases safely.

A.1.10.4 Coastguard Duties During an Incident:

In general, HM Coastguard will respond to any civil incident where life and / or property is at risk at sea or on the shoreline and cliffs of the United Kingdom. Where intervention to preserve life and property is possible within the procedures written down in HM Coastguards manuals, and if the individual officers or resources are competent, then an attempt at rescue will be made.

Where a situation lies outside these procedures or competencies, the SMC will ensure that an appropriate authority is tasked who may take the lead in dealing with the incident. Examples of such may be pollution involving a hazardous chemical, crashed aircraft, trapped persons, or possibly incidents of a scale beyond that which can be handled within day to day operations.

A.1.11 Somerset Local Authorities – Civil Contingencies Role

A.1.11.1 Somerset Local Authorities' Civil Contingencies Partnership

The Local Authorities at both County and District level in Somerset play a critical role in civil protection. Under the Civil Contingencies Act 2004 (CCA 04) each LA is a "Category 1 Responder" within the meaning of the Act. Moreover, linked with the Hinkley Point A & B Nuclear Sites Somerset County Council, under the requirements of the Radiation (Emergency Preparedness and Public Information) Regulations 2001 (REPPIR), is required to maintain the multi-agency Off-Site Nuclear Emergency Plan. The Somerset LAs have a wide range of functions that are likely to be called upon to support the emergency services and other responders during the emergency response and recovery to an emergency or other disruptive challenge. In addition, they provide local community leadership and humanitarian assistance to the community affected by the emergency. The Somerset LAs have combined to deliver it civil protection through the Somerset Local Authorities Civil Contingencies Partnership (SLACCP). In some circumstances an individual district council will act as lead local authority in the LA response supported by Somerset CC and other districts. In a large scale incident in may be appropriate for Somerset CC to act as lead local authority supported by appropriate district councils. The principle concerns of the local authorities include:

- Support to the emergency services.
- Support and care for the local community and co-ordination of the response by other organisations other than the emergency services (normally voluntary agencies providing humanitarian assistance).
- As time goes on, and emphasis switches to recovery, the lead local authority will take the role of rehabilitating the local community and restoring the environment.

The Somerset LAs will provide its emergency response as part of the Integrated Emergency Management framework adopted by the Avon and Somerset Local Resilience Framework (LRF) to respond to emergencies and other disruptive challenges.

A.1.11.2 Somerset Local Authorities' Civil Contingencies Unit

The Somerset Local Authorities' Civil Contingencies Unit (SLACCU) is the operational unit of the SLACCP. SLACCU consists of a manager and 6 civil contingencies officers (CCO), its operational tasks are as follows:

- Deliver and co-ordinate the Somerset LAs' civil protection duties.
- Cascade warnings and alert LAs to respond to emergencies.
- Plan and co-ordinate Somerset LAs' response to emergencies.
- Promote community resilience throughout the County.
- Assist LAs to plan their business continuity arrangements

- Train and exercise or support the training of LA staff to fulfil roles in the event of an emergency.
- Plan for and co-ordinate the support of voluntary agencies in response to an emergency.
- Provide business continuity advice to local businesses, on request, or as part of a wider community resilience initiative.
- Plan for the recovery of the affected community by an emergency or other disruptive challenge.

Part of one CCO's duties is to lead on emergency preparedness procedures linked with emergency planning affecting the Hinkley Point nuclear site. The SLACCU response to emergencies at Hinkley Point will be part of the overall LA response.

SLACCU, as part of its existing role in emergency preparedness for Hinkley Point nuclear sites, liaises with a number of agencies as follows:

- Nuclear Operators as part of the requirements under REPPIR in emergency preparedness planning for the protection of the local community.
- Emergency responders, including emergency services, health agencies, local authorities, environment agency and HSE (HM NII) through the Hinkley Point Emergency Planning Consultative Committee.
- Stogursey Parish Council in community resilience and public information measures.
- County, district and parish council elected members and other local community groups through the Hinkley Point Site Stakeholders Group.

SLACCU, as part of its role in response to a Hinkley Point Off-Site Nuclear Emergency will:

- Alert Somerset LAs (and other agencies) to activate their response in accordance with the multi-agency Off-Site Nuclear Emergency Plan.
- Somerset CC will activate its County Emergency Centre, act as lead LA and commence activities to support the emergency services and provide humanitarian assistance.
- Sedgemoor District Council and West Somerset Council may activate their district emergency centre and provide support to the combined LA response.
- Somerset LAs will provide officers at the Avon and Somerset Strategic Co-ordination Centre and liaison officers at the Tactical Control Centre as part of the multi-agency response.
- Somerset LAs will commence preparation to co-ordinate the multi-agency response in the Recovery Phase.

A.1.12 Avon and Somerset Local Resilience Forum (ASLRF)

A.1.12.1 Purpose

Local Resilience Forums (LRF) were established in England under the Civil Contingencies Act 2004 (CCA04). They are based on police force areas and the ASLRF boundary is co-

terminous with that of Avon and Somerset Constabulary (ASC). LRF's provide a mechanism for multi-agency cooperation at the local level and bring together all those organisations which have a duty to cooperate under CCA04, along with others who may be involved in the preparation for and response to emergencies.

ASLRF is the strategic coordinating mechanism for the effective delivery of duties under CCA04. It has no statutory authority but brings together responders to ensure that civil protection and resilience arrangements are integrated within and between organisations and agencies.

A.1.12.2 ASLRF partner organisations

ASLRF partner organisations are:

- Avon and Somerset Constabulary (ASC);
- British Transport Police (BTP);
- Avon Fire and Rescue Service (AFRS) and Devon and Somerset Fire and Rescue service (DSFRS);
- Great Western Ambulance Service (GWAS) and South West Ambulance Service Trust (SWAST);
- The 5 local authorities in the ASLRF area (Bath and North East Somerset, Bristol City Council, North Somerset Council, Somerset Local Authorities Civil Contingencies Partnership and South Gloucestershire Council);
- Southwest Strategic Health Authority (SWSHA)
- Avon and Somerset Primary Care Trusts (PCT);
- Environment Agency (EA);
- Health Protection Agency (HPA);
- Highways Agency (HA);
- Maritime and Coastguard Agency (MCGA);
- Ministry of Defence (MOD).

Category 2 responders under CCA04 and Voluntary Agencies are also represented.

A.1.12.3 ASLRF responsibilities

A primary responsibility of ASLRF is to identify, assess and plan for the mitigation of potential risks to the community. It discharges this responsibility through a Risk Assessment Group (RAG) which advises the (Business) Management Group of potential multi-agency capability gaps. Capability gaps are filled by the development of multi-agency plans and/or guidance and through training. Multi-agency plans are developed by specific ASLRF sub-groups. Multi-agency training is delivered through an ASLRF Training and Exercise Group (TEG) which also validates plans through exercising. Exercising is also carried out to meet legislative requirements and to address site-specific threats.

ASLRF publishes a Community Risk Register (CRR) which sets out identified risks and rates them. The CRR informs the work of ASRLF sub-groups in areas such as Warning and Informing the Public, Resilient Telecommunications and Crisis Support to the community.

This list is not exhaustive. The CRR is a dynamic document and the RAG reviews a selection of identified risks at its meetings to ensure that the CRR reflects the current risk profile and that effective multi-agency mitigation measures are in place.

The role of ASLRF in respect of the Hinkley Point C development is to;

- Identify any new risks to the community in Avon and Somerset that might flow from the development and associated activities, assess these, capture them on the CRR and identify any required multi-agency mitigation measures;
- Assess the impact of existing community risks to the development and associated activities and establish the need for improved or additional multi-agency mitigation measures.

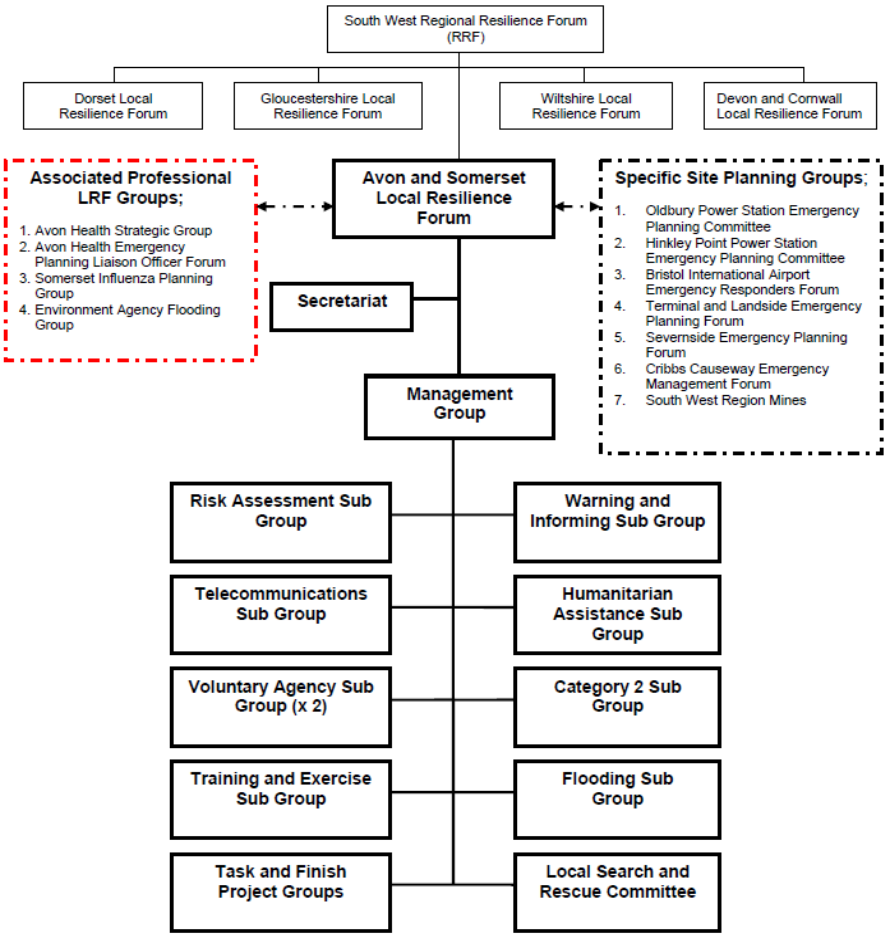


Figure 17: LRF Organisational Structure

A.1.13 Primary Care Trust (PCT)

Community Safety is currently located within the Public Health Department of the PCT. This department commissions or part funds various Community Safety services including the DAAT (based at SCC), domestic violence worker (also at SCC), and Sexual Assault Referral Centre (Bristol). The PCT are represented on the Somerset Safer Communities Group, and both Community Safety Partnerships. In addition the PCT are represented on the Road Safety Partnership Governance Board. The PCT also have an emergency planning officer based within the public health department. The PCT is a Category 1 responder.

A.2 Linkages and Interdependencies of Services

The following section outlines some of the key resource linkages, multi agency working and interdependencies of services provided in Sedgemoor and West Somerset.

WORKSTREAM	AGENCIES INVOLVED	REASON FOR DEPENDENCIES
CCTV	Local Authorities; Police; Retailers	Local authorities provide the CCTV infrastructure and staffing and evidence captured by the systems provides retailers with reassurance and the Police with evidence. They also serve as a deterrent to crime and anti social behaviour.
Pub watch	Local Authorities; Police and Licensee's of premises	Agencies involved work together to tackle issues related to the Night Time Economy and sale of alcohol
Shop Watch	Local Authorities; Police and retailers	Agencies involved work together to address issues affecting the retail sector which, in turn, impact upon residents and visitors alike
Community Speedwatch	Local Authorities; Police; Fire; Volunteers	Agencies provide support to volunteer speedwatch groups.
Partnerships Against Hate Crime	Local Authorities; Police; Housing Agencies; Voluntary and third sector	Agencies collaborate to ensure the best possible service to victims of Hate Crimes and to undertake joint activity to reduce incidents of hate crimes.
Domestic Abuse Forums	Local Authorities (both tiers); Police; Housing Agencies; PCT; Fire Service; Third sector	Agencies collaborate to ensure the best possible service to victims of domestic abuse and to undertake joint activity, including offender management and perpetrator educational programmes to reduce offending.
Anti Social Behaviour partnerships	Local Authorities; Police; Housing Agencies; Educational	Agencies collaborate to address anti social behaviour and provide maximum support to victims. This includes situational issues and

	establishments; Voluntary groups	management of errant individuals via a staged approach.
Co-responders	SWAST; Fire Service	DSFRS supports the primary emergency medical providers in the event of a medical emergency, by sending crews with co-responder personnel to emergencies. When crews are attending a co-responder call it may have a detrimental effect on that station being able to mobilise a fire engine. If this is the case then Fire Control will mobilise the next nearest station.

Table 9: Somerset West Inter-Agency Community Safety Interdependencies

A.3 Equalities

A.3.1 Equalities Characteristics and Social Profile

The equality characteristics will be unique to each District and across the County. For Sedgemoor and West Somerset, the following table sets out the equality characteristics for the two districts based on a broad overview of the protected characteristics.

The Social Profile looks at aspects linked to the equality characteristics, which gives an overview of some of the issues the County and Districts of West Somerset and Sedgemoor. Some of the issues can and do create inequality, and therefore should be considered as important baseline considerations to understand the potential community safety effects of HPC proposals.

Social profile	County level	Local Level
Age – demographic characteristics have fundamental influences on the social and economic development of the sub region	Average age in Somerset is above the national average with an average age of 41.12 years. Demography reflects an elderly population. Proportion of population between 0-44 comparatively low compared to the national average. Proportion aged 45+ well above national mean.	West Somerset's average age of 45.76 is in the top 1% of all districts nationally. 60% of WSDC population is with the 45-64 and 65+ age groups. Sedgemoor' average age is above the national average but in line with Somerset as a whole.

Population	Somerset's population grew by 12.93% between 1991 and 2008 well above the national growth rate of 6.77%.	Sedgemoor experienced significant population growth between 1991 and 2008 measuring 14.4%. West Somerset population increased but at below the Somerset average but above the national growth rate.
Ethnicity	Somerset's non-white population is very small by national standards – 3.31% compared to a national average of 11.76%.	West Somerset is the least ethnically diverse in Somerset 3.10% . Sedgemoor is also not that ethnically diverse at 3.12% proportion of population. *(NB: Awaiting further updates from ONS)*
Household structure	Average household size in Somerset is below the national average. Average size is 2.37 below national average of 2.41. Somerset contains a large number of married couple with no children – 15.4% compared to 13% in Great Britain as a whole. Proportion of lone parent households is lower than average 4.62% compared to 7.2% nationally.	West Somerset has the smallest household size 2.24 . West Somerset has the lowest proportion of households consisting of married couples with children – 12.7%. Sedgemoor's proportion of married couples with children of 17.86% is broadly in line with both County and national averages.

Table 10: Equality Characteristics in West Somerset and Sedgemoor

A.3.2 Delivering Equalities

Both Sedgemoor and West Somerset have one officer in each authority that have lead responsibility for Equalities but for whom it is part of a larger job.

There is a county wide equalities group, Somerset Equality Officers Group who collectively brings all equality officers from all 6 councils together and work together to deliver county wide pieces of work.

The key, relevant issues covered in the work plan for this group are to:

- Establishing data and knowledge of minority communities
- Hate crime
- Human Rights
- Customer Service Excellence
- Engagement with BME communities

For 10/11 the group has focused on consultation with:

- Women's Equality Network
- Somerset Black Development Agency
- Working with Somerset Faiths and Beliefs forum to deliver a Faith Audit for Somerset
- The disabled community of Somerset

The group is also in discussions with Somerset Gay Health to look at how the organisation can be supported and what products they could deliver for the group.

Sedgemoor and West Somerset are looking to work more collectively into the New Year with the creation of a joint forum/network for Gypsy and Travellers and Migrant workers.

The Forum for Equality and Diversity in Somerset aims to:

- bring equality strand representatives together
- work with the media to improve perception of equality issues
- raise awareness of equality issues across the county
- support the voluntary and community sector; Undertake consultation with minority groups.

The Community Cohesion Forum in Somerset aims to:

- provide support for migrant workers
- provide a welcome pack for those new to Somerset
- tackle Hate Crime
- support children and young people
- support the voluntary and community sector

A.3.2 Aims and Objectives

Sedgemoor has identified 4 key equality objectives through the Corporate Equality Scheme 2010-2013:

Objective One: Working in Partnership - Delivery of joint actions that will promote good relations with people from different backgrounds

Objective Two: Equality of service for all - Improved customer satisfaction and access to services

Objective Three: Develop our staff - Develop a workplace culture that recognises and addresses the needs of different staff members

Objective Four: Purchasing effectively - Increased use of local and diversity in suppliers

West Somerset has identified 3 key equality objectives through the Corporate Equality Scheme 2009-2012:

Objective One: Promote equal opportunities for all those living, working and visiting the district

Objective Two: Ensure our policies and services are responsive and inclusive

Objective Three: Address inequality

A.4 Current Community Safety Priorities

The Somerset Community Safety Partnership Plan sets out the three-year strategy for tackling crime, disorder and community safety issues in Somerset for the period April 2008 to March 2011. This was last refreshed in April 2010.

The production of this Plan is required by the Home Office in its guide 'Delivering Safer Communities: a guide to effective partnership working'. The Plan is a development of the Somerset Community Safety Strategic Assessment. It builds on the Strategic Assessment and reflects the shared priorities identified in the county-wide Community Safety Agreement and those identified through the Community Safety Partnerships. The Plan also reflects the joint community safety priorities of partners in the Somerset Local Area Agreement (LAA).

The six main community safety priorities in Somerset outlined in the current Plan are:

- reducing the harm caused by drugs;
- limiting the damage of alcohol on our communities;
- preventing young people from entering the criminal justice system and reducing youth re-offending;
- safeguarding vulnerable people;
- making our communities feel safer and reducing anti-social behaviour; and
- improving safety on Somerset's roads.

A.5 Community Safety Related Initiatives Currently in Place

The table below outlines some of the Community Safety initiatives currently in place (November 2010) within the local area. Also further initiatives are identified previously, for example DSFRS Community Safety Initiative section:

Initiatives	Partners	General Comments
Age Concern	Somerset West (Taunton Deane, West Somerset, Sedgemoor)	To provide support to vulnerable people. Financially supported 2009-2011
Bobby Van	Somerset West (Taunton Deane, West Somerset, Sedgemoor)	To provide support to vulnerable people Financially supported 2009-2011
Seaward Way Dreamscheme	West Somerset	Youth diversion scheme on a deprived estate awarding positive behaviour. Financially supported 2009-2011
Hope Drop in Centre	West Somerset	Homelessness, drug and alcohol support via the Baptist church. Financially supported 2009-2011
Minehead Street Pastors	West Somerset	Support to people during the night time economy. Financially supported 2009-2011
Farmwatch security padlocks	West Somerset	Acquisition of alarmed padlocks for use on farms in the Exmoor area. Financially supported 2009-2011
Stogursey football club	West Somerset	Purchase of training kit for a start up youth football team. Financially supported 2009-2011
Watchet	West Somerset	Multi use games area refurbishment. Financially supported 2009-2011
Highbridge Dreamscheme	Sedgemoor	Youth diversion.

Initiatives	Partners	General Comments
		Financially supported 2009-2011
Safe Drive Awards	Sedgemoor	Road safety awareness. Financially supported 2009-2011s
Hamp Recreation Centre	Sedgemoor	Youth diversion. Financially supported 2009-2011
Street Pastors	Sedgemoor	Night time economy. Financially supported 2009-2011
Arson task force	Sedgemoor	Arson reduction/youth education. Financially supported 2009-2011
Onside football project	Sedgemoor	Youth diversion. Financially supported 2009-2011
Victoria Park Dreamscheme	Sedgemoor	Youth diversion. Financially supported 2009-2011
Community Clean Up	Sedgemoor	Financially supported 2009-2011
CCTV provision and enhancement	Sedgemoor and West Somerset	Sedgemoor deployable CCTV Market St Highbridge – CCTV North Taunton – CCTV North Street, Bridgwater – CCTV South Esplanade Burnham on Sea – CCTV Minehead – CCTV Burnham on Sea ANPR CCTV (automated number plate recognition). Financially supported 2009-2011
Bridgwater and Burnham Security Group and West	Sedgemoor and West Somerset	Pubwatch/Retailwatch radio link system. Not funded but receiving support.

Initiatives	Partners	General Comments
Somerset pub and shop watch schemes		
Migrant Impact Fund: Project One - Polish Liaison Community Support Officers	Avon and Somerset Police (neighbourhood policing teams in Yeovil and Taunton)	Overview: To support and engage Polish communities (and in addition to this and where appropriate to carry out liaison work with other accession countries) in both East and West district Outcome: To improve access to policing services for Somerset's Polish and other migrant communities Build confidence in the reporting of crimes Reduce fear of crime Facilitate face to face communication with migrant communities Increase trust and confidence in the Police and other partner agencies so that interaction with these agencies is increased Create opportunities for on-going dialogue and improved communities relations To increase amount of incidents reported through formal channels £60k for 2 officers. Ends September 2012 The roles that will be created through this process will create a positive link into the established communities within the districts.
Migrant Impact Fund: Project two – Community Link workers (2 posts)		To provide a link between Polish and Portuguese speaking communities in South Somerset area and public/private sector organisations and to provide support and engage with these communities in order to: Introduce and signpost migrant workers and their families to basic services, including those provided by the public sector Facilitate migrant workers forum that will enable all migrants to communicate with service

Initiatives	Partners	General Comments
		providers about needs locally Assist in the reparation stages of grievances through Community Justice Panel and Restorative justice Creation of English language classes to Polish community. £70k for 2 posts and community space provision Project end Jan 2012 and March 2012 Although the workers are based in South Somerset, the principles and practical approaches that the project have already established can be transferred and used in other areas. Similarly to the PCSO posts above the link workers can create the links between established communities and new and emerging communities and support new families as they come into the area
Migrant Impact Fund: Project five – Mental health workers for Polish and Portuguese speaking workers	South Somerset MIND	To provide qualified mental health support to BME communities in South Somerset Establish links with the existing BME community, both users and providers of services Map current mental health and wellbeing services available to the migrant workers in the BME community and then develop a health and well being service to complement existing services Provide health awareness sessions at existing clubs and drop ins. £35k – one post Ends Nov 2011 As with the posts above the principles and practicable approaches developed can well be transferred to another district.
Community Cohesion Forum	SCC/Police/ Health	To establish a broad representative groups of officers and stakeholders in order to support and deliver the SSP Community Cohesion Strategy 2004-2014. An action plan has been developed and revised each year which looks at the work

Initiatives	Partners	General Comments
		that can be done across the district by either public sector or voluntary group or collectively together. The group and actions have also supported the delivery of former LAA targets £10k to support a part time post SCC will remove funding from the group from April 2011. This is an established group and could be used in view of the cross section of representation as a Stakeholder group for the project overall.
Cannington Youth Club	Avon and Somerset Police	Set up through the work of the PCSO called CAT, Cannington Action Team. This is aimed at young people aged between 9 and 16 years to divert them into learning activities and away from illegal activities. This is self funded, more details can be obtained
The Crocker Centre, Cannington	Avon and Somerset Police	Located in the college for young students and student with learning difficulties. This is run by the local PCSO who has delivered programmes such as Operation Tommy whereby the firearms team have visited and given a talk about the dangers of carrying knives and firearms as well as personal safety.
Community Policing Van	Avon and Somerset Police	This is used for Crime Surgeries that go into the local community on a regular basis. The PCSO's that use the Van also link in with coffee mornings and the Somerset Library Service, which also have a mobile unit. Crime Surgeries are held in larger communities, such as Cannington, approximately six times a year, whereas in smaller communities this is undertaken a couple of times a year.
Neighbourhood Watch	Avon and Somerset Constabulary	ASC currently provide training for the creation of a new Neighbourhood Watch Scheme. This typically is in the form of a police officer or PCSO going to the co-ordinator home address with the other new members for that particular street and running through the aspects of running a NHW scheme.

Initiatives	Partners	General Comments
Community Tension Register	Avon and Somerset Police	In situations where there are a number of interrelated community tensions due to a particular source, the Police adopt a Community Tension register. This is used to log incidents which can be used to determine an action plan to relieve community tensions effectively. This is used on a short term basis e.g. for a couple of weeks, and its current use it approximately two occurrences per year.
Health Public Relations Vehicle	South West Ambulance Service (and PCT?)	There is a public relations vehicle which has been used in the past by community engagement officers from SWAST, e.g. to go out to the gypsy and traveller communities to be available to discuss health issues.
Fire Service and County partnership display vehicle		
Somerset Compact	The Somerset Compact, launched in April 2006, is an agreement between the voluntary and community sector and the public sector, to improve their relationship between the two sectors.	There are five Codes of Good Practice. In these Codes partners have agreed the principles they want to follow and what they are going to do to work according to these principles. There are five Codes of Good Practice on Funding, Equality and Diversity, Communication, Volunteering and Consultation. The Somerset Compact Monitoring Group, is made up of partners from the voluntary and statutory sectors. It works to raise awareness of the Compact and its purpose, to encourage organisations to use the Compact more effectively, to share in its achievements and to monitor and address local issues and concerns relevant to the Compact including non-compliance.

Table 11: Community Safety Initiatives in West Somerset and Sedgemoor

APPENDIX 1C

The following is a reproduction of the worker Code of Conduct included within the application for Site Preparation Works, submitted to West Somerset Council in June 2011.

EXECUTIVE SUMMARY

The purpose of this document is to set out EDF Energy's expected standard of worker behaviour for the Site Preparation Works.

Site workers are expected to be inducted in the code of conduct, which includes adhering to the worker behaviour standard. Workers will be inducted on the expected behaviour on taking up a position on the works. EDF Energy will re-enforce the key messages of the code over time through its workforce engagement activities.

EDF Energy will expect all employers working on the site preparation works, including EDF Energy to implement the code of conduct for those that are directly and indirectly employed. Regular reviews will be held with Employers to assess compliance with the code and to capture feedback from employers on conduct of the community towards its workers; issues arising will be brought forward to the main site community forum as appropriate.

EDF Energy will publish in its Community Newsletter details of the code of conduct and site hoardings will also carry the contact details. EDF Energy will encourage its training and education partners to promote the code to its potential future workforce.

Members of the community will be encouraged to make contact with EDF Energy to provide feedback on issues relating to the construction workforce. The details will be logged, actioned and closed.

EDF Energy Site Construction Director will lead in implementing and ensuring compliance with this code. The Community Liaison Officer will support the Site Construction Director in managing the implementation of the code with the Community and Supply Chain.

The worker code of conduct does not replace normal law and order provisions in place to protect members of the community and which individuals are responsible for abiding by.

1. WORKER BEHAVIOUR

1.1 EDF Energy expects all workers engaged in the delivery of the site-preparation works to be respectful of the community and create a positive image of the project.

1.2 EDF Energy will implement a Worker Code of Conduct, set out below, for the duration of the site preparation works. The purpose of the Code is to set clear expectations for the behaviours for all workers when within the community.

1.3 This Code will be in place for the duration of the site preparation works. EDF Energy intends to issue a separate Code of Conduct for the main Hinkley Point C Project construction phase, which will take account of feedback from preliminary works, the HPC Stakeholder Group, workers representatives, and to reflect workforce arrangements established for the main construction works.

1.4 The Site Preparation Words: Worker Code of Conduct (Code) will achieve the following:

- Communicate the behaviours expected of workers and outline the means by which the Code will be communicated to all site preparation workers;
- Outline the role of employers;
- Outline the monitoring mechanism for the Code during the site preparation works; and
- Inform the community of the standard of behaviours they should expect from workers and their employers.

2. WORKER BEHAVIOUR STANDARD

2.1 The conduct of workers in the community is of the highest importance and it is for this reason that workers are expected to:

- Have due respect to their safety and the safety of others;
- Be ambassadors for the project through their behaviours and actions when in the community;
- Understand that anti social behaviour, discriminatory behaviour or harassment will not be tolerated;
- Ensure that their private rented accommodation is maintained in a tidy state with the proper disposal of rubbish;
- Ensure that personal noise levels are appropriate to the time of day and location;
- Ensure no damage of any kind is caused to property within the community;
- Ensure they make no use of unlawful drugs and understand that poor behaviour resulting from excessive alcohol will not be tolerated. Workers are to be aware of the strict policies of the construction site in respect to the mis-use of drugs or alcohol; and
- Respect speed limits and be aware of other road users, agricultural vehicles and livestock.

2.2 Workers will be inducted on the expected behaviour on taking up a position on the works. A welcome pack will be developed for issue to workers, including a copy of the Code as well as more general information on the area, public services and initiatives. A wallet card detailing the Code will be issued to all workers along with their site access pass.

2.3 EDF Energy plan to re-enforce the key messages and behaviours they expect of the site workforce in their on-going workforce engagement and communication activities. From time to time, EDF Energy may survey its site workforce to check for levels of understanding. EDF Energy will adjust its workforce communication activities to re-engage workers on the code of conduct as appropriate if their surveys show that the core messages have become diluted.

2.4 From time-to-time site based communication will re-enforce the Code through mechanisms such as tool-box talks, reward and recognition activities, and articles in the site newsletter highlighting positive engagement by workers in the community.

3. EMPLOYER BENHAVIOUR STANDARDS

3.1 Employers, including EDF Energy and their supply chain partners, will be expected to promote good behaviour amongst their staff, both those that are directly and indirectly employed, and those that are sub contracted. Employers will be encouraged to build on the good practice across the construction industry in implementing good neighbour practices, for example the Considerate Constructors Scheme.

3.2 The Employer will be expected to:

- Ensure that all employees are familiar with their own companies Code of Conduct or equivalent prior to site induction;
- Confirm that all employees appointed to the works are aware of the expected behaviour required for Site Preparation Works, (as set out in the code of conduct);
- Act with professionalism of approach, honesty and integrity, in the manner in which work is delivered and in dealings with members of the community, the environment and their workforce;
- Promote good behaviour by their workers and any sub contractors that they engage;
- Ensure Strong regard is to be given to the needs and concerns of the community and respond in a timely manner to any concerns or reasonable requests for information made by members of the community regarding the works being undertaken;
- Positively support and engage in site communication campaigns; and
- Have effective disciplinary procedures in place to enforce the behaviours expected of workers.

3.3 Regular reviews will be held with Employers' to assess compliance with the code of conduct. The opportunity will also be given for the Employer to feedback on conduct of the community towards workers; issues arising will be brought forward to the main site community forum as appropriate.

4. COMMUNICATION TO THE COMMUNITY

4.1 EDF Energy will publish in its Community Newsletter details of the Code and how members of the community can make contact. . Site hoardings will also carry the contact details, as well as EDF Energy project websites and the number will be listed with directory services. EDF Energy will encourage the authorities to also publish the contact number in their community information materials.

4.2 EDF Energy will work with its training partners to embed the code of conduct into their learning programmes provided, so that pre-employment, potential employees are aware of the standard of behaviour expected. Opportunities will also be sought to build into EDF Energy's education engagements the core concepts of the code, to establish EDF Energy's expectations of its future workforce.

5. OUTLINE MONITORING ARRANGEMENTS

5.1 Members of the community will be encouraged to make contact with EDF Energy to provide feedback on issues relating to the construction workforce. The details of this contact will be logged, actioned and closed.

5.2 The EDF Energy Site Construction Director will take the lead in implementing and ensuring compliance with this Code.

5.3 The Community Liaison Officer (CLO) will support the Construction Director in the implementation of the Code by managing its implementation with the Community and Supply Chain, including and acting upon queries received from the community and advice on the appropriate course of action. The CLO will liaise, as appropriate, with both the person who has raised the matter and the employer. The action will be agreed and communicated back to those involved. In the event that the agreed course of action is not satisfactory to the person who logged the issue, an Appeals Procedure will be available. Where necessary this will be refer to the relevant employers' process, for example, their disciplinary procedure. The monitoring and appeals process does not replace normal employment processes and is in place to provide a simple route for community members to raise specific issues.

5.4 A monthly report on logged issues received and actions taken will be created. This will be discussed at the Community Forum, which may consider it appropriate to engage further with works or the community.

5.5 This Worker Code of Conduct does not replace normal law and order provisions in place to protect members of the community and which individuals are responsible for abiding by.

APPENDIX 1D

Table of potential impacts and possible mitigations

GEN060_YY_SOE_J_REP_0031_rev6.0 - CSMP impacts and mitigations

Preliminary works

Main works

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PRELIMINARY WORKS

Reference	Description of risk	Planned mitigations	Public Service Provider resource							Means of monitoring
			Police	Fire	Ambulance	SDC	WSC	SCC	Other	
Influx of workers and their families										
CSMP 1	Increased population causes increased likelihood of incidents needing the services of the public service providers.	EDFE commitment to fund additional resource based upon proven need.	PC/ PCSO staff.	Community Safety Officer.	None	CSO staff.	CSO staff.	CSO staff.	None	Monitoring of resource and commitment against funding through Emergency Services and Local Authorities Group.
CSMP 2	Shift working causing disruption; noise at anti social hours, congestion, etc. **Note: no shift working in preliminary works, however, potential for complaints re disruption.**	Code of conduct to set expectations of workers when within the community. Construction hotline.	Addressed through CSMP 1.	None	None	Addressed through CSMP 1.	Addressed through CSMP 1.	None	None	EDFE to monitor comments/ complaints. Regular report to Emergency Services and Local Authorities Group.
CSMP 3	Workers and families new to area, potential for draw on public services due to poor judgement/ lack of local knowledge, potential for road traffic collision.	Welcome pack and induction process to consider key messages. Accommodation Office to hold useful information. Community Liaison Officer able to assist. Use of awareness campaigns and initiatives.	Leaflets for Accommodation Office/ welcome pack. Participation in awareness campaigns/ initiatives. Use of Community Policing Van. One Police initiative anticipated during preliminary works.	Contribution of content to leaflets for Accommodation Office/ welcome pack. Participation in awareness campaigns/ initiatives. Funding for additional roll out of current Fire Service initiatives. One Fire Service initiative anticipated during preliminary works.	None	Leaflets for Accommodation Office/ welcome pack. Participation in awareness campaigns/ initiatives. One SDC initiative anticipated during preliminary works.	Leaflets for Accommodation Office/ welcome pack. Participation in awareness campaigns/ initiatives. One WSC initiative anticipated during preliminary works.	Addressed through CSMP 1.	EDFE to investigate support of third sector groups.	Record of campaigns and initiatives. Feedback.
Crime and disorder										
CSMP 4	Disagreements (worker/ public, worker/ worker) causing disorder and requiring Police presence (and potentially ambulance attendance). Single males seen as high risk group.	Code of conduct and induction process setting expectations, role of CLO, construction hotline, intelligence share with public service providers.	Addressed through CSMP 1.	Addressed through CSMP 1.	None	Addressed through CSMP 1.	Addressed through CSMP 1.	None	None	Record of incidents and actions, regular reports to Emergency Services and Local Authorities Group.
CSMP 5	Anti-Social Behaviour associated with workforce/integration of workforce/accommodation locations of workforce requiring Community Safety response from emergency services and/or local authorities. Potential for arson.	Code of conduct and induction process setting expectations, role of CLO. Information share with public service providers. Access to CLO by public and worker, construction hotline. Community meetings for hard to reach groups (PACT etc).	Addressed through CSMP 1.	Addressed through CSMP 1.	None	Addressed through CSMP 1.	Addressed through CSMP 1.	None	None	Record of incidents and actions, regular reports to Emergency Services and Local Authorities Group.
CSMP 6	Damage and debris resulting from disorder requiring action by Environmental Services.	Mitigations against occurrence are addressed in CSMP 4 and CSMP 5. If an incident occurs then CSMP 6 will be the outcome.	None	None	None	Contingency fund for clean up following protests and incidents.	Contingency fund for clean up following protests and incidents.	None	None	Record of incidents and actions, regular reports to Emergency Services and Local Authorities Group.
CSMP 7	Crime on sites (main construction or AD) requiring Police attendance.	Addressed through CSMP 1 and OCRA. Intelligence share with CLO. Campuses to Secure by Design standard.	Addressed through CSMP 1.	None	None	None	None	None	None	Record of incidents and actions, regular reports to Emergency Services and Local Authorities Group.
CSMP 8	Burglaries, car theft etc at worker accommodation.	Addressed through CSMP 1. Awareness campaigns and intelligence sharing by CLO. Construction hotline.	Addressed through CSMP 1.	None	None	None	None	None	None	Record of incidents and actions, regular reports to Emergency Services and Local Authorities Group.
CSMP 9	Sexual assault by worker.	Addressed through CSMP 1. Worker code of conduct to set expectations. Intelligence sharing. Construction hotline.	Addressed through CSMP 1.	None	None	None	None	Addressed through CSMP 1.	None	Record of incidents and actions, regular reports to Emergency Services and Local Authorities Group.
CSMP 10	Gangmaster crime associated with construction work packages.	Contract conditions and contractor vetting will prevent occurrence.	None	None	None	None	None	None	None	None
Night time economy										
CSMP 11	Alcohol related assault.	Strict rules re alcohol. Code of conduct and induction process setting expectations, role of CLO, information share with public service providers. Construction hotline.	Addressed through CSMP 1 and 3.	None	None	Addressed through CSMP 1.	Addressed through CSMP 1.	Addressed through CSMP 1.	EDFE to investigate support of third sector groups.	Record of incidents and actions, regular reports to Emergency Services and Local Authorities Group.

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PRELIMINARY WORKS

Reference	Description of risk	Planned mitigations	Public Service Provider resource							Means of monitoring
			Police	Fire	Ambulance	SDC	WSC	SCC	Other	
CSMP 12	Drink driving.	Strict rules re alcohol. Code of conduct and induction process setting expectations, awareness campaigns, role of CLO, information share with public service providers.	Addressed through CSMP 3.	Addressed through CSMP 3.	None	None	None	None	Addressed through CSMP 11.	Record of incidents and actions, regular reports to Emergency Services and Local Authorities Group.
CSMP 13	Prostitution.	Code of conduct and induction process setting expectations, role of CLO, information share with public service providers.	Addressed through CSMP 1.	None	None	None	None	None	Addressed through CSMP 11.	Record of incidents and actions, regular reports to Emergency Services and Local Authorities Group.
CSMP 14	Large groups socialising together, not committing any offence but raising concerns of others.	Code of conduct and induction process setting expectations, role of CLO, information share with public service providers. PACT/ similar meetings attended by CLO. Construction hotline.	Addressed through CSMP 1.	None	None	Addressed through CSMP 1.	Addressed through CSMP 1.	None	None	Record of incidents and actions, regular reports to Emergency Services and Local Authorities Group.
CSMP 15	Increase in unlicensed properties/ traders.	Workers directed to avoid illegal property, illegal landlords removed from list, awareness campaigns.	Addressed through CSMP 1.	Addressed through CSMP 1 and CSMP 16.	None	LA activity not immediately related to community safety. Resource/ funding under discussion outside CSMP.	LA activity not immediately related to community safety. Resource/ funding under discussion outside CSMP.	None	None	
Accommodation										
CSMP 16	Sub standard properties entering the market, requiring action by Housing Officer.	Accommodation Management Strategy: minimum standard of accommodation set for EDFE worker, provider to confirm property is safe/ legal, illegal property/ landlords removed from list, awareness campaigns. Information share with public service providers, home safety visits of accommodation.	None	Contribution to content of leaflets for Accommodation Office/ welcome pack. Participation in awareness campaigns/ initiatives addressed through CSMP 3. Home safety visits of accommodation.	None	None	None	Contingency fund for emergency response re workers accommdoated within the community. CCU staff time to plan for main works.	None	Record of incidents and actions, regular reports to Emergency Services and Local Authorities Group.
CSMP 17	Fire risk associated with single male occupants.	Operation of Accommodation Management Strategy, awareness campaigns directed at vulnerable groups.	None	Addressed through CSMP 3. Potential to direct campaigns at specific groups. Home safety visits of accommodation.	None	None	None	None	None	Record of incidents and actions, regular reports to Emergency Services and Local Authorities Group. Record of awareness campaigns undertaken.
CSMP 18	Anti social behaviour in use of property; untidiness, waste, inconsiderate parking, noise.	Code of conduct. Access to CLO. EDFE website for information/ grievances. CLO attendance at PACT/ similar meetings. Awareness campaigns. Construction hotline.	Addressed through CSMP 1.	Addressed through CSMP 3.	None	Addressed through CSMP 1.	Addressed through CSMP 1.	None	None	Record of incidents and actions, regular reports to Emergency Services and Local Authorities Group. Record of awareness campaigns undertaken.
CSMP 19	Increased homelessness due to restricted availability of affordable accommodation, increased work for Housing Officer.	Accommodation Management Strategy to signpost workers away from pressures, advertising to bring in additional accommodation.	Addressed through CSMP 1.	None	None	Addressed in Accommodation Strategy.	Addressed in Accommodation Strategy.	None	None	Record of calls to Housing Officer and reasons for calls. Record of number/ location of workers.
CSMP 20	Emergency accommodation of workers should there be a need to evacuate a campus or area densely populated by workers. **Note: campus accommodation will not be in place for preliminary works.**	EDFE to develop a business continuity/ evacuation procedure.	None	None	None	Contingency fund for emergency response re workers accommdoated within the community. CCU staff time to plan for main works.	Contingency fund for emergency response re workers accommdoated within the community. CCU staff time to plan for main works.	Contingency fund for emergency response re workers accommdoated within the community. CCU staff time to plan for main works.	None	Unlikely event; monitor success during event, learn lessons, amend strategy as necessary.
Equalities and community cohesion										

COMMUNITY SAFETY MANAGEMENT PLAN
Impacts and mitigations

GEN060_YY_SOE_J_REP_0031_rev5.0 - CSMP impacts and mitigations

PRELIMINARY WORKS

Reference	Description of risk	Planned mitigations	Public Service Provider resource							Means of monitoring
			Police	Fire	Ambulance	SDC	WSC	SCC	Other	
CSMP 21	Cultural differences leading to local political activism.	Code of conduct setting expectations of workers. CLO attending PACT/ similar meetings, meetings with vulnerable groups. Information sharing with public services providers. Awareness campaigns worker and public. Construction hotline.	Addressed through CSMP 1.	None	None	Addressed through CSMP 1.	Addressed through CSMP 1.	To investiage migrant workers fund operated by SCC to see what lessons can be learnt/ what may be of benefit to this project.	None	Record of incidents and actions, regular reports to Emergency Services and Local Authorities Group.
CSMP 22	Cultural differences of workers and their families requiring resources not currently available, e.g. translation service.	Accommodation Office and CLO providing support to worker.	None	None	None	None	None	None	None	Monitoring of worker needs at induction and through contact with Accommodation Office/ CLO.
CSMP 23	Community tension due to uncertainties and concerns raised by influx of workers also considering potential impacts on vulnerable elements of the community (e.g. increase in fear of crime in elderly residents etc).	Access to CLO and EDFE website for information/ contact details/ grievances. CLO attendance at PACT/ similar meetings.	Addressed through CSMP 1.	None	None	Addressed through CSMP 1.	Addressed through CSMP 1.	None	EDFE to investigate support of third sector groups.	Record of contact made with CLO and actions taken. Record of attendance at meetings, questions raised and outcome. Regular reporting to Emergency Services and Local Authorities Group.
Governance										
CSMP 24	Poor flow of information between stakeholders causing confusion and mixed messages to the public, inefficient actions to incidents, poor post incident review, risk of recurrence without lessons learnt.	Regular contact between key stakeholders, regular meeting of a stakeholder group, anticipated quarterley, to consider CSMP related matters.	Ongoing project relations and information sharing, attendance at stakeholder meetings. Addressed through CSMP 1.	Ongoing project relations and information sharing, attendance at stakeholder meetings.	Ongoing project relations and information sharing, attendance at stakeholder meetings.	Addressed through CSMP 1. Ongoing project relations and intelligence sharing, attendance at stakeholder meetings.	Addressed through CSMP 1. Ongoing project relations and information sharing, attendance at stakeholder meetings.	Ongoing project relations (multi agency Community Safety Team and Civil Contingencies Unit) and information sharing, attendance at stakeholder meetings.	None	CLO to maintain an issues/ actions log, minuted meetings of Emergency Services and Local Authorities Group, reports to strategic stakeholder group.

Note of changes made:

Date	Description of change
22/03/2011	Creation of schedule for preliminary works.
28/03/2011	CSO role in CSMP11 added.
28/06/2011	CSMP 12, 18,19 re Police ammended to cross refer to CSMP 1
20/07/2011	Updated to reflect resourcing as set out in draft S106 document

GEN060_YY_SOE_J_REP_0031_rev6.0 - CSMP impacts and mitigations

Note: the following schedule was prepared in a workshop attended by the Emergency Services and Local Authorities Group and subsequently developed through consultation with the group.
It reflects an open discussion on potential impacts and possible mitigations, both real and perceived. It does not reflect confirmed impacts identified through statistical research or review of an evidence base.

MAIN WORKS

Reference	Description of risk	Planned mitigations	Public Service Provider resource							Means of monitoring
			Police	Fire	Ambulance	SDC	WSC	SCC	Other	
Influx of workers and their families										
CSMP 1	Increased population causes increased likelihood of incidents needing the services of the public service providers.	EDFE commitment to fund additional resource based upon proven need.	PS/PC/ PCSO staff.	None.	None	CSO staff.	CSO staff.	CSO staff.	Provide opportunities for workers to train as co responders.	Monitoring of resource and commitment against funding through Emergency Services and Local Authorities Group.
CSMP 2	Shift working causing disruption; noise at anti social hours, congestion, etc.	Code of conduct to set expectations of workers when within the community. Shifts timed to avoid peaks in traffic. Construction hotline.	Addressed through CSMP 1.	None	None	Addressed through CSMP 1.	Addressed through CSMP 1.	None	None	EDFE to monitor comments/ complaints. Feedback to Emergency Services and Local Authorities Group. Record of calls to hotline and reasons.
CSMP 3	Workers and families new to area, potential for draw on public services due to poor judgement/ lack of local knowledge.	Welcome pack and induction process to consider key messages. Accommodation Office to hold useful information. Community Liaison Officer able to assist. Use of awareness campaigns.	Leaflets for Accommodation Office/ welcome pack. Participation in awareness campaigns/ initiatives. Use of Community Policing Van.	Leaflets for Accommodation Office/ welcome pack. Participation in awareness campaigns/ initiatives. Additional roll out of current Fire Service initiatives.	None	None	None	None	EDFE to investigate working with third sector groups.	Record of campaigns and initiatives. Feedback.
Crime and disorder										
CSMP 4	Disagreements (worker/ public, worker/ worker) causing disorder and requiring Police presence (and potentially ambulance attendance). Single males seen as high risk group.	Code of conduct and induction process setting expectations, role of CLO, construction hotline, information share with public service providers.	Addressed through CSMP 1.	None.	None	Addressed through CSMP 1.	Addressed through CSMP 1.	None	None	Record of incidents and actions, feedback to Emergency Services and Local Authorities Group.
CSMP 5	Anti-Social Behaviour associated with workforce/integration of workforce/accommodation locations of workforce requiring Community Safety response from emergency services and/or local authorities. Potential for arson.	Code of conduct and induction process setting expectations, role of CLO. Information share with public service providers. Access to CLO by public and worker, construction hotline. Community meetings (PACT etc).	Addressed through CSMP 1.	None.	None	Addressed through CSMP 1.	Addressed through CSMP 1.	None	None	Record of incidents and actions, feedback to Emergency Services and Local Authorities Group.
CSMP 6	Damage and debris resulting from disorder requiring action by Environmental Services.	Mitigations against occurrence are addressed in CSMP 4 and CSMP 5. If an incident occurs then CSMP 6 will be the outcome.	None	None	None	Contingency fund for clean up following protests and incidents.	Contingency fund for clean up following protests and incidents.	None	None	Record of incidents and actions, feedback to Emergency Services and Local Authorities Group.
CSMP 7	Crime on sites (main construction or AD) requiring Police attendance.	Addressed through CSMP 1 and OCRA. Information share with CLO. Campuses to Secure by Design standard.	Addressed through CSMP 1.	None	None	None	None	None	None	Record of incidents and actions, feedback to Emergency Services and Local Authorities Group.
CSMP 8	Burglaries, car theft etc at worker accommodation.	Addressed through CSMP 1. Awareness campaigns and information sharing by CLO. Construction hotline.	Addressed through CSMP 1.	None	None	None	None	None	None	Record of incidents and actions, feedback to Emergency Services and Local Authorities Group.
CSMP 9	Sexual assault by worker.	Addressed through CSMP 1. Worker code of conduct to set expectations. Intelligence sharing. Construction hotline.	Addressed through CSMP 1.	None	None	None	None	Addressed through CSMP 1.	None	Record of incidents and actions, feedback to Emergency Services and Local Authorities Group.
CSMP 10	Gangmaster crime associated with construction work packages.	Contract conditions and contractor vetting will prevent occurrence.	None	None	None	None	None	None	None	None
CSMP 25	Child protection issues.	Code of conduct to set expectations of workers when within the community.	Addressed through CSMP 1.	None	None	None	None	Addressed through Education Strategy.	None	Record of incidents and actions, feedback to Emergency Services and Local Authorities Group.
CSMP 26	Domestic violence.	Code of conduct to set expectations of workers when within the community.	Addressed through CSMP 1.	None	None	None	None	Addressed through CSMP 1.	None	Record of incidents and actions, feedback to Emergency Services and Local Authorities Group.
Night time economy										

COMMUNITY SAFETY MANAGEMENT PLAN
Impacts and mitigations

Reference	Description of risk	Planned mitigations	Public Service Provider resource							Means of monitoring
			Police	Fire	Ambulance	SDC	WSC	SCC	Other	
CSMP 11	Alcohol related assault.	Strict rules re alcohol. Code of conduct and induction process setting expectations, role of CLO, information share with public service providers. Construction hotline.	Addressed through CSMP 1.	None	None	Addressed through CSMP 1.	Addressed through CSMP 1.	Addressed through CSMP 1.	EDFE to investigate working with third sector groups.	Record of incidents and actions, feedback to Emergency Services and Local Authorities Group.
CSMP 12	Drink driving.	Strict rules re alcohol. Code of conduct and induction process setting expectations, awareness campaigns, role of CLO, information share with public service providers. EDFE to consider provision of shuttle bus from Bridgwater to site campus at peak times.	Addressed through CSMP 1 and 3.	Addressed through CSMP 3.	None	None	None	None	Addressed through CSMP 11.	Record of incidents and actions, feedback to Emergency Services and Local Authorities Group.
CSMP 13	Prostitution.	Code of conduct and induction process setting expectations, role of CLO, information share with public service providers.	Addressed through CSMP 1.	None	None	None	None	Addressed through CSMP 1.	Addressed through CSMP 11.	Record of incidents and actions, feedback to Emergency Services and Local Authorities Group.
CSMP 14	Large groups socialising together, not committing any offence but raising concerns of others.	Code of conduct and induction process setting expectations, role of CLO, information share with public service providers. PACT/ similar meetings attended by CLO. Construction hotline.	Addressed through CSMP 1.	None	None	Addressed through CSMP 1.	Addressed through CSMP 1.	None	Addressed through CSMP 11.	Record of incidents and actions, feedback to Emergency Services and Local Authorities Group.
CSMP 15	Increase in unlicensed properties/ traders.	Workers directed to avoid illegal property, illegal landlords removed from list of accommodation available to workers, awareness campaigns.	Addressed through CSMP 1.	Addressed through CSMP 1 and CSMP 16.	None	None	None	None	None	Record of incidents and actions, feedback to Emergency Services and Local Authorities Group.
Accommodation										
CSMP 16	Sub standard properties entering the market, requiring action by Housing Officer.	Accommodation Management Strategy: minimum standard of accommodation set for EDFE worker, provider to confirm property is safe/ legal, illegal property/ landlords removed from list of accommodation available to workers, awareness campaigns. Information share with public service providers, home safety visits of accommodation by Fire Service.	None	Leaflets for Accommodation Office/ welcome pack. Participation in awareness campaigns/ initiatives addressed through CSMP 3. Home safety visits of accommodation.	None	None	None	None	None	Record of incidents and actions, feedback to Emergency Services and Local Authorities Group.
CSMP 17	Fire risk associated with single male occupants.	Operation of Accommodation Management Strategy, awareness campaigns directed at vulnerable groups.	None	Addressed through CSMP 3. Potential to direct campaigns at specific groups.	None	None	None	None	None	Record of incidents and actions, feedback to Emergency Services and Local Authorities Group. Record of awareness campaigns undertaken.
CSMP 18	Anti social behaviour in use of property; untidiness, waste, inconsiderate parking, noise.	Code of conduct. Access to CLO. EDFE website for information, EDFE grievance process. CLO attendance at PACT/ similar meetings. Awareness campaigns. Construction hotline.	Addressed through CSMP 5.	Addressed through CSMP 3.	None	Addressed through CSMP 1.	Addressed through CSMP 1.	None	None	Record of incidents and actions, feedback to Emergency Services and Local Authorities Group. Record of awareness campaigns undertaken.
CSMP 19	Increased homelessness due to restricted availability of affordable accommodation, increased work for Housing Officer.	Accommodation Management Strategy to signpost workers away from pressures, advertising to bring in additional accommodation. Housing Fund.	Addressed through CSMP 1.	None	None	Addressed in Accommodation Management Strategy.	Addressed in Accommodation Management Strategy.	Addressed in Accommodation Management Strategy.	None	EDFE monitoring of worker choices and accommodation take up.
CSMP 20	Emergency accommodation of workers should there be a need to evacuate a campus or area densely populated by workers.	EDFE to develop a business continuity/ evacuation procedure.	Addressed through CSMP 1.	None	None	None	None	None	None	Unlikely event; monitor success during event, learn lessons, amend strategy as necessary.
Equalities and community cohesion										

COMMUNITY SAFETY MANAGEMENT PLAN
Impacts and mitigations

Reference	Description of risk	Planned mitigations	Public Service Provider resource							Means of monitoring
			Police	Fire	Ambulance	SDC	WSC	SCC	Other	
CSMP 21	Cultural differences leading to local political activism.	Code of conduct setting expectations of workers. CLO attending PACT/ similar meetings, meetings with vulnerable groups. Information sharing with public services providers. Awareness campaigns worker and public. Construction hotline.	Addressed through CSMP 1.	None	None	Addressed through CSMP 1.	Addressed through CSMP 1.	None	None	Record of incidents and actions, feedback to Emergency Services and Local Authorities Group.
CSMP 22	Cultural differences of workers and their families requiring resources not currently available, e.g. translation service.	Accommodation Office and CLO providing support to worker.	Funded subscription to telephone translation service.	Funded subscription to telephone translation service.	Funded subscription to telephone translation service.	Funded subscription to telephone translation service.	Funded subscription to telephone translation service.	None	None	Monitoring of worker needs at induction and through contact with Accommodation Office.
CSMP 23	Community tension due to uncertainties and concerns raised by influx of workers also considering potential impacts on vulnerable elements of the community (e.g. increase in fear of crime in elderly residents etc).	Access to CLO and EDFE website for information/ contact details, EDFE grievance process. CLO attendance at PACT/ similar meetings.	Addressed through CSMP 1.	None	None	Addressed through CSMP 1.	Addressed through CSMP 1.	Addressed through CSMP 1.	EDFE to investigate working with third sector groups.	Record of contact made with CLO and actions taken. Record of attendance at meetings, questions raised and outcome. Feedback to Emergency Services and Local Authorities Group.
Governance										
CSMP 24	Poor flow of information between stakeholders causing confusion and mixed messages to the public, inefficient actions to incidents, poor post incident review, risk of recurrence without lessons learnt.	Regular contact between key stakeholders, regular meetings of Emergency Services and Local Authorities Group to consider community safety related matters.	Ongoing project relations and intelligence sharing, attendance at stakeholder meetings. Addressed through CSMP 1.	Ongoing project relations and intelligence sharing, attendance at stakeholder meetings.	Ongoing project relations and intelligence sharing, attendance at stakeholder meetings.	Addressed through CSMP 1. Ongoing project relations and intelligence sharing, attendance at stakeholder meetings.	Addressed through CSMP 1. Ongoing project relations and intelligence sharing, attendance at stakeholder meetings.	Ongoing project relations (multi agency Community Safety Team and Civil Contingencies Unit) and intelligence sharing, attendance at stakeholder meetings.	None	CLO to maintain an issues/ actions log, minuted meetings of Emergency Services and Local Authorities Group, reports to strategic stakeholder group when formed.

Note of changes made:

Date	Description of change
28/02/2011	CSMP1 - EDFE to train additional co responders (from within workforce), not DSFR.
28/02/2011	CSMP5 - arson identified as a potential risk associated with anti social behaviour.
28/02/2011	CSMP12 - DSFR role re initiatives noted.
28/02/2011	CSMP18 - DSFR role re initiatives noted.
22/03/2011	CSMP3 - ASC and DSFR initiatives quantified.
22/03/2011	CSMP1 - reference to CCTV staffing removed following SDC/ WSC advice that service will be discontinued.
22/03/2011	CSMP24 and CSMP25 added under crime and disorder.
28/03/2011	CSMP2 - resourcing issue for ASC as a consequence of shift working.
28/03/2011	CSO role in CSMP11 added.
28/03/2011	SCC resourcing included
28/06/2011	CSMP 12, 20, 25, 26 re Police amended to cross refer to CSMP .
29/09/2011	Updated for inclusion in DCO submission.

APPENDIX 1E

Terms of reference for roles identified within the strategy

Community Liaison Officer

The terms of reference of the Community Liaison Officer will be:

- To participate in the induction process, setting out the code of conduct clearly for all contractors and workers.
- To establish a network of key stakeholders within the community (Police, Fire, Ambulance, Authorities) and maintain relations through regular meetings.
- To report regularly to the Emergency Services and Local Authorities Group and to a Strategic Stakeholder Group when formed, advise on issues, make recommendations and seek direction.
- To work closely with the Accommodation Office to receive information on issues relating to the use of both campus and existing accommodation.
- To maintain the queries and complaints procedure for workers and members of the public contacting EDF Energy, logging all contact and action taken.
- To receive queries and complaints, whether from the community or workers, to investigate and determine need for action.
- To monitor breaches of the code by workers and contractors and monitor disciplinary action through regular meetings with contractors.
- Receive requests for CSR activities from contractors and workers, report to EDF Energy PR/comms Stakeholder Group when formed and receive direction, provide high level co-ordination to ensure no clash of activities.
- To maintain regular contact with EDF Energy construction team, both nuclear new build and associated developments, to understand upcoming activities likely to cause disruption in the community.
- To liaise with EDF Energy PR/comms team, to ensure any community issues are correctly reported and to provide information for press releases and newsletters.
- To participate in awareness campaigns, promoting healthy lifestyles and community integration in association with the clinic.
- To participate in public communications events organised by EDF Energy.
- To attend PACT meetings, meetings with vulnerable groups and other community meetings as necessary in order to understand the concerns of the community and wherever possible respond.

Accommodation Office

The terms of reference of the Accommodation Office are to:

- Establish and maintain a schedule of available accommodation for access by workers.
- Manage bookings for EDF Energy provided accommodation.
- Provide a contact point (physical, telephone, e mail, website) for the workforce when making accommodation decisions.
- Provide a contact point (physical, telephone, e mail, website) for providers wishing to be considered for accommodation and to update information.
- Provide a contact point and manage a complaints received on accommodation issues.
- To meet periodically with larger contractors to discuss accommodation issues.
- Provide regular reports to the CLO.
- Manage relations with bulk providers, review standards and costs of accommodation provided.
- Monitor performance and behaviour of both provider and workforce in using accommodation.
- Monitor the accommodation decisions made by the workforce (accommodation type and location) and project potential implications for future demand.

Emergency Services and Local Authorities Group

It is anticipated that the Emergency Services and Local Authorities Group will continue for the duration of the project. Its terms of reference will be:

- To review the impact of the workforce in the community, whether this be in accommodation, in the use of services and amenities or in the way in which use is made of free time.
- To review and input into reports received from the Accommodation Office.
- To review and input into reports received from the Community Liaison Officer.
- To review any actual or potential community tension arising from the project.
- To review issues over the period and any specific actions taken.
- To feed back to EDF Energy community comments and concerns not captured through the monitoring process.
- To feed back to EDF Energy issues as seen from the stakeholder's area of expertise.

ANNEX 7 - COMMUNITY SAFETY OFFICERS

HINKLEY C NUCLEAR NEW BUILD

Community Safety; summary of roles and responsibilities of public service providers to be funded through payments by EDF Energy as set out within the Section 106 Agreement.

1. SEDGEMOOR DISTRICT COUNCIL

1.1 Parish Liaison and Community Safety Officer (CSO)

1.1.1 The Council will commit resources in accordance with the executed S106 Agreement. Staff will be allocated to liaise with the relevant parish councils on project matters. The Community Safety Officer (CSO) will work collaboratively with the multi service team created to manage emergency services and community safety matters and to deliver the strategic objectives of the Community Safety Management Plan (CSMP). He/she will attend and report formally to Emergency Services and Local Authorities Group meetings and will manage Community Officers engaged on the project. He/she will have regard to the impacts of the project in the context of his/her District wide role and will give strategic input as appropriate. The CSO will provide a written monthly report on District wide initiatives of relevance to HPC, scrutinising calls to the ASB hotline and reporting on liaison with partnerships and third sector groups.

1.2 Joint Community Safety Project Officer (CSPO)

1.2.1 The SDC and WSC will appoint a joint resource and will commit resources in accordance with the executed section 106 Agreement. The Joint Community Safety Project Officer (CSPO) will work collaboratively with the multi service team created to support the CSO in both Districts, and take action on initiatives to address community safety impacts consistent with the CSMP.

1.2.2 The CSPO will report formally to Emergency Services and Local Authorities Group meetings via the CSO and attend if necessary, and liaise with the Outreach Officers engaged on the project as required.

1.2.3 The CSO will have particular regard to the impacts of the project and shape and implement initiatives with colleagues and partners and report on progress as set out above.

1.3 Incident response planning

1.3.1 The Officer with responsibility for CCU within the Council will attend quarterly workshops over a four year period, reducing to six monthly over the subsequent four years in order to consider impacts of the project on Local Authority incident response planning, workshops to be co-ordinated by EDF Energy. The Officer will provide a report on any impacts identified and will advise of any implications on OCRA and CSMP documents.

2. WEST SOMERSET COUNCIL

2.1 Parish Liaison and Community Safety Officer (CSO)

2.1.1 The Council will commit resources in accordance with the executed S106 Agreement. Staff will be allocated to liaise with the relevant parish councils on project matters. The Community Safety Officer (CSO) will work collaboratively with the multi service team created to manage emergency services and community safety matters and to deliver the strategic objectives of the Community Safety Management Plan (CSMP). He/she will attend and report formally to Emergency Services and Local Authorities Group meetings and will manage Community Officers engaged on the project. He/she will have regard to the impacts of the project in the context of his/her District wide role and will give strategic input as appropriate. The CSO will provide a written monthly report on District wide initiatives of relevance to HPC, scrutinising calls to the ASB hotline and reporting on liaison with partnerships and third sector groups.

2.2 Incident response planning

2.2.1 The Officer with responsibility for CCU within the Council will attend quarterly workshops over a four year period, reducing to six monthly over the subsequent four years in order to consider impacts of the project on Local Authority incident response planning, workshops to be co-ordinated by EDF Energy. The Officer will provide a report on any impacts identified and will advise of any implications on OCRA and CSMP documents.

3. SOMERSET COUNTY COUNCIL

3.1 Community Safety Officer (CSO)

3.1.1 The CSO will work collaboratively with the multi service team created to manage emergency services and community safety matters and to deliver the strategic objectives of the Community Safety Management Plan (CSMP). He/she will attend and report formally to Emergency Services and Local Authorities Group. He/she will have regard to the impacts of the project in the context of his/her County wide role and will give strategic input as appropriate. The CSO will provide a written monthly report on County wide initiatives of relevance to HPC, any commissioning of community safety related services associated with HPC, feedback from County social care teams and reporting on liaison with partnerships and third sector groups.

3.2 Incident response planning

3.2.1 The Officer with responsibility for CCU within the Council will work collaboratively with the multi service team created to manage emergency services and community safety matters and to deliver the strategic objectives of the Outline Contingency response Arrangements (OCRA) and Community Safety Management Plan (CSMP). He/she

will attend and provide reports to meetings of the Emergency Services and Local Authorities Group.

3.2.2 He/she will attend quarterly workshops over a four year period, reducing to six monthly over the subsequent four year period in order to consider impacts of the project on Local Authority incident response planning, workshops to be co-ordinated by EDF Energy. The Officer will provide a written report on any impacts identified and will advise of any implications on OCRA and CSMP documents.

3.2.3 The Officer will be responsible for updating emergency preparedness procedures related with emergency planning affecting the Hinkley point nuclear site

4. AVON AND SOMERSET CONSTABULARY (ASC)

4.1 Community Safety Beat Team

4.1.1 ASC will provide a Community Safety Beat Team which will work collaboratively with the multi service team created to manage emergency services and community safety matters and to deliver the strategic objectives of the Outline Contingency response Arrangements (OCRA) and Community Safety Management Plan (CSMP). The team will take responsibility for policing in respect of the Main and Associated Development sites and local community together with associated with road traffic incidents in the vicinity of Main and Associated Development sites. It will provide a reactive response to minor protest. A representative of the team will meet with EDF Energy weekly in order to review current issues in detail and will attend and report formally to meetings of the Emergency Services and Local Authorities Group.

4.1.2 The Community Safety Beat Team will as a minimum comprise a Sergeant and a Police Community Support Officer and will include additional Police Officer(s) over the course of the project as determined through an agreed calculation between EDF Energy and ASC.

4.1.3 The Sergeant will manage ASC's role in the implementation of strategies developed by EDF Energy through consultation with the Emergency Services and Local Authorities Group. He/she will be the principal point of contact for ASC and will deliver community safety and law enforcement to the project and local community. He/she will be the ASC lead in promoting road safety. Wherever possible, he/she will attend public and stakeholder meetings. Within limits of data protection, he/she will provide a brief written monthly report on crimes/ incidents in the areas of night time economy, transport, community safety, community tension crime and disorder and actions taken.

4.1.4 As Police Officer(s) are appointed to the Community Safety Beat Team they will take policing duties from the Sergeant, who in turn will take a management role.

4.1.5 The PCSO will build and maintain strong contacts with key stakeholders and local communities to the main site and associated developments. He/she will attend public

and stakeholder meetings and will participate in ASC actions and initiatives flowing from strategies.

4.1.6 EDF Energy will fund a suitably equipped marked Police 4x4 vehicle for use by the Community Safety Beat Team. A second vehicle will be funded while the team includes one or more Police Officers.

4.2 Response to protests

4.2.1 This matter is currently being considered by Central Government and is not addressed in this document.

4.3 Main works incident planning

4.3.1 ASC will provide commitment to the project in order to research and plan for potential incidents arising as a consequence of HPC. ASC will communicate with EDF Energy in order to share information where appropriate and review current issues in detail and will attend and report to meetings of the Emergency Services and Local Authorities Group. ASC will provide a brief monthly report on the activities of the incident planning team and any key points raised within silver and gold groups. The level of input will be set at:

40% of commitment in preliminary phase in first year of main works

30% of commitment in preliminary phase in second year of main works

20% of commitment in preliminary phase in third year of main works

10% of commitment in preliminary phase in fourth to seventh years of main works

0% of commitment in preliminary phase thereafter

4.3.2 If EDF Energy decide that they require a greater level of incident planning then a revised resource level, together with appropriate remuneration and lead in, will be agreed with ASC.

4.3.3 The Sergeant will develop and implement operational orders dealing with large scale incidents of protests and disorder, including sourcing of staff, and will ensure inter linkage with strategies developed by Silver and Gold Group. EDF Energy will be advised of any intelligence received that poses a threat to the normal operational running of the Hinkley Point sites or associated infra-structure through protest or demonstration and the Sergeant will keep EDF regularly updated with plans and progress. In partnership with other forces and agencies, the Intelligence Officer will research and collate intelligence, making use of all available sources of information and will be a point of contact with Special Branch.

4.3.4 He/she will be responsible for developing generic contingency plans with EDF in relation to site safety. These plans will be jointly reviewed by ASC and EDF Energy staff every quarter.

4.3.5 Silver Group will be responsible for developing the tactical plan to deliver Gold Group strategic objectives.

4.3.6 Gold Group will be responsible for the Force's strategy in relation to nuclear new build. It will meet bi-monthly.

5 DEVON AND SOMERSET FIRE AND RESCUE SERVICES (DSFRS)

5.3 Community Safety Officer (CSO)

5.3.1 DSFRS will provide a CSO at 2.5 days per week who will be responsible for raising awareness within the local community for fire and road safety and delivering DSFRS initiatives associated with HPC. He/she will attend public and stakeholder meetings. EDF Energy will furnish DSFRS with information in relation to all accommodation proposed to be used for staff employed on the project. For properties falling outside of the scope of the Regulatory Reform (Fire Safety) Order 2005 (the RRO), the CSO will commit 2 days per week to undertaking home safety visits in accordance with current DSFRS policies. For properties falling within the scope of the RRO DSFRS will develop a risk based inspection programme based upon the information provided by EDF Energy. The CSO will provide EDF Energy with weekly reports on home safety visits and monthly reports on all aspects of community safety.

5.4 Site familiarisation

5.4.1 Officers from the three nearest stations to HPC will attend site familiarisation tours throughout the main works contract as organised by EDF Energy, funded to a maximum of one per quarter with the timing and frequency of tours agreed between EDF Energy and DSFRS.

5.3 Incident planning

5.3.1 DSFRS will provide a Group Manager allocated at 1 day per week for eight years to work collaboratively with the multi service team created to manage emergency services and community safety matters and to help deliver the objectives of the Outline Contingency response Arrangements (OCRA) and Community Safety Management Plan (CSMP). He/she will be responsible for updating generic contingency plans in relation to operational procedures for DSFRS and for creating bespoke plans for DSFRS in response to specific risks. The Group Manager will meet with EDF Energy monthly in order to review current issues in detail and he/she will attend and report formally to Emergency Services and Local Authorities Group meetings. He/she will be the principal point of contact for HPC with DSFRS, will have regard to the impacts of the project in the context of fire and rescue and will give strategic input as appropriate. He/she will manage the DSFRS CSO engaged on the project.

5.3.1.1.1 The Group Manager will review proposed construction methodologies in order to determine potential impacts on DSFRS and will update or adapt DSFRS procedures as necessary. He will ensure that site construction arrangements align with DSFRS procedures. The Group Manager will provide a written monthly report on the status of reviews, issues arising from site familiarisation tours and actions taken.

4.3.2 If EDF Energy decide that they require a greater level of incident planning then a revised resource level, together with appropriate remuneration and lead in, will be agreed with ASC.

4.3.3 In the event that maritime training undertaken by DSFRS Officers during the preliminary works contract requires renewal due to passage of time and that the potential risk of response to an incident in a maritime environment remains, EDF Energy will contribute to the cost of further training to a maximum of £71,122. This sum will be held as a contingency and drawn upon with the agreement of both EDF Energy and DSFRS.

6 SOUTH WESTERN AMBULANCE SERVICE TRUST (SWAST)

6.1 Operations management

6.1.1 A SWAST Operations Manager will work collaboratively with the multi service team created to manage emergency services and community safety matters and to deliver the strategic objectives of the Outline Contingency response Arrangements (OCRA) and Community Safety Management Plan (CSMP). He/she will attend and report formally to Emergency Services and Local Authorities Group meetings and will be the principal point of contact for HPC with SWAST. He/she will have regard to the impacts of the project in the context of ambulance services and will give strategic input as appropriate. He/she will liaise with EDF Energy's private medical provider, Duradiamond as required to allow establishment of arrangements in anticipation of main works.

ANNEX 8 - ASC CONTRIBUTION REVIEW MECHANISM

ANNEX 8

Re-calculation of the community safety contribution for the Community Safety Beat Team

Part 1 – Application of this Part 1

1. Pursuant to paragraph 2.5.1 of Schedule 3 of the deed to which this Annex is attached (the Deed), this Part 1 applies to any of sub-paragraphs 2.5.1(A) to 2.5.1(H) of that Schedule if *"Actual Number of Workers"* is more than 8% greater than *"Predicted Number of Workers"* where in relation to that sub-paragraph:

   "Actual Number of Workers" is the peak number of non-home based workers occupying campus, latent or tourist accommodation (i.e. excluding private rented and home ownership) and home based workers who do not live in the Avon and Somerset Constabulary policing area in the year preceding the due date for payment pursuant to that sub-paragraph; and

   "Predicted Number of Workers" is the predicted number of such workers in respect of that sub-paragraph as specified in column F of Table 1 attached to this Annex.

Part 2 – Re-calculation of Community Safety Beat Team contribution

2. If Part 1 of this Annex applies to any of sub-paragraphs 2.5.1(A) to 2.5.1(H) then the amount to be paid by NNB GenCo pursuant to that sub-paragraph shall be calculated in accordance with the following provisions of this Part 2.

Step 1 – Base remuneration calculation

3. First, the following calculation is used to assess the base level of remuneration for each staff grade (as identified in column A of Table 2 attached to this Annex):

   a = b/1000 x c x d x e

   where:

   a = financial remuneration needed for that staff grade

   b = event rate per thousand population for that staff grade extracted from STORM database and Guardian Crime database in respect of the Police Somerset West District, where an event is defined as a crime, incident or intelligence (see column B of Table 2 for current event rates)

   c = the actual peak number of non-home based workers occupying campus, latent or tourist accommodation (i.e. excluding private rented and home ownership) and home based workers who do not live in the Avon and Somerset Constabulary policing area in the year preceding the due date for payment pursuant to the relevant paragraph to which Part 1 applies

   d = ratio (no. of events processed per staff grade) as follows (see also column C of Table 2):

Police Sergeant (PS)	1/1352
Police Constable (PC)	1/289
Police Community Support Officer (PCSO)	1/713

Comms. Support Staff	1/5855
Detective Sergeant (Sgt)	1/1598
Detective Constable (DC)	1/304
CSI Supervisor	1/12781
CSI Staff	1/1893
Intelligence Sergeant	1/36932
FIO	1/6153

e = unit rate (£) for the staff grade (inclusive of overhead) (as identified in column D of Table 2).

4. Second, the base levels of remuneration for each staff grade calculated in accordance with the above formula are totalled to give the "Step 1 Figure".

Step 2 – Amount to be paid

5. If the Step 1 Figure is not above the minimum resource cost of the Community Safety Beat Team (i.e. £168,322) then NNB GenCo shall pay the amount specified in the relevant sub-paragraph of paragraph 2.5.1 of Schedule 3 to the Deed.

6. If the Step 1 Figure is above the minimum resource cost of the Community Safety Beat Team (i.e. £168,322) the amount payable by NNB GenCo pursuant to the relevant sub-paragraph will be calculated in accordance with the following paragraphs.

7. Each Officer grade will be considered and rounded to the nearest 0.5 of an Officer. The Beat Team of one Sergeant and one PCSO will be retained as two full time posts regardless of the calculation in respect of these Officers. Funding will then be calculated using the number of Officers for each post by the rate for that post.

8. The cost of additional transport will be added for any year in which the Community Safety Beat Team is supplemented by one or more Police Constables pursuant to paragraph 7 above. The capital cost (£18,000) will be met in the first year with running costs (£5,000) met in each subsequent year in which the Community Safety Beat Team is supplemented by one or more Police Constables. In addition, £5,000 per annum running costs will be provided for transport purchased using funding provided at site preparation stage.

9. Where paragraph 6 above applies therefore, the amount to be paid by NNB GenCo pursuant to the relevant sub-paragraph will be the sum of: (1) £168,322 (minimum resource cost of the Community Safety Beat Team) plus (2) an amount to fund additional posts (calculated pursuant to paragraph 7 above) plus (3) any applicable transport costs pursuant to paragraph 8 above.

Community Safety Beat Team contribution

Table 1 - Summary calculation for financial contributions

A	B	C	D	E	F	G	H	J
Sub-paragraph of paragraph 2.5.1 of Schedule 3 to the Deed	Worker numbers	Non-Home Based	Non home based workers in campus, tourist and latent accommodation	Home based but not in Avon and Somerset Policing area	EDF pop. Forecast, additional workers for which ASC does not receive funding (column D plus E)	Financial contribution, using formula agreed with ASC	Maintain Beat Team as site prep S106, plus rounding to nearest 0.5 of an Officer	Additional transport
	All	**All**	**(using % split at peak, 66%)**	**3% of all workers, taken from Gravity Model**				
(A)	3,020	1,659	1095	91	1186	£174,734	£253,445	£28,000
(B)	4,559	2,658	1754	137	1891	£278,603	£338,818	£10,000
(C)	4,885	3,044	2009	147	2155	£317,498	£381,379	£10,000
(D)	5,600	3,714	2451	168	2619	£385,859	£423,941	£10,000
(E)	4,818	3,135	2069	145	2213	£326,632	£381,379	£10,000
(F)	3,360	2,079	1372	101	1473	£217,018	£338,818	£10,000
(G)	1,906	1,077	711	57	768	£113,150	£210,884	£10,000
(H)	1,432	281	186	43	229	£33,739	£168,322	£ 5,000
TOTALS								
						£1,847,233	£2,496,986	£93,000
								£2,589,986

Community Safety Beat Team contribution

Table 2 - Relevant values for re-calculation

A	B	C	D
Staff grade	Event rate per 1000 population	Ratio (no. of events processed per staff grade)	Unit rate (£)
Police Sergeant (PS)	226	0.00074	107125
Police Constable (PC)	226	0.00346	85123
PCSO	226	0.00140	61197
Comms. Support Staff	226	0.00017	50000
Detective Sergeant (Sgt)	52	0.00063	107676
Detective Constable (DC)	52	0.00329	85622
CSI Supervisor	52	0.00008	107676
CSI Staff	52	0.00053	85622
Intelligence Sergeant	68	0.00003	107676
FIO	68	0.00016	85622

ANNEX 9 - SUPPLY CHAIN ENGAGEMENT STRATEGY

APPENDIX B: SUPPLY CHAIN ENGAGEMENT STRATEGY

CONTENTS

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B1.1 Context and Background

B1.1.1 NNB Gen Co is planning to construct two new 1630MW EPR (European Pressurised Water Reactors) Nuclear Power Plants at Hinkley Point near Bridgwater, Somerset (known as the Hinkley Point C Project). The new site is to the west of the existing Hinkley A and B Sites. Two further units are planned at Sizewell in Suffolk for the UK Programme. The new Plants are based on replicating, as much as possible, the design for the Flamanville 3 (FL3) in Normandy, France. The first unit at Hinkley Point is planned to be operational by 2018.

B1.1.2 Taking the Flamanville design into a UK Context poses a challenging proposition, not only due to the change in Regulatory Environment, but also the capacity and capability of the UK Supply Chain to undertake their role in the Project, and the ability of the European International Contractors and Suppliers to successfully execute work in the UK.

B1.1.3 Furthermore, NNB Gen Co wishes to ensure that both the UK supply chain and the local supply chain benefit from involvement in the project. This was amplified in the EDF Energy Preferred Proposals Document on Environmental Appraisal, Section 1.6.42, *"Sourcing goods and services in the area local to Hinkley is part of EDF Energy's overall business Strategy"*.

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B1.2 UK Domestic Supply Chain Overview

a) Introduction

B1.2.1 The strategy for Hinkley Point C is closely integrated with that for Sizewell C in Suffolk, and Penly near Dieppe in France. As stated previously, the design is largely based on FL3 and, in order to leverage existing relationships and limit key design changes, the packages for the key technical areas such as NSSS and Fuel Handling Equipment are common, utilising the same suppliers for all locations. A Contract Breakdown Structure (CBS) has been developed which identifies the packages to be procured.

B1.2.2 The primary aims of the Procurement and Contracting Strategy remain as key objectives in working with the UK domestic supply chain, namely:

- ensure services/equipment/materials/construction are safely provided to the required quality, on time within the allocated budget, taking cognisance of the long-term operation of the Plant;
- deliver best value; and
- provide a transparent approach which has clear roles, accountabilities and decision making.

B1.2.3 The primary focus remains Safety, closely followed by Quality, without which schedule and final cost cannot be successfully delivered. The Safety aspects come in two forms: Nuclear Safety; and Industrial and Environmental Safety – both are key in the selection of supply chain participants. Notwithstanding these fundamental requirements, alongside our obligations for Zero Harm and the Socio-Economic aspects of the development, cost remains an important factor and management of risk is crucial to achieving a satisfactory outcome for the Project. In addition to these and other criteria, the project and group aspirations for sustainability and the environment will be taken into account.

B1.2.4 The local engagement model is similar to that deployed on FL3 and the model developed for Hinkley is built upon the learning and experience gained.

b) UK Context

B1.2.5 Replicating FL3 in the UK is not straightforward and the challenges should not be underestimated. There are significant differences which cannot be overlooked:

i. Applicable Codes and Standards

B1.2.6 The UK has considerable experience in the use of ASME and EN codes. Much of the oil, petrochemical and pharmaceutical sectors specify the use of sections such as ASME VIII or ASME 31.3. In other industrial sectors, EN standards are routinely specified. If either of the ASME or EN routes were chosen, UK industry could make the transition to deliver much of the Class 3 nuclear codes and non-nuclear safety related design and manufacture of plant and equipment.

B1.2.7 There is much less experience in the UK in the use of RCC-M (mechanical), RCC-E (electrical), ETC-C (civils) and ETC-F (fire) codes. Even for experienced designers it is unlikely that training courses in the use of these codes on their own would be sufficient to demonstrate that individuals were Suitably Qualified and Experienced (SQEP) for lead roles in the design process using RCC codes.

B1.2.8 In areas where these codes apply they could potentially be a considerable barrier to entry for UK companies wishing to take advantage of the opportunities arising from the Nuclear New Build (NNB) programme. Working alongside technical and accreditation experts such as Lloyd's Register Apave and Bureau Veritas, manufacturing specialists such as the Manufacturing Advisory Service (MAS), the Nuclear Advanced Manufacturing Research Centre (NAMRC) and the National Metals Techonolgy Centre (NAMTEC) and other industry specialists, EDF Energy will need to facilitate the necessary skills and knowledge transfer to address these potential weaknesses. The NAMRC has now formed a Nuclear Skills Steering Group of which EDF Energy is a member.

B1.2.9 It should be noted, however, that large elements of the construction fall outside these codes and compliance with the more common standards such as:

- ISO 9001.
- ISO 14001.
- BS QHSA 18001.

B1.2.10 coupled with appropriate supplier assessments will be adequate. In these areas the UK supply chain is typically well-equipped and capable of meeting the requirements.

B1.2.11 In addition to the codes and standards, the supply chain will need to demonstrate an understanding of the Health and Safety Executive (HSE) requirements including the Provision of Nuclear Safety Related Items or Services T/AST/077 – Issue 1 dated 26 August 2009 and due for review on 26 August 2013, plus any amendments thereto, and other statutory requirements.

B1.2.12 EDF, working withy other industry bodies outlined earlier in this section, has an important role to play in 'demystifying nuclear' for potential new entrants.

ii. Supply Chain Opportunities

B1.2.13 Construction of the two EPRs at Hinkley Point comprises a significantly large construction project in its own right, on a par with recent UK developments such as London 2012 and Heathrow Terminal 5. Coupled with the simultaneous construction of the EDF Energy EPR at Penly and the future projects at Sizewell C, those planned by Horizon Nuclear Power at Wyfla and Oldbury-on-Severn and the potential developments by GDF Suez and Iberdrola, there will be an inevitable strain on the existing nuclear supply chain. Under-capacity and arising bottlenecks will stimulate a massive opportunity for new entrants to enter the sector. EDF Energy's role is to 'match make'', helping to identify opportunities in its supply chains for UK and local companies.

B1.2.14 There are numerous International and French/European companies with good experience of nuclear new build but with limited or no experience of working in the UK. Opportunities exist for such organisations to form joint ventures or partnerships, bringing together complimentary skills to deliver major projects in the UK such as Hinkley Point C.

iii. Capacity and capability of the UK Supply Chain

B1.2.15 The last nuclear power station to be constructed in the UK was Sizewell B, which was commissioned in 1995. Since that time, the UK market has focused on:

- developments and modifications to existing nuclear facilities;
- development of the BNFL Sellafield site;
- decommissioning of the older nuclear fleet; and
- construction of alternative power generation facilities.

B1.2.16 As a consequence, UK nuclear capability has retracted over the past two decades and, as a result of the generation gap, there are significant experience, capability and capacity gaps to be addressed. In order to get the UK market "fit and ready" to participate in Nuclear New Build and to maximise the input of the domestic supply chain, investment in training and development is essential and NNB, working with external organisations, will need to facilitate this. This is covered in greater detail in Section 4 of this document.

B1.2.17 To assist the supply chain in this regard it will be necessary to develop a route map to allow contractors to benchmark themselves and subsequently to put in place business improvement plans to address any gaps. EDF will work closely with NMRAC and the NIA to develop an appropriate diagnostic benchmarking tool.

B1.3 Local Supply Chain

a) Introduction

B1.3.1 It is vital that the Project embraces the abilities and capability local to the Hinkley Point site. "Local" is defined as within Somerset (Based on the tourist Map). This includes Weston-Super-Mare, Portishead, Midsummer Norton, Frome, Wincanton, Yeovil, Chard Wellington and Minehead but excludes Bristol and Bath, and the policy for the construction of Hinkley Point C is to utilise, as far as possible, local sources of labour, service providers and materials/components. Organisations simply having a sales representative within Somerset would not qualify as 'local'.

B1.3.2 This requirement is reflected in contract tender documentation, instructions given to bidders and encapsulated in the local consultation documentation produced to support the project.

b) Identifying 'Local' Companies

B1.3.3 Somerset has a proud history of manufacturing, from the thriving brick and tile industry that prospered up until the 1930's to the more recent strengths in food and drink and packaging. A hub of high tech industry has also developed in south of the county supporting the aerospace and defence sectors. Its excellent transport links allow rapid communications and hence many local businesses have clients throughout the UK and Europe.

B1.3.4 Although the local business profile is not ideally aligned with the current nuclear supply chain requirements or large civil construction projects, opportunities do exist for Somerset companies to transition from their existing sector into the nuclear new build sector.

B1.3.5 A listing of local companies will be formulated to support two requirements needed by the project:

- a register to match make local suppliers with tier 1and 2 suppliers; and
- a directory to enable the development of an approved supplier list for EDF Energy NNB.

B1.3.6 It should be noted that any local supplier wishing to work with a larger contractor will be required to meet the vendor qualification process used by the larger organisation. EDF Energy has a vendor qualification process which is graded according to the safety significance of the product/services being supplied.

B1.3.7 Existing supplier lists will be used to develop the most current directory of local companies wishing to be involved in the project. It is anticipated that the information will be taken from the following sources:

- approved supplier list – Existing Nuclear Hinkley;
- approved supplier list – EDF Energy Corporate; and
- approved supplier lists – provided by Tier 1 suppliers to EDF Energy.

B1.3.8 Local companies will also be invited to register their interest to become part of the project via a bespoke web portal set up for this purpose. It is anticipated that over 750 companies will be listed using this method.

B1.3.9 The listing of local companies will be further enhanced by frequent engagement with the business community via the local chambers of trade, business collaboration organisations, the local authority and via EDF Energy sponsored events.

B1.3.10 The programme of local business engagement and development will be monitored via a consultative group consisting of key business stakeholders and support organisations. This Local Supplier Engagement Group, chaired by EDF Energy, will meet frequently and will receive up to date project procurement briefings and details of local business improvement/support activities.

c) Somerset Chamber of Commerce

B1.3.11 The Somerset Chamber of Commerce has been contracted to support the development of a robust local supply chain that will be essential for the delivery of the Hinkley Point C Project.

B1.3.12 The Chamber's primary goals are to assist local businesses in winning contracts for the supply of goods and services and to support the legacy of industrial inward investment arising on the back of the Hinkley Project. These will result in a more secure local business environment and a higher skilled workforce which will subsequently drive greater investment in the county.

B1.3.13 These goals align with EDF Energy's long term aim to have a strong local business community able to support the power stations at Hinkley Point during their construction and subsequent operation.

B1.3.14 To this end, the Chamber will assist EDF Energy and the local authorities by being at the hub of business engagement, developing a working partnership with Into Somerset, the South West Chambers of Commerce, Business Link, SW Manufacturing Advisory Service, Somerset Colleges and other agencies.

B1.3.15 Utilising the existing contacts across the county, the Chamber has been asked to manage the development of a 'clean listing' of suppliers who genuinely wish to become involved in the project. Businesses at all levels will be encouraged to participate, as the nature of the whole project is likely to involve a wide range of suppliers and service providers. EDF Energy, the Chamber and associates will clearly communicate the scope of the project, the nature of work opportunities available and the likely prerequisites that a potential supplier will need to satisfy. Support to allow business development will therefore be made available over the whole period of the project.

i. www.hinkleysupplychain.co.uk

B1.3.16 A supplier database has been constructed by the Chamber based around a web registration portal which captures essential business details, capability, capacity and information on recent work completed. This information will be used as a shop window to the Tier 1 consortia undertaking the major works. The Chamber acts as the primary point of contact, providing a central source of information, thus aiding the development of each Tier 1 supply chain. The website will also be used to

communicate relevant project programme and procurement details with local suppliers.

B1.3.17 Each local supplier registration profile will be reviewed by the Chamber team to ensure that it is complete and does not contain inaccurate information. Capabilities will be checked to ensure suppliers are correctly categorised and inconsistencies are excluded. The website will allow local businesses to edit their registration profiles as their capacity and capability changes. Tier 1 suppliers, authorised by EDF Energy, will be given direct access to the supplier data to support their supply chain development activities. Other suppliers will be able to request information through the Chamber administration team.

B1.3.18 The extent that this facility is utilised and its effectiveness will be periodically reviewed at Local Supplier Engagement meetings.

d) Assessing Local 'Supplier Readiness'

B1.3.19 Local suppliers expressing an interest in becoming part of the Hinkley project supply chain will be encouraged to register on the Somerset Chamber Portal. Their details will be checked for completeness and feedback provided on whether their profile is:

- Ready.
- Almost Ready.
- Not Ready.

B1.3.20 The details of suppliers who are deemed to be 'Not Ready' will not be provided to the Tier 1 consortia. The shortfalls will be documented and requests for more information will be made. The Chamber team will seek to support any supplier in meeting the basic requirements. Suppliers who are 'Ready' or 'Almost Ready' will be offered access to Chamber Events organised to match suppliers with buyers and to support local supplier improvement.

e) Local Events

B1.3.21 On behalf of and in conjunction with EDF Energy, the Somerset Chamber has been and will continue to organise a programme of events to support the engagement and development of the local suppliers. This programme is aligned with the project programme ensuring that the right capability is provided and available when required.

B1.3.22 EDF Energy is committed to supporting the local business community in preparing for this project and hence will work closely with business representative organisations and the business support services.

B1.3.23 The events are held under the auspices of the Chamber with close support by EDF Energy. This approach has been adopted as EDF Energy does not wish to be seen to preclude any business from this opportunity. Hence the events are managed by the Chamber, who can act as an independent broker with their primary focus on the health and development of the Somerset economy.

B1.3.24 The scope of the events is continually being developed and will adjust according to the project needs. At present, the following event types have been determined and piloted:

- 'Making the Leap' – What is involved in being part of a large construction project including what is required from a Tier 1 supplier's view point.
- Quality and Safety – The Quality certification processes and the additions requirements demanded by the nuclear industry including what is required from a Tier 1 supplier's view point.
- 'Meet the Buyer' – A structured day geared towards linking businesses with Tier 1 Consortia who are looking for particular services and capabilities.

B1.3.25 The scope and timing of other events will be driven by the needs of the project and Tier 1 consortia. Feedback form local suppliers seeking help in developing their business capability will also help to shape the style and content of the event programme.

f) Local Supplier Engagement Group

B1.3.26 A supplier engagement consultative group has been formed to ensure all related key business stakeholders are involved in the development of the local supply chain. The group, chaired by EDF Energy, will typically meet monthly and will receive up to date project procurement briefings and details of local business improvement/support activities.

B1.3.27 The membership of the group includes: the Local District Councils; Somerset County Council; the South West Regional Development Agency; SW Manufacturing Agency; Business Link; Bridgwater Industrialists and EDF Energy New Nuclear Build.

g) Local Supplier Visits

B1.3.28 A programme of visits to local suppliers is being undertaken by the EDF Energy local procurement team in conjunction with members of the Local Supplier Engagement Group. The aim of the visits is allow EDF Energy to understand the capability and capacity of local suppliers and where they might need support to be able to able to effectively compete for work on the Hinkley Project. The visits also enable the support organisations to explain how they can help in the delivery of cost effective business development services.

B1.3.29 Companies are only being selected from the Somerset Chamber register of companies created to support the Hinkley project. Only companies within the County of Somerset will be visited in this programme. It will not be possible to meet all registrants, hence filtering based on previous activities, employee size, turnover and service provided will be applied. The visits will be coordinated in conjunction with SW MAS, Business Link and other related EDF Energy groups.

B1.3.30 A brief report will be issued after each business sector visit to communicate the generic findings of the visits to the Local Supplier Engagement Group. It should be noted that these visits do not constitute in any way a prequalification by EDF Energy of the supplier or any implied recommendation.

h) Contractual Implications

B1.3.31 EDF Energy cannot prescribe the level of use of 'local' suppliers in its contracts with Tier 1 suppliers. The contracts will include a strong encouragement to the contractor and its subcontractors to maximise the use of local sources (within the County of

Somerset) for the supply of material, equipment and services. The Contractor will also be required to maintain records to demonstrate the extent of compliance with this intent. The records will be available at all times to EDF Energy and hence available for review by the Local Supplier Engagement group subject to appropriate commercial controls.

B1.3.32 In addition, the generic instructions to bidders for contracts offered by EDF Energy will include details of how to access the Local Supplier database via the Somerset Chamber coordinating team.

i) Initial Local Contracts

B1.3.33 Activities have already been taking place in preparation for the Infrastructure Planning Commission Application (IPC) and these have resulted in several subcontracts being placed with local businesses. This site exploratory work will continue during 2011 and further local contracts will be placed. During 2011 the site preliminary works is expected to start and local suppliers have already been introduced to the Tier 1 Contractors undertaking this work.

B1.3.34 It is anticipated that other, more generic, service contracts/arrangements will be set up prior to the IPC permission to cover the following activities required by EDF Energy and its contractors.

- transport;
- hotel accommodation;
- office supplies;
- recruitment;
- work wear; and
- catering.

B1.3.35 EDF Energy has also made a commitment to mitigate the effects of the HPC construction activities on the residents of Shurton, Burton, Knighton and Wick. It is anticipated that EDF Energy will therefore seek, during 2011, to prequalify a range of suppliers to provide the following:

- double glazing;
- sound deadening loft insulation;
- window cleaning;
- window blind installation; and
- tree planting.

B1.3.36 These suppliers will provide services to those residents who satisfy the criteria and eligibility requirements. Although EDF Energy will pay for this mitigation work, the contractual relationship and warranty would be strictly between supplier and home owner. EDF Energy proposes to use only specialist and approved contractors and will appoint them through a formal tender process. Local suppliers will be used where practicable.

j) Measuring Success

B1.3.37 In order to measure the success of the local supplier engagement activities described, a number of key performance indicators will be developed. These will be used to demonstrate locally and nationally the positive impact the project is having on the local business community and through local investment in Somerset.

B1.3.38 The measures will include:

- Number of contracts awarded to Somerset Companies.
- Value of contracts awarded to Somerset Companies.
- Number of Apprenticeships or Trainee Positions Created.
- Somerset Office and Warehouse space take up (m^2).
- Number of new local businesses created or growth supported in the Knowledge Driven Sector.

B1.3.39 EDF Energy will work jointly with the Chamber, Into Somerset and other members of the Local Supplier Engagement Group to deliver these initiatives and to capture this data.

ANNEX 10 - ROW SCHEDULE OF WORKS

ANNEX 10: PUBLIC RIGHTS OF WAY (SCHEDULE OF WORKS)

Measure	Description	Amount	Contingency	Total
Carry over measures from Site Preparation Works Phase 4	Diversions, upgrades and physical works to link in with reinstated network on construction site at the end of HPC construction phase	£146,642	-	£146,642
River Parrett – south bank proposal	Path diversions, legal upgrades, surface improvements with links to Cannington and Combwich	£240,789	£55,808	£296,597*
River Parrett – north bank proposal	Path diversions, legal upgrades, surface improvements with links to J23 site	No additional funding proposed but if contingency for south bank proposals is not required it may be used to fund north bank proposals		
Total		**£387,431**	**£55,808**	**£443,239**

Additional Detail on River Parrett South Bank Proposal

	Costs	Contingency	Total
Legal Costs	£123,298	£24,660.00	**£147,958***
Accommodation Works	£117,490.75	£23,498	**£140,989**
Barrier/P&R on upgraded/diverted paths	n/a	£7,650	**£7,650**
Total			**£296,597***

Source: Costs are taken from Joint LIR, Appendix B.8, Table 4

**please note that there is an error in Appendix B.8 Appendix 4 so the estimated amount and contingency do not add up to the total. Total has been recalculated*

ANNEX 11 - OUTREACH WORKERS

Annex 11

Terms of Reference for Community Outreach Workers

1. To be the key outreach contact for unemployed people to assess needs and identify barriers to employment in order to stimulate participation in training, work experience and employment and secure resources to meet needs and opportunities.
2. To identify and work with established community networks and initiatives including the Employment Brokerage to share best practice and promote effective pathways to skills development and employment.
3. To support the delivery of a range of pre pre-employment activities in partnership with JCP and other providers to include individual coaching and mentoring to enhance individuals employability and prepare for skills training and entry into employment.
4. To coordinate and deliver in partnership with key agencies a range of initiatives and programmes including work experience placements and training opportunities to provide pathways into learning and work, including active engagement within the local community, motivating and supporting individuals to participate.
5. To work closely with the Council's Employment and Skills Officer, to connect, ensure and promote community engagement with wider programmes being undertaken by the Authority with partners, including ongoing work with EDF's Employment Brokerage, Jobcentre Plus, Bridgwater College, wider training providers, and other educational establishments.
6. To maintain strong links between Council teams, Homes in Sedgemoor, the employment brokerage, EDFE, community groups, public bodies, voluntary sector, key stakeholders and local service providers to secure opportunities.
7. To assist local voluntary and community organisations in accessing appropriate programmes of support and/or training in order to support local people into work and raise awareness of employment opportunities and to enrol individuals on courses.
8. To support the promotion and signposting of the full range of employment opportunities including apprenticeships, training in social enterprise, business start-up support and self-employment.
9. To organise training and manage resources as appropriate.
10. To prepare and deliver presentations to relevant agencies.
11. To produce activity reports for internal usage within an agreed format on a quarterly basis
12. To ensure Health & Safety of individuals & report accidents and complaints to line manager.

Terms of Reference for Young Persons' Support Worker

1. Ensuring the engagement of SCC to deliver the education “inspire” strategy in partnership with EDF, Somerset schools and other stakeholders to ensure its successful delivery and a lasting educational legacy.
2. Devising the means (operational linkages) to enable young people into training and employment through HPC related initiatives such as the Fit to Work Programme, training and employment brokerage arrangements and links to other key stakeholders such as Jobcentre Plus and Somerset Colleges.
3. Supporting early intervention measures and connecting services within Local Government and third sector organisations to prevent family breakdown, admission to local authority care and offending behaviour, specifically for those impacted families that sit just below the threshold or intervention from Children’s Social Care.
4. Identifying mechanisms/initiatives for young people, in partnership with EDF and the District Councils, to meet their housing needs through the Youth Housing Strategy/Forum, particularly with respect to “move-on” accommodation.
5. Identifying links and pathways to education training and employment through young persons services, working with youth offending, Jobcentre Plus and local schools and developing leisure and other early interventions, particularly for young people who are NEET such as Young Offenders, care leavers and young parents.
6. Making links across community safety, health (including mental health) and migrant worker issues as they relate to young people (coordination with other roles and responsibilities).
7. Ensuring Somerset Direct provides the right “sign-posting” to enable young people impacted by the HPC project to reach the right support.
8. Monitoring the developing HPC non-home based workforce to ensure any further negative impacts on young people are addressed and additional mitigation is put in place as may be triggered by relevant legal agreements with EDF. Supporting and enhancing positive impacts resulting from HPC education, employment and training initiatives.
9. Development of a coherent strategy (including addressing barriers to HPC opportunities) to coordinate activity and inform planning for later phases of the project. This would include the commissioning of specialist support to develop subsequent business cases for intervention. This would include specifically developing the YPSW programme beyond the first two year period to enhance positive impacts and to reduce negative impacts for young people impacted over the construction period. This is likely to mean a changing emphasis to the above tasks in order to meet impacts and issues as they develop.
10. To identify areas where short-term or long-term grants, or external funding may be available, and to make appropriate application to obtain such funding. Propose a number of options to achieve longer-term cost effective sustainability and identify the impact or cost to each individual school.

ANNEX 12 - CONSTRUCTION TRAFFIC MANAGEMENT PLAN

DCO CONSTRUCTION TRAFFIC MANAGEMENT PLAN

24 AUGUST 2012

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CONTENTS

TABLES

FIGURES

APPENDICES

1. INTRODUCTION

1.1 Background

1.1.1 NNB Generation Company Limited (part of EDF Energy and hereafter referred to as 'EDF Energy') is proposing to develop a new nuclear power station at Hinkley Point C (HPC) adjacent to the existing Hinkley Point Power Station Complex in Somerset.

1.1.2 EDF Energy submitted a Development Consent Order (DCO) application for development of HPC to the Infrastructure Planning Commission (IPC) (now the Planning Inspectorate) in October 2011. The works applied for through the DCO are referred to hereafter as the 'Authorised Project'. As part of the Authorised Project, the 'HPC Construction Works' refers to construction activities associated with the construction of the HPC Development Site (including Cooling Water System and temporary jetty), HPC accommodation campus, Cannington bypass and Combwich Wharf and laydown facility.

1.1.3 The Site Preparation Works phase of the HPC Project was granted permission by West Somerset Council (WSC) in January 2012 under the Town and County Planning Act. Under that consent a number of controls and obligations were placed on EDF Energy, including the requirement to implement a Construction Traffic Management Plan (CTMP). The Site Preparation Works CTMP was approved by WSC, Somerset County Council (SCC) and the Highways Agency (HA) in March 2012.

1.1.4 As part of the DCO application a Freight Management Strategy (FMS) was prepared, which set out the key construction activities, the existing transport infrastructure, material requirements throughout the construction of the Authorised Project, measures to reduce and manage freight trips and the residual level of road freight traffic.

1.2 Scope

1.2.1 This DCO CTMP builds upon the agreed principles set out within the Site Preparation Works CTMP and the information provided in the FMS and sets out EDF Energy's proposals to manage freight traffic during the construction of the Authorised Project.

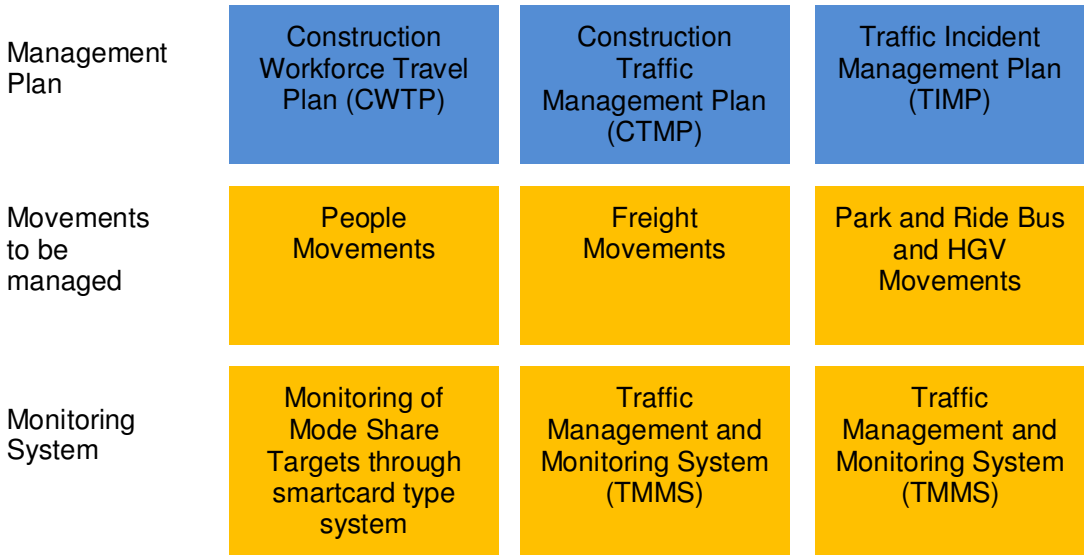
1.2.2 The DCO CTMP deals with the management of all freight traffic during the construction of the Authorised Project (i.e. Heavy Goods Vehicles (HGVs), Light Goods Vehicles (LGVs) and Abnormal Indivisible Loads (AILs)) to the HPC site and Associated Development Sites. It should be noted that the measures proposed for each element of the freight traffic are commensurate with the level and duration of traffic impact during the construction phase.

1.2.3 The DCO CTMP will be regularly monitored and, if required, appropriate adjustments will be made in discussion with the Transport Review Group (TRG) to ensure that the objectives are met and maintained.

1.2.4 This document forms part of a package of management documents to assist in the operational control of transport movements for the construction of the Authorised Project. **Figure 1.1** below illustrates the suite of management documents to be

implemented for the construction of the Authorised Project to provide the context of the DCO CTMP.

Figure 1.1: Transport Management Plans for Construction of Authorised Project



1.3 Structure

1.3.1 This plan is structured as follows:

- Section 2: Freight Movements;
- Section 3: Objectives
- Section 4: Management Structure;
- Section 5: Freight Management Measures;
- Section 6: Monitoring and Review; and
- Section 7: Compliance.

2. FREIGHT MOVEMENTS

2.1 Introduction

This section summarises the freight movements that are predicted to occur for the duration of the construction of the Authorised Project, in terms of number of movements, types of vehicles, routing, day of the week and time of the day.

2.2 Development Proposals

2.2.1 For the purpose of this document, two main construction areas are considered:

- HPC Construction Works:
  - Construction of two UK EPR reactor units, related infrastructure, temporary construction facilities and an accommodation campus for 510 workers proposed within the HPC development site.
  - Construction from the northern end of a bypass around the west of Cannington (i.e. this only includes traffic that needs to pass through the village of Cannington to construct sections of the bypass from the northern end);
  - Refurbishment and extension of the existing Combwich Wharf and an associated freight laydown facility for the storage of Abnormal Indivisible Loads (AILs) and other construction goods being delivered via Combwich Wharf before they are transferred to the HPC development site; and
  - National Grid 400kV substation and overhead line modifications.
- Off-site associated development not included within the HPC Construction Works:
  - Accommodation campuses for up to 1,000 construction workers, with ancillary facilities, across two sites;
  - Park and ride facilities for up to 2,410 car parking spaces (including spaces for mini-buses and vans), 119 motorcycle spaces, 119 cycle spaces and 51 bus spaces, with ancillary facilities, across four sites;
  - Freight management facilities for up to 140 heavy goods vehicles (HGV) parking spaces, with ancillary facilities, across two sites;
  - An induction centre for the training of staff in connection with the HPC construction phase;
  - A consolidation facility for postal/courier deliveries;
  - Construction from the southern end of a bypass around Cannington (i.e. this includes all traffic except that which needs to pass through the village of Cannington to construct sections of the bypass from the north end).

2.3 Vehicle Classification

2.3.1 A HGV is defined as all vehicles (other than AILs) exceeding a maximum gross weight of 3.5 tonnes (maximum allowable total weight when loaded). These include medium goods vehicles (maximum gross weight between 3.5 and 7.5 tonnes). For the avoidance of doubt this excludes any AILs.

2.3.2 An LGV is defined as a van, pickup or 4x4 vehicle with a maximum gross weight of 3.5 tonnes.

2.3.3 An AIL is defined as including all vehicles directly involved with the transportation of AILs.

2.4 Freight Movements

a) HGV and LGV Movements

2.4.1 The estimates for HGV and LGV movements are set out in the DCO application and subsequent submissions to the Planning Inspectorate.

b) Abnormal Indivisible Loads

2.4.2 The construction of the Authorised Project will require the movement of Abnormal Indivisible Loads (AILs) to bring construction plant and some heavy construction components to the HPC site.

2.4.3 The largest AILs are to be transported by water to Combwich Wharf and then escorted by road via the C182 to the HPC site. It is estimated that there will be 180 large AILs arriving by sea. The majority of these AIL deliveries will be associated with an approximate four year period in the middle of the HPC construction programme.

2.4.4 There will also be a number of other AILs that will be dispatched by road or by sea to Combwich Wharf. These AILs were included within the freight estimate used for the Transport Assessment and, for robustness; it was assumed that they would all arrive by road.

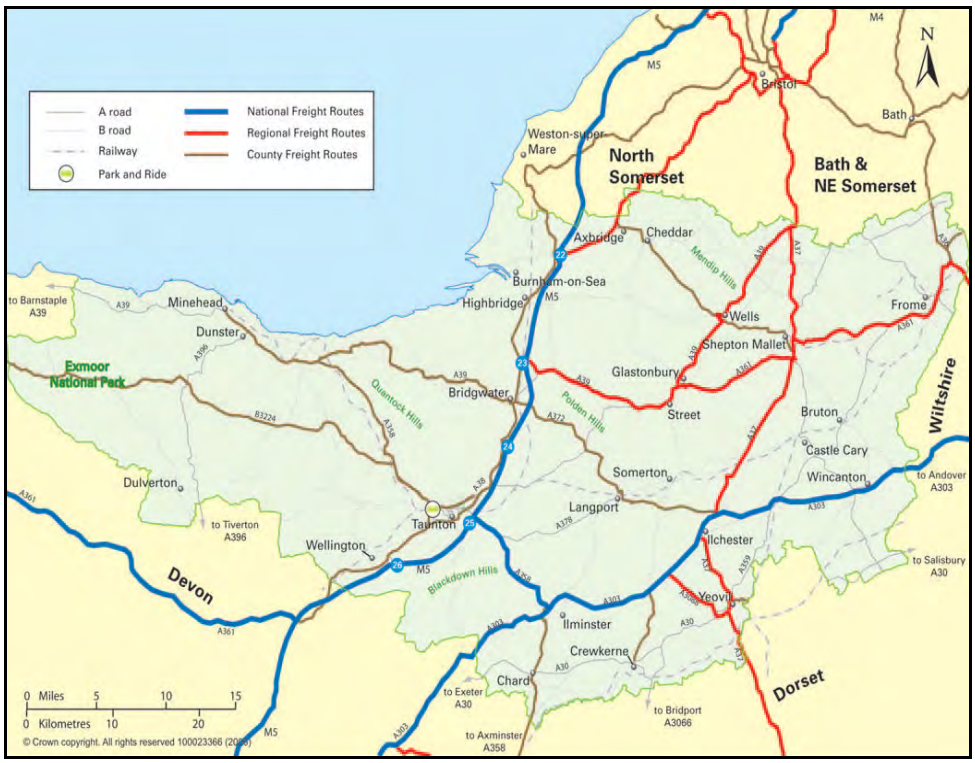
2.4.5 The Road Vehicles (Authorisation of Special Types) (General) Order 2003 sets out the categories of AILs with regard to weight, width and length. Depending on the size and specific circumstances associated with AIL deliveries, different arrangements may apply in terms of the management and timing of movements. It is anticipated that heavy plant or components will be delivered to site on low loader combinations. These can be unescorted where the maximum width, length and weight are less than the requirements prescribed by The Road Vehicles (Authorisation of Special Types) General Order 2003 for Police escort. In other cases an escort arrangement may be deemed appropriate or necessary. Further information on the management of AILs is summarised in Section 5.

2.5 HGV and AIL Routes

a) HGV Routes

2.5.1 Somerset County Council's (SCC) document entitled 'Local Transport Plan 2' provides information on freight management. **Figure 2.1** shows the national, regional and county freight routes within Somerset.

Figure 2.1: National, Regional and County Freight Routes in Somerset



2.5.2 EDF Energy will adhere to the key elements set out in the Somerset Local Transport Plan on freight management which are as follows:

- wherever possible HGVs should use the Strategic Road Network (SRN); and
- wherever possible HGVs will adhere to the National Regional and County Freight Routes set out in **Figure 2.1**.

2.5.3 Two HGV routes are proposed from the M5 motorway to the HPC site during the construction phase as follows:

- Route 1: the HGV route from Junction 23 of the M5 via the A38 Bristol Road, Bridgwater, Northern Distributor Road (now classified as the A39), the A39 west of Quantock roundabout, Cannington High Street (only prior to the Cannington Bypass being available for use) and thereafter Cannington Bypass (once available for use) and then along the C182 to the HPC Development Site; and
- Route 2: the HGV route from Junction 24 of the M5 via the A38 Taunton Road, the A39, west of the Taunton Road/Broadway junction, Cannington High Street (only prior to the Cannington Bypass being available for use) and thereafter Cannington Bypass (once available for use) and then along the C182 to the HPC Development Site.

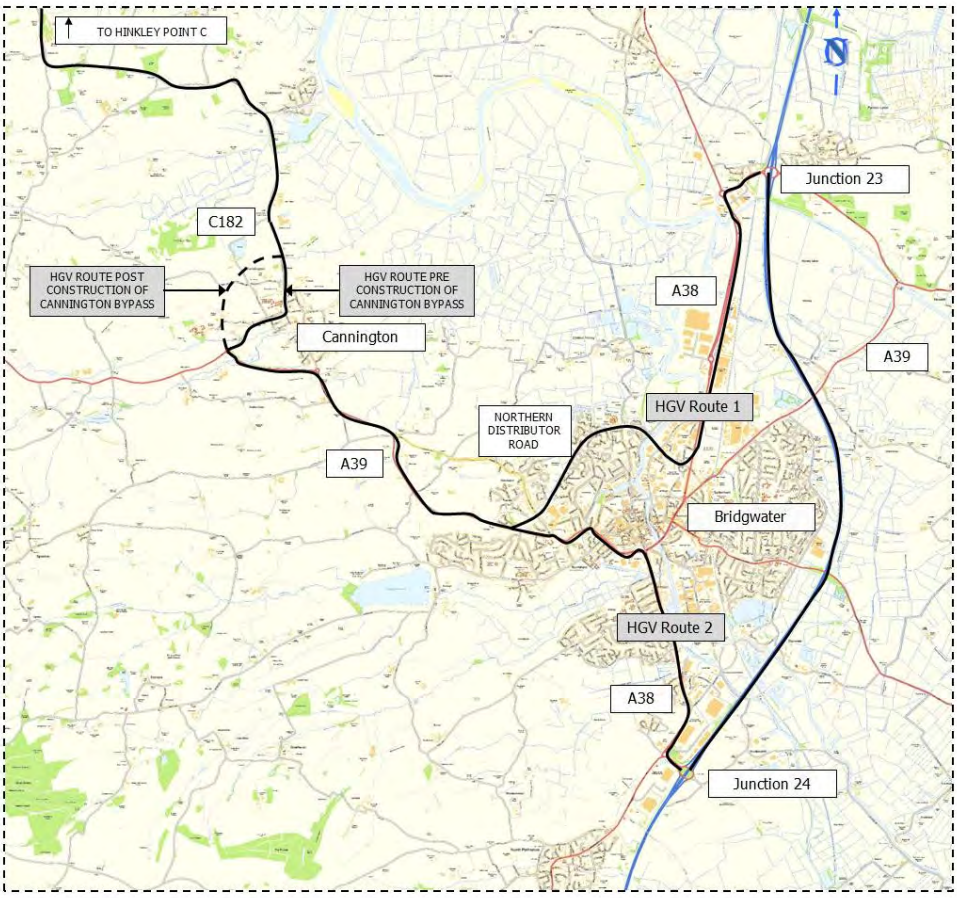
2.5.4 The above routes are all either national or county freight routes with the exception of the NDR, High Street in Cannington and the C182. It should be noted that the NDR has is classified as an A road. Once the Cannington bypass is open, all HGVs would route via the bypass rather than via Cannington High Street.

2.5.5 The reasoning behind the HGV routes is as follows:

- Use the county and regional freight routes on the local road network where possible (e.g. A38 and A39);
- Avoid the congested corridor of Bridgwater (i.e. the A38/A39 corridor between the junctions of Cross Rifles and Taunton Road);
- Route HGVs via The Drove rather than Wylds Road at the request of SCC to not add right turning movements from A38 (Bristol Road) into Wylds Road as the right turning lane width is substandard;
- Route HGVs via both the NDR and A39 to help minimise the impact of the development (note that the NDR has recently been reclassified as an A road); and
- Route HGVs via the High Street, Cannington rather than Main Road, primarily because this road avoids the more densely populated area of Cannington.

2.5.6 **Figure 2.2** below shows the proposed HGV routes.

Figure 2.2: Proposed HGV Routes

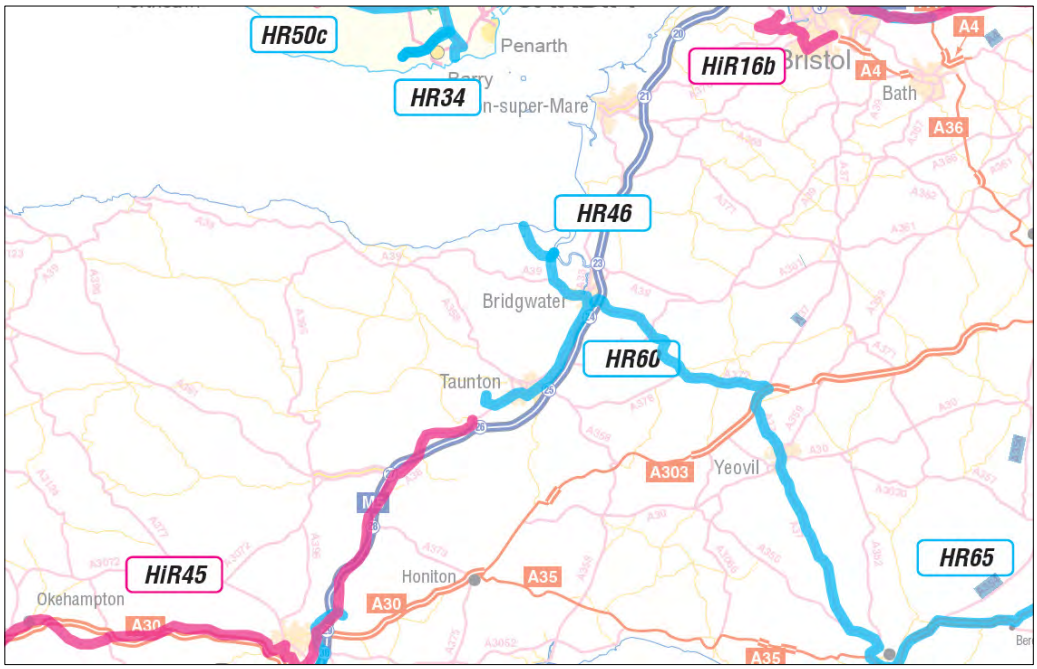


b) AIL Routes

2.5.7 In 2006 the HA identified national routes that were considered suitable for heavy loads and classified them by weight capacity.

2.5.8 **Figure 2.3** details the two AIL routes that make up the passage from the HPC site to the M5 motorway namely; Heavy Route 46 (HR46) from Combwich to the HPC development site and Heavy Route 60 (HR60) from Combwich to Taunton.

Figure 2.3: Highways Agency Heavy and High Routes



2.5.9 HR46 from Combwich Wharf to the existing Hinkley Point Power Station Complex routes along the C182. HR60 routes from Combwich Wharf along the C182, A39 and A38 (Taunton Road) in Bridgwater.

2.5.10 HR46 from Combwich Wharf to the site has a weight group of B, which equates to a maximum 280T over 12 axles or 315T over 14 axles. HR60 from Combwich to Taunton has a weight group of E, which equates to a maximum 259T over 12 axles or 294T over 14 axles.

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3. OBJECTIVES

3.1 Objectives

3.1.1 The transport objectives that the DCO CTMP has been prepared in accordance with are to:

- Minimise the volume of freight traffic associated with the development of the new power station so far as reasonably practicable, at all times but especially during peak hours;
- Maximise the safe, efficient and sustainable movement of materials required for the Authorised Project so far as reasonably practicable;
- Minimise the impacts both for the local community and visitors to the area using the road network so far as reasonably practicable;
- Provide long-term, sustainable legacy benefits for the local community from new infrastructure, where appropriate;
- Take all reasonable steps to ensure the resilience of the transport network in the event of an incident; and
- Take all reasonable steps to protect the natural and built environment.

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4. MANAGEMENT STRUCTURE

4.1 Introduction

4.1.1 This section sets out the proposed management structure for the DCO CTMP and the responsibilities of each stakeholder.

4.1.2 Overall management and implementation of the DCO CTMP will be the responsibility of EDF Energy. The following roles will apply:

- Transport Review Group (TRG);
- Transport Co-ordinator; and
- Transport Forum.

4.1.3 A diagram will be prepared in consultation with the TRG summarising the inter-linkages and scope of each role and a meeting schedule will also be produced to ensure all stakeholders are clear on the communication process and the obligations

4.2 Transport Review Group

4.2.1 A TRG will be established with members taken from the key transport stakeholders and EDF Energy. The scope of the TRG in relation to the DCO CTMP is proposed to be as follows:

- receive Traffic Management Reports from EDF Energy relating to the implementation and operation of the DCO CTMP;
- monitor the implementation of, and compliance with the DCO CTMP;
- consider the case for, and approve amendments to the DCO CTMP;
- consider the use of the contingency fund for mitigation measures and remedial action (as detailed in Schedule 11of the Section 106 Agreement) if corrective action is required;
- advise EDF Energy on potential enhancements to the DCO CTMP; and
- liaise with and consider the views and opinions of the Transport Forum.

4.2.2 The TRG will have further duties with regards to the DCO Travel Plan, which are set out in that management document.

4.2.3 The TRG members will be:

- the Transport Co-ordinator;
- one representative to be nominated by the County Council;
- one representative to be nominated by West Somerset Council;
- one representative to be nominated by Sedgemoor Council;
- one representative to be nominated by the Highways Agency; and
- up to three representatives to be nominated by EDF Energy,

4.2.4 If the TRG is unable to agree, a procedure for the rapid resolution of disputes is provided for in the Section 106 Agreement. This procedure provides for the submission of the dispute to an independent expert who will consider the issues and reach a decision, binding on all parties, within 28 working days.

4.2.5 In addition, specialist ad-hoc attendance can be called upon by the TRG from transport providers, emergency services and the main contractor. However, these invitees will not have any voting rights.

4.2.6 Membership of the TRG does not fetter the members planning and other statutory duties.

4.2.7 The TRG will be formed with effect from the Transitional Date, as defined in the Section 106 Agreement, and will meet on a quarterly basis unless the TRG decides to meet less frequently. The TRG will be able to delegate issues or functions to a sub-group if it decides to.

4.3 Transport Co-ordinator

4.3.1 A Transport Co-ordinator will be appointed by EDF Energy and be in place throughout the construction phase of the Authorised Project although the role will change and evolve over time. The Transport Co-ordinator will be responsible for the management, development and implementation of the DCO CTMP and the other transport management plans.

4.3.2 The Transport Co-ordinator will be a professional transport planner and qualified to meet the requirements of the role. This will include project management experience and skills to deal with complex issues. Appropriate training will be provided if necessary. The role of Transport Co-ordinator will be fully funded by EDF Energy.

4.3.3 The Transport Co-ordinator will have the following transport-related responsibilities relating to the DCO CTMP:

- monitor the success of the DCO CTMP and other transport thresholds;
- report the monitoring of the DCO CTMP to the TRG to allow consideration of appropriate mitigation measures and remedial action if required;
- report to the TRG on relevant feedback from the Transport Forum;
- update the DCO CTMP as required in consultation with the TRG; and
- resolve issues and problems through liaison with other parts of EDF Energy and its contractors.

4.3.4 This role will be appointed prior to commencement of construction of the Authorised Project and at an appropriately senior level.

4.3.5 In addition to the recruitment of the Transport Co-ordinator role, EDF Energy will establish a project delivery co-ordination team responsible for the overall management of the project site deliveries.

4.4 Transport Forum

4.4.1 Consisting of local stakeholder groups, the Transport Forum is responsible for collating views from the public and feeding through to the TRG for review. They form the key link between the TRG and the wider community and provide an indication of the issues that are impacting the general public.

4.4.2 The Transport Forum has already begun meeting on a regular basis in relation to the Preliminary Works. It is anticipated that the Transport Forum will continue to meet on a regular basis and the minutes will be provided to the TRG for consideration and response.

4.5 CTMP Funding

4.5.1 EDF Energy will be responsible for the cost of implementing the DCO CTMP. In addition, a contribution is provided in the Section 106 Agreement (i.e. 'Transport Review Group Contribution') for SCC's attendance at TRG meetings.

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5. FREIGHT MANAGEMENT MEASURES AND CONTROLS

5.1 Introduction

5.1.1 This section summarises the freight management measures that EDF Energy will implement as part of the CTMP. All contractors appointed as part of the construction of the Authorised Project be required to adhere to the freight management measures.

5.1.2 There are a number of elements of the construction traffic that need to be managed, namely:

- HGV movements for HPC Construction Works;
- HGV movements between HPC site and Combwich Wharf;
- HGV movements to the Associated Development Sites;
- LGV movements for HPC Construction Works; and
- AIL movements.

5.1.3 It should be noted that the measures proposed for each element of the freight traffic are commensurate with the level and duration of traffic impact during the construction phase.

5.2 HGV Movements for HPC Construction Works

- This section summarises the measures proposed to manage HGV movements for the HPC Construction Works. The HPC Construction Works are defined at section 2.2 of this CTMP.

5.2.1 The HPC Construction Works do not include the movements between the HPC site and the Combwich Wharf and laydown facility.

5.2.2 The measures to manage and reduce HGV movements for the HPC Construction Works are shown in the following paragraphs.

a) Reduce HGV Movements

i. Temporary Jetty

5.2.3 It is proposed to construct a temporary jetty at the HPC site in order to maximise the use of water as a method for the delivery of material to the HPC site.

5.2.4 The temporary jetty has been designed to accommodate 100% (by weight) of aggregates, sand and cement for on-site concrete production. EDF Energy has committed to deliver a minimum of 80% (by weight) of materials for on-site concrete production via the temporary jetty, once it is available. The target will be achieved by imposing it as a constraint on the contractors.

5.2.5 The commitment to use the temporary jetty will avoid a very substantial volume of HGV movements on the highway network; estimated at around 250,000 two way movements over the length of the construction of the Authorised Project.

5.2.6 The jetty also includes a road bridge for the delivery of other construction materials. The assumed use of the temporary jetty is conservative and therefore there is potential scope for EDF Energy to bring additional construction materials to the HPC site via the jetty. There is also the potential for a higher proportion of concrete constituents than the 80% minimum target.

ii. Combwich Wharf

5.2.7 It is proposed to refurbish Combwich Wharf and provide a laydown facility in order to deliver AILs and construction materials by sea.

5.2.8 EDF Energy has committed to deliver the largest AILs by sea to Combwich Wharf (approximately 180 have been identified).

5.2.9 The assumed use of Combwich Wharf is conservative. The HGV movements set out in the DCO documents assume that no construction materials are delivered via Combwich Wharf. In practice there is scope for EDF Energy to bring additional construction materials by sea to Combwich Wharf and reduce HGV movements further still.

iii. Re-use and Storage of Excavated Material

5.2.10 The site terracing, excavation and tunnelling works will involve the excavation of over 4 million cubic metres of soil and rock.

5.2.11 Apart from a small amount of waste that will be exported off-site, the remaining excavated materials will be kept on-site and re-used in order to minimise construction traffic on the road.

b) Capping of HGV Movements

5.2.12 EDF Energy will control the number of HGV movements that are permitted as part of the HPC Construction Works.

5.2.13 Contractors will be encouraged to minimise HGV movements. Capping limits will be passed on to individual contractors for compliance. This will be an incentive for the contractors to maximise the efficiency of their deliveries in order to keep within their capping allocation (e.g. by maximising payload through upstream or local consolidation, using empty space of return journeys from site, minimising waste both on site and at source).

5.2.14 The HGV limits are set out below and have been derived based on the HGV movements set out in DCO documents.

i. Limits on Quarterly Average HGV Movements

5.2.15 HGV movements for the HPC Construction Works will be subject to a limit that the number of HGV movements will not exceed an average of 500 movements per day in any given quarter (N.B. a quarter is defined as the calendar quarters January – March, April – June, July – September and October -December). This limit will be

applied to HGV movements for the HPC Construction Works on the C182 Rodway north of Cannington, at the location of the junction of the C182 with the new Cannington bypass.

ii. Limits on Daily Maximum HGV Movements

5.2.16 The following maximum daily limits on HGV movements associated with the HPC Construction Works will be:

- a one day maximum limit of 750 HGV movements (Monday-Friday); and
- a one day maximum limit of 375 HGV movements (Saturdays).

5.2.17 These limits will be applied to HGV movements on the C182 Rodway north of Cannington, at the location of the junction of the C182 with the new Cannington bypass.

5.2.18 In addition, the HGV movements associated with the HPC Construction Works on the HGV Routes through Bridgwater will be subject to the following limits:

- a one day maximum limit of 450 movements on HGV Route 1; and
- a one day maximum limit of 300 HGV movements on HGV Route 2.

5.2.19 The effect of these limits is to enforce use of both HGV Routes through Bridgwater. The limit for HGV Route 1 will be applied to HPC Construction Works HGV movements on the Northern Distributor Road (NDR) and the limit for HGV Route 2 will be applied to HPC Construction Works HGV movements on the A39, west of the Taunton Road/Broadway Junction.

5.2.20 HGV movements in this context represent a movement in either direction. Thus, for example, the one day maximum limit of 750 HGV movements set out above represents an equivalent limit of 375 HGV deliveries on a given day.

iii. Limits on the Timing of HGV Movements

5.2.21 In addition to the limits on the number of HGV movements set out above, the HPC Construction Works HGV movements will be subject to the following timing constraints:

- There will be no HPC Construction Works HGV movements on the local highway network between the Freight Management Facilities and the point of delivery between the hours of 22:00 and 07:00.
- Morning peak hour HPC Construction Works HGV movements on the local highway network will be limited to 30 movements (08:00-09:00) and evening peak hour movements will be limited to 40 movements (17:00-18:00). These limits will be applied Monday-Friday and on the C182 Rodway north of Cannington, at the location of the junction of the C182 with the new Cannington bypass.
- There will be no HPC Construction Works HGV movements on the local highway network on Sundays or on Bank Holidays.
- The target for morning peak period HPC Construction Works HGV movements on the local highway network will be 40 movements (07:00-08:00) and 50 movements (09:00-10:00). The target for evening peak period HPC Construction

Works HGV movements on the local highway network will be 50 movements (16:00-17:00) and 40 movements (18:00-19:00). These targets will be applied Monday-Friday and on the C182 Rodway north of Cannington, at the location of the junction of the C182 with the new Cannington bypass. Failure to meet these targets would trigger the default mechanisms set out in Section 7 (Compliance) of this DCO CTMP.

5.2.22 It has been assumed that AILs may be required to be received or dispatched from site outside the permitted hours, but the correct AIL notification procedures will be adhered to.

5.2.23 Construction of the off-site Associated Development sites included within the HPC Construction Works will be limited to:

- Cannington bypass (construction traffic to construct the bypass passing through Cannington)and Combwich Wharf: between the hours of 08:00 and 19:00 on weekdays (excluding public holidays) and 08:00 and 13:00 on Saturdays; and
- Combwich laydown facility: between the hours of 07:00 and 19:00 on weekdays (excluding public holidays) and 07:00 and 13:00 on Saturdays.

iv. Exceptional Circumstances

5.2.24 There are a range of exceptional circumstances in which it may be necessary to apply a temporary cessation of the HPC Construction Works HGV limits and routes proposed. Such circumstances could include an emergency response requiring an HPC Construction Works HGV movement after 22:00 or before 07:00 or a major traffic incident preventing use of the proposed HGV routes to the site.

5.2.25 These exceptional circumstances are set out in the DCO Traffic Incident Management Plan (DCO TIMP) and cover:

- a traffic or other similar incident on the highway network that delays a HGV such that it misses its allocated slot or falls outside the permitted working hours;
- a breakdown of a HGV en-route to the site;
- inclement weather (e.g. high winds, flooding, snow or ice) that significantly disrupts the normal operation of the highway network; and
- circumstances associated with demonstrations or protests.

5.2.26 In some cases exceptional circumstances will only be known when, or very shortly, before they occur and as such prior notification to the TRG will not be possible. Via the TRG, detailed approaches will be agreed in relation to the handling of circumstances when an "exceptional circumstances" can be predicted or anticipated in advance, and for those situations where notification after the event is required.

5.2.27 In all these cases that may result in a potential delay to the HGV being received to site or dispatched from it, the key considerations will be:

- the impact of the occurrence on the highway network, e.g. as a result of rejecting a HGV at the site, thus resulting in a rescheduling and additional HGV journey; and

- the impact of the occurrence on the aspect of work being undertaken on site and whether the rejection of a HGV may result in a potential health and safety issue due to the lack of appropriate material/equipment.

5.2.28 In addition, the exceptional circumstances may lead to the need for HGVs to be diverted via the diversionary routes set out in the DCO TIMP. In the event that HGVs are diverted, the HGV routes will be temporarily suspended.

c) HGV Emissions

5.2.29 EDF Energy will require that all HPC Construction Works HGVs will be EURO IV compliant (1 October 2006). EURO IV Standards are European emission standards that define the acceptable limits for exhaust emissions of new vehicles sold in EU member states. The emission standards are defined in a series of European Union directives staging the progressive introduction of increasingly stringent standards. Compliance with the EURO IV Standards (1 October 2006) will be monitored through the Delivery Management System (DMS) as set out in the Traffic Management and Monitoring System (TMMS) included as **Appendix A1** of this CTMP.

d) Freight Management Facilities

5.2.30 There will be an on-site HGV waiting area provided to ensure that HGVs do not queue back onto the public highway. This has sufficient capacity to accommodate up to approximately 50 HGV's. In extreme circumstances the total number of HGV's that can be held on-site could be up to approximately 150 vehicles. This will be managed via the DMS and by the on-site DMS co-ordinator

5.2.31 HPC Construction Works HGVs travelling from the direction of the M5 motorway will generally be held at the Freight Management Facilities (FMF) at Junction 23 and Junction 24 until the appropriate delivery time unless they have been provided with a delivery pass. If a HGV is issued with a pass (e.g. because they are undertaking regular deliveries) it will not be required to pass through the FMF each time but will be included in the DMS.

5.2.32 These facilities will play a key role in managing the movement of HPC Construction Works HGVs and will in particular:

- allow validation of deliveries to the HPC Construction Works prior to departure with associated checking of paperwork;
- facilitate a steady flow of HGVs to the HPC Construction Works; and
- allow caps on peak hour HPC Construction Works HGV movements, to be met through control of HGV deliveries.

5.2.33 The FMF will provide a location for holding HGVs in the event of a traffic incident. In a typical day scenario (no incidents) the parking spaces within each FMF will not be fully utilised.

5.2.34 The number of parking spaces is instead driven by the holding capacity of the FMF at the time of an incident. This will depend on:

- the rate at which vehicles are arriving; and

- the number of vehicles already within the facility at the time of the incident. This, in turn, will be a function of how early a vehicle will be allowed to arrive at the facility before its scheduled departure to site.

5.2.35 A total of 140 HGV parking spaces are provided. It is anticipated that this capacity will deal with most incidents and disruptions. It represents nearly 40% of peak daily deliveries and over 55% of average daily deliveries. It will allow sufficient time to communicate to upstream vehicles the requirement to hold at their origin or, if already en-route, at existing HGV layover areas e.g. service stations on route until further notice. It is considered in this context that the proposed 140 holding spaces for HGVs across Junctions 23 and Junctions 24 will be sufficient. Further information on the use of the FMF during a traffic incident is provided in the DCO TIMP.

5.2.36 Furthermore, in the unlikely event of an incident occurring which coincided with the peak time on the peak day at the peak point of construction, EDF Energy could temporarily make available circulation space and lay-bys within each facility which is estimated could accommodate approximately one day's worth of HGV deliveries.

e) Delivery Management System

5.2.37 Deliveries to the HPC Construction Works will be controlled by booking through a web-based Delivery Management System (DMS) or a combination of this and passes. Further information on the DMS is provided in **Appendix A1** of this DCO CTMP, which sets out the details of the Traffic Management and Monitoring System (TMMS).

5.2.38 The DMS will be used to achieve the following objectives:

- regulate arrival of HPC Construction Works HGVs to the Freight Management Facilities by providing a set number of slots per hour;
- regulate flow of HGVs to and from the HPC Construction Works; and
- ensure HGV arrivals do not exceed the limits set out above (other than in Exceptional Circumstances).

5.2.39 Such systems have proven effective in controlling the flow of traffic on construction projects by reducing the number of vehicles that arrive at any given time, especially at peak times. In addition they have reduced the element of vehicle queuing at sites that is associated with the "arrive anytime" scenario.

5.2.40 The maximum number of delivery slots allowed through the DMS will reflect the permitted number of HGV movements detailed earlier in this section.

5.2.41 To obtain authorisation to make a delivery authorised users will request a delivery slot via the DMS. The system will be interactive showing the delivery slots currently available to book. All bookings will be approved or rejected by EDF Energy before the delivery schedule for each day is finalised. HGVs without a valid booking would be refused entry to the HPC Construction Works.

5.2.42 The specifics of the DMS will include:

- mandatory advance booking (i.e. no booking, no admittance to HPC Construction Works);

- confirmed booking to relate to a specific vehicle (i.e. vehicle registration number); and
- capacity to amend bookings in advance of the delivery.

5.2.43 For suppliers making regular or frequent deliveries, applications will be allowed for a pass. In all cases where passes are issued, appropriate slots will be booked or blocked out on the booking system to control the number of bookable slots remaining available.

5.2.44 The management of the DMS will be implemented by EDF Energy. The bookings will be recorded via an electronic database to allow monitoring of arrivals against the bookings recorded in the DMS. Analysis from the DMS will be provided to the TRG as part of the monitoring report.

f) Automatic Number Plate Recognition

5.2.45 EDF Energy has committed to installing an Automatic Number Plate Recognition (ANPR) based monitoring system that will be implemented for the Site Preparation Works and as such, will be in place for the commencement of the construction of the Authorised Project. The ANPR system will be used to monitor adherence to the HPC Construction Works HGV limits and routes.

5.2.46 The scope and architecture of the ANPR system is included in Appendix A to this report. The TMMS included in **Appendix A1** illustrates how the different parts of the monitoring system will be integrated, how the information flow between various parties will be facilitated and the lines of communication.

5.2.47 More information on the locations of the ANPR cameras, including a plan of those located on the public highway, is provided within the TMMS located at **Appendix A1**. It should be noted that the locations of the ANPR cameras that will be located on the public highway have been identified and agreed with SCC.

5.2.48 It is not anticipated that any significant materials deliveries to the HPC site would take place from the west of the HPC site. If there was the occasional delivery then it would be required to register with the DMS. Therefore the registration number of the vehicle would be known. Such deliveries, were they to occur, would be required by EDF Energy to use the A39 between Minehead and Cannington. There will be an ANPR camera located on the C182 and therefore it would be recorded if the vehicle had used the correct route. If it was not recorded then it would be deduced that the vehicle had not followed the correct route.

g) HGV Route Compliance

5.2.49 The HPC Construction Works HGV Routes are summarised in Section 2 of this DCO CTMP and utilise 'A' classified roads though Bridgwater (i.e. the NDR, A38 and A39).

5.2.50 The location of signs for the identified HPC Construction Works HGV Routes has already been agreed with SCC and implemented for the Site Preparation Works. This will remain throughout construction of the Authorised Project until the works are complete and the station is ready for operation.

5.2.51 The ANPR system will be used to monitor adherence to the HPC Construction Works HGV Routes. This system will be implemented for the construction of the Authorised Project.

5.2.52 The HGV routes will be communicated to all individuals involved in the transport of material as set out in the Communication Strategy.

h) Cannington Traffic Management

5.2.53 HGV drivers travelling to and from the HPC Construction Works will be instructed by EDF Energy not to exceed a speed of 20mph when passing through Cannington (between the A39/High Street junction and the Rodway Hill/Park Lane junction) prior to the completion of the Cannington bypass.

5.2.54 Within two months of the start of construction of the Cannington bypass, EDF Energy will submit to the TRG for approval a scheme for additional traffic management measures with the objectives of reducing HGV speeds and reducing severance within the village. The approved scheme will be implemented by EDF Energy as soon as reasonably practicable following consultation with the local community using funds set out in the Section 106 Agreement.

i) Communication Strategy

5.2.55 An information pack will be distributed to all contractors involved in the HPC Construction Works for issue to their drivers. The pack will be a convenient size so it can be stored in a HGV cab.

5.2.56 The pack will include key information on the following aspects of the DCO CTMP:

- HGV restrictions;
- HGV routes;
- DMS;
- default mechanisms for non-compliance;
- location of appropriate rest stops, parking on the approaches to the site to prevent the use of inappropriate routes/facilities and ensure drivers' needs are appropriately catered for;
- contact information for the DMS manager; and
- what to do/not to do if unable to meet their DMS slot.

5.2.57 Any complaints received will be handled in accordance with the complaints procedure, agreed with SCC for the Site Preparation Works. The same process will continue for the HPC Construction Works.

5.2.58 A set of protocols will be included within the inductions for all contractors. The protocols will include a code of good practice. These protocols will be available on the web based DMS and a link to them will be prominently displayed on the home page of the system.

5.2.59 Regular meetings will be held with EDF Energy and the contractors to discuss the management of freight and any issues that arise and how they can be addressed.

5.2.60 When the HGVs are en-route, communication between EDF Energy and the suppliers will be via the telephone and communication between the suppliers and their drivers will be via the means they normally use e.g. pagers, radio (subject to prioritising the health and safety of drivers)

5.3 HGV Movements between HPC site and Combwich Wharf

5.3.1 This section summarises the measures proposed to manage HGV movements between the HPC site and Combwich Wharf.

a) Hours of Operation

5.3.2 In order to limit disturbance to the local community, EDF Energy is committed to limit the working hours during the operation of Combwich Wharf and the laydown facility to the following:

5.3.3 Combwich Wharf:

- The unloading of AILS and general construction goods deliveries will be restricted to 07:30 to 18:30 seven days a week; and
- There will be no planned arrival or departures of vessels from Combwich Wharf between 22:00 and 06:00 unless otherwise agreed.

5.3.4 The Combwich Wharf laydown facility will provide a holding location for road and water borne freight. The arrival and departure of vehicles in connection with unloading at Combwich Wharf, the movement of construction goods between the Wharf and the laydown facility and other storage activities at the laydown facility will not take place outside the hours of 0700 to 2000 Monday to Friday or 0800 to 1800 Saturday and Sunday and public holidays.

b) Restrictions to the Use of Laydown Facility

5.3.5 EDF Energy has committed to restrict the use of Combwich laydown facility, ensuring it is not used as a contractor compound area for the HPC site or for the storage of construction materials from the jetty. However, Combwich laydown facility will be used for road borne deliveries bound for the HPC site when insufficient space is available at the HPC site.

c) HGV Route

5.3.6 EDF Energy will utilise the private access road between Combwich Wharf and the C182 in order to move materials. HGVs will then route along the C182 to access the HPC site.

d) Communication Strategy

5.3.7 An information pack will be distributed to all contractors involved in the movement of materials between Combwich Wharf and the HPC site for issue to their drivers. The pack will be a convenient size so it can be stored in a HGV cab. The pack will include relevant information from the HPC Construction Works information pack including a code of good practice.

5.3.8 As part of the Site Preparation Works EDF Energy agreed a complaints procedure with SCC. EDF Energy is required to prepare an updated scheme that can relate to the Authorised Project and would continue throughout the construction phase.

5.3.9 Regular meetings will be held with EDF Energy and the contractors to discuss the management of freight at Combwich Wharf and any issues that arise and how they can be addressed.

5.4 HGV Movements to Associated Development Sites

5.4.1 This section summarises the measures proposed to manage HGV deliveries to the Associated Development sites during their construction and decommissioning. This section does not deal with Associated Development sites that are included within the HPC Construction Works as HGVs associated with these sites (i.e. HPC campus, Combwich Wharf, Combwich laydown area and Cannington bypass, north) are managed through the measures set out earlier in this section.

a) Timing Restrictions

5.4.2 Construction of the off-site Associated Development sites not included within the HPC Construction Works will be limited to:

- Cannington park and ride: between the hours of 08:00 and 19:00 on weekdays (excluding public holidays) and 08:00 and 13:00 on Saturdays; and
- Remaining off-site associated development sites: between the hours of 07:00 and 19:00 on weekdays (excluding public holidays) and 07:00 and 13:00 on Saturdays.

b) Delivery Schedule

5.4.3 Although HGVs for the Associated Development sites will not be required to stop at the FMF, there will be a delivery schedule for the HGV deliveries to the Associated Development sites that will enable EDF Energy to understand which deliveries are scheduled to arrive each day.

c) HGV Routes

5.4.4 The HGVs for the Associated Development sites will be required to adhere to the key elements set out in the Somerset Local Transport Plan on freight management (refer to Section 2.5 of the CTMP).

5.4.5 Although the HGVs travelling to and from the Associated Development sites will not be monitored by the ANPR cameras, they will be encouraged to use appropriate routes.

5.4.6 EDF Energy will inform the contractors in advance of the deliveries which route HGVs should use to access the Associated Development site.

5.4.7 The HGVs travelling to Cannington park and ride facility and the Cannington bypass will be requested to route via HGV Routes 1 and 2 summarised earlier. For the Associated Development sites at Junction 23 and 24 the HGVs would be asked to primarily arrive from and depart to the M5 motorway. For the Bridgwater

accommodation campuses and Williton park and ride facility HGVs would be asked to use "A" roads where feasible and the B3190 for Williton.

5.4.8 Appropriate signage will be provided and agreed with the highway authorities in order to direct HGVs to the Associated Development sites.

d) Communication Strategy

5.4.9 An information pack will be distributed to all contractors involved in the construction of the Associated Development sites for issue to their drivers. The pack will be a convenient size so it can be stored in a HGV cab. The pack will included a code of good practice.

5.4.10 Any complaints received will be handled in accordance with the updated complaints procedure to be prepared by EDF Energy for the construction of the Authorised Project.

5.4.11 Regular meetings will be held with EDF Energy and the contractors to discuss the management of freight and any issues that arise and how they can be addressed.

5.5 LGV Movements

5.5.1 **Table 5.1** below summarises the measures proposed to reduce the number of LGV movements.

Table 5.1: Measures to Reduce LGV Movements

Typical LGVs use on HPC Project	Measure
Irregular postal/courier deliveries to site	Use of the postal/courier consolidation facility – no post deliveries will be able to go directly to the HPC site. Instead they will dispatch at an off-site facility at Junction 23 (temporarily at Junction 24 before Junction 23 is operational) where parcels will be scanned and consolidated into dedicated vans for delivery to the HPC site.
Workers carrying tools to site	Contractors will be required to consolidate their tools before delivering them to site
Multiple low volume deliveries (on part loads/small vehicles) e.g. items such as food, consumables, light fittings, ironmongery, fixings, concrete void formers etc.	Upstream consolidation by the supplier to secure full load efficiencies.
Contractor's fleet vehicles (these will be largely used to support construction operations on site and between the HPC site and Combwich Wharf)	Control the number of contractor's vehicles on the HPC Project by issuing passes.

5.5.2 It should also be noted that EDF Energy has adopted a very broad definition of HGVs (i.e. any goods vehicle greater than 3.5 tonnes). This is much broader than is conventionally the case which means that the EDF Energy's proposed controls on

HGV movements set out in Section 5.2 will capture a proportion of freight vehicles that would not normally be classified as HGVs.

5.6 AIL Movements

5.6.1 This section summarises the measures proposed to manage the movement of AILs.

a) Combwich Wharf Refurbishment

5.6.2 Combwich Wharf is to be refurbished to enable the largest AILs to be shipped to Combwich Wharf by sea and then taken to the HPC site by road using special trailers.

b) Standby Area for AILs

5.6.3 The origin for many of the largest AILs means that they need to be transported long distances by sea, with sailings booked many months in advance and subject to fluctuation due to adverse weather conditions.

5.6.4 In recognition of these characteristics, it is proposed to provide a temporary holding area for AILs at Combwich. The stand by area would provide a degree of contingency against supply disruption before AILs are transported to the HPC site.

c) AIL Routes

5.6.5 The proposed AIL routes are summarised in Section 2 of this DCO CTMP and utilise the HA heavy routes HR46 and HR60, unless otherwise agreed with the highway authorities.

d) AIL Notifications

5.6.6 The law requires the haulier to give in excess of two days' notice to the police, highway authorities and road and bridge authorities before moving the load. It is proposed to use the Highway Agency's ESDAL system, an electronic service that simplifies the process of notifying abnormal load movements. ESDAL will be used by EDF Energy and their suppliers to deliver fully compliant notifications to the relevant organisations (i.e. HA, SCC and police) of the details of the AIL deliveries before the movements are made.

5.6.7 The notification process will be initiated as soon as possible in order to avoid any potential complications and delays to the work programme.

e) Communication Strategy

5.6.8 There will be communications with the local community where they may be impacted by any AIL movements (e.g. in relation to any temporary road closures) and as far as possible movement of AILs on the C182 from Combwich Wharf will be scheduled to minimise traffic disruption. The system for advance warning of AIL movements for the local community will be included in the information dissemination system to be introduced.

5.7 Summary of HGV Measures

5.7.1 **Table 5.2** below provides a summary of which measures will apply to the HGVs routing to each site.

Table 5.2: CTMP Measures - HGVs

Element	Facility	Measures								
		Capping of HGV Movements	Restricted working hours on site	HGV Routes (ANPR Cameras)	HGV Routes (Signage)	FMF	DMS / Passes	Delivery Schedule	HGV Emissions	Communication Strategy
HPC Construction Works	HPC site	✓	✓	✓		✓*	✓		✓	✓
	HPC campus	✓	✓	✓		✓*	✓		✓	✓
	Combwich Wharf	✓	✓	✓		✓*	✓		✓	✓
	Combwich laydown	✓	✓	✓		✓*	✓		✓	✓
	Construction Cannington bypass (traffic routing through village)	✓	✓	✓		✓*	✓		✓	✓
Construction Other Associated Development Sites	Bridgwater A campus		✓		✓			✓		✓
	Bridgwater C campus		✓		✓			✓		✓
	J23 park and ride and freight management facility		✓		✓			✓		✓
	J23 park and ride and freight management facility		✓		✓			✓		✓
	Cannington park and ride		✓		✓			✓		✓
	Williton park and ride		✓		✓			✓		✓

**There will be some instances that the HGVs will not route via an FMF*

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6. MONITORING AND REVIEW

6.1 Introduction

6.1.1 This section summarises the monitoring and review mechanisms to be implemented by EDF Energy for the DCO CTMP.

6.2 Monitoring Strategy

a) Monitoring Data

6.2.1 The following monitoring data will be collected:

- **HPC Construction Works HGV Limits:** The DMS and ANPR system will allow the collection of data which can be used for monitoring compliance with the HPC Construction Works HGV limits. Further details are provided in the TMMS in **Appendix A1.**
- **HPC Construction Works HGV Routes:** EDF Energy will use the ANPR system to monitor compliance with the HGV routes and will cross-reference this against the DMS records. Further details are provided in the TMMS in **Appendix A1.**
- **HPC Construction Works HGV Emissions:** The DMS will be used to monitor compliance with the HGV emissions. Further details are provided in the TMMS in **Appendix A1.**
- **Jetty Use:** The percentage of concrete material delivered to the HPC site via the jetty will be monitored against the target of a minimum of 80% to be delivered by sea.
- **AIL Mode of Delivery:** The mode of the delivery of the AILs will be recorded in order to ascertain the level of delivery by sea.
- **Exceptional Circumstances**: The instances that are classified as exceptional circumstances will be recorded. A notification procedure will need to be developed in consultation with the TRG to enable EDF Energy to identify exceptional circumstances and notify the TRG when they occur.
- **Origins**: Information on HGV origins will be obtained, unless this proves not to be possible in circumstances outside of EDF Energy's control, in order to provide information to the TRG on the number of HGVs coming from different directions.

b) TRG Notification

6.2.2 The DMS and ANPR systems will be monitored on a daily basis against the actual HGV arrivals/departures and if there is a breach of the HPC Construction Works HGV limits or routes the TRG will be notified as part of the reporting procedure. By undertaking this monitoring on a daily basis it will help to ensure that any issues are identified at an early stage and dealt with promptly. The compliance process is summarised in Section 7.

c) Traffic Management Report

6.2.3 In addition to notifying the TRG of any breaches as and when they occur, at the end of every calendar quarter EDF Energy will prepare a Traffic Management Report and submit it to the TRG for review. The monitoring report will be provided at least three working days before the TRG meeting where it is to be discussed. The Traffic Management Report will include:

- Record of DMS bookings;
- 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;
- ANPR monitoring data;
- Details of any breaches of HPC Construction Works HGV limits, time restrictions or breaches of routing; and
- Details of the origins of HGV movements.

6.2.4 In addition, the Transport Forum will meet on a regular basis and will report any concerns with the performance of the DCO CTMP to EDF Energy. The Transport Forum minutes will also be provided to the TRG in the monitoring report. Should members of the public or interested parties wish to make a complaint related to aspects of the HPC construction works they will be able to do so using the agreed complaints handling procedure.

6.2.5 EDF Energy's quarterly monitoring report for the TRG will include a summary of feedback obtained from the Transport Forum, any relevant complaints and a summary of EDF Energy's proposals for responding to the issues raised.

6.3 Review

a) TRG Review

6.3.1 The review process for the measures and commitments detailed within the DCO CTMP will be through the TRG. Reviewing the results of the monitoring process is therefore essential to ensure that the DCO CTMP delivers the required outcomes. Effective review mechanisms can avoid the need for invoking any default mechanisms.

6.3.2 The TRG will meet every quarter, at least for the first year of construction until the construction is well established and patterns can be seen and reviewed. The frequency of TRG meetings may then be reduced. The TRG meetings will discuss the monitoring report and agree any refinements to the DCO CTMP that are required. The following will be discussed at each TRG meeting:

- consider the performance and effectiveness of the freight management measures;
- discuss any required variations; and
- agree information that can be disseminated to the Transport Forum and other interested parties.

b) EDF Energy Review

6.3.3 In addition to the TRG review process, regular internal EDF Energy meeting will take place to discuss the CTMP. It is envisaged that the meetings are likely to take the following format:

- Quarterly meetings – a review of the contractors working during the following quarter where the split and allocation of the HPC Construction Works HGV limits will be agreed between the contractors for that periods – it is anticipated that this will take place 1 month or more before the period commences.
- Monthly meetings – a review of the usage to date against the average quarterly HPC Construction Works HGV limit and minor amendments made if required for the remainder of the quarter to ensure maximum efficiency in terms of take up of slots and forecasting to avoid infringements of the quarterly HGV limit.
- Weekly meetings – a review of the deliveries planned for the following week and ensuring that the priorities of the project are being met.
- Daily meetings – a review of the deliveries expected the next day and incorporation of any changes required to the next 3 days' worth of deliveries.

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7. COMPLIANCE

7.1 Introduction

7.1.1 This section provides a summary of the mechanisms that will ensure compliance with the DCO CTMP.

7.1.2 It is important to establish principles for default mechanisms so that all parties, including the contractors, are clear what may occur if the DCO CTMP requirements are not achieved.

7.1.3 The enforcement of the DCO CTMP is considered under the following headings:

- Best Practice: EDF Energy is under scrutiny from stakeholders and the community to adhere to the requirements of the DCO CTMP and demonstrate best practice. EDF Energy will instigate management practices with its contractors to ensure compliance.
- Contractual Conditions: EDF Energy will use contractual conditions to ensure compliance with the DCO CTMP.
- Default Mechanisms: Should EDF Energy breach its commitments set out in the DCO CTMP then corrective measures would need to be taken. A mechanism for rapid resolution if the TRG fails to agree is provided in the Section 106 Agreement.
- Contingency Fund: A contingency fund will be available, as set out in Schedule 11 of the Section 106 Agreement, that can be used following discussion with the TRG to implement mitigation measures and remedial action should they be required.

7.2 Best Practice

7.2.1 EDF Energy will use internal management procedures to ensure compliance with the requirements of the DCO CTMP including:

- Contractor Kick Off Meetings – Contractors reminded of EDF Energy's standards and expectations as set out in contract documentation.
- Site Induction – Driver induction to include briefing on aims and objectives of DMS, including booking system, designated routes, driver behaviour, and TIMP procedures.
- Drivers User Group – Forum established to provide feedback from drivers and update briefings on traffic management and compliance.
- Learning Reports – incidences of potential breaches or non-compliance with the DCO CTMP will be investigated. Learning reports from each incident will be raised and shared with the relevant contractor. This procedure is already being implemented for the Site Preparation Works.

7.3 Contractual Conditions

7.3.1 Upon appointment each contractor will have within their contract an agreed capping profile governing their allowable deliveries at various stages during the HPC Construction Works. These limits will be entered into the DMS to govern allocation.

7.4 Default Mechanisms and Contingency Fund

7.4.1 EDF Energy has taken all reasonable steps to avoid a breach of the HPC Construction Works HGV restrictions from occurring through the implementation of the management measures set out in Section 5 of the DCO CTMP.

7.4.2 Notwithstanding this, it should be recognised that the Authorised Project is a major and complex construction project, and if there are breaches of the HPC Construction Works HGV restrictions the following principles of the default procedure are as follows:

- EDF Energy will automatically notify the TRG of a breach of the HPC Construction Works HGV restrictions as and when they occur.
- EDF Energy will issue a warning letter to the relevant contractor outlining what action would be taken in the event of a further breach.
- EDF Energy will report the details of the breach and the response to the TRG.

7.4.3 In the event that the requirements in this DCO CTMP are not achieved, there is a contingency fund available to draw on for the purpose of implementing mitigation measures and remedial action should these be required. The procedures for use of the fund are set out in Schedule 11 of the Section 106 Agreement.

7.4.4 Potential corrective actions include but are not limited to:

- Improvements to the communication strategy;
- Replace HGV drivers if there are repeat instances of HGV drivers diverging from the HGV routes;
- Suspend booking delivery slots to contractors that repeatedly miss delivery slots until corrective action is demonstrated;
- Additional signage on the HGV routes; and
- Physical enforcement of HGV routes.

7.4.5 Corrective action would need to be commensurate with the nature of the breach. The approach adopted and potential sanctions in the event of further breaches will be considered on a case by case basis depending upon the specific circumstances in question.

7.4.6 The TRG will monitor the default procedure and the response to breaches and propose any changes that may be necessary. If the TRG is unable to agree as to the need for or nature of any such changes a procedure for the rapid resolution of any such disagreement is provided for in the Section 106 Agreement. This procedure provides for the submission of the dispute to an independent expert who will consider the issues and reach a decision, binding on all parties, within 28 working days.

APPENDIX A1 – TMMS

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TRAFFIC MONITORING AND MANAGEMENT SYSTEM (TMMS)

24 AUGUST 2012

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CONTENTS

FIGURES

APPENDICES

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1. INTRODUCTION

1.1 Background

1.1.1 NNB Generation Company Limited (part of EDF Energy and hereafter referred to as 'EDF Energy') is proposing to develop a new nuclear power station adjacent to the existing Hinkley Point Power Station Complex in Somerset. This new facility will be referred to as Hinkley Point C (HPC).

1.1.2 A Development Consent Order (DCO) application for the development of HPC was submitted to the Infrastructure Planning Commission (now the Planning Inspectorate) on 31 October 2011 for their consideration.

1.1.3 The Construction Traffic Management Plan (CTMP) sets out the proposed freight management measures for the HPC Project. These are not repeated in this document.

1.1.4 This Traffic Monitoring and Management System (TMMS) document sets out the proposed systems to be used to monitor and manage freight traffic to and from the HPC Construction Works should the DCO be granted. Bus and car movements associated with the workforce journey to work are to be monitored via the Construction Workforce Travel Plan and as such are not included in the TMMS.

1.1.5 The HPC Construction Works is defined as construction activities associated with the construction of:

- the HPC site (including Cooling Water System and temporary jetty);
- HPC accommodation campus;
- Combwich Wharf;
- Combwich laydown facility; and
- Cannington bypass (only HGV movements that route through Cannington village associated with construction of the bypass at the northern end).

1.1.6 The HPC Construction Works do not include HGV movements between the HPC site and the Combwich Wharf and laydown facility.

1.2 Scope

1.2.1 The principle objectives of the TMMS during the construction phase of HPC are to:

- control and count the flow of HGVs to the HPC Construction Works, in line with the HGV limits set out in the DCO CTMP;
- monitor compliance of HGVs to the HPC Construction Works with the approved HGV routes as defined in the DCO CTMP;
- monitor compliance of HGVs to the HPC Construction Works with EURO IV standards as defined in the DCO CTMP;

- support the management of freight movements and deliveries to the HPC Construction Works;
- support the delivery of the DCO Traffic Incident Management Plan (TIMP); and
- provide real time information on conditions of the highway network to key stakeholders and network managers.

1.2.2 In order to meet the above objectives of the TMMS, EDF Energy proposes a Delivery Management System (DMS) comprising a booking system and Automatic Number Plate Recognition (ANPR) technology. This system has evolved from that already agreed for the Site Preparation Works.

1.3 Structure

1.3.1 The TMMS is structured as follows:

- Section 1: Introduction
- Section 2: Process Overview
- Section 3: System Concept
- Section 4: Integration
- Section 5: Maintenance

2. PROCESS OVERVIEW

2.1 Introduction

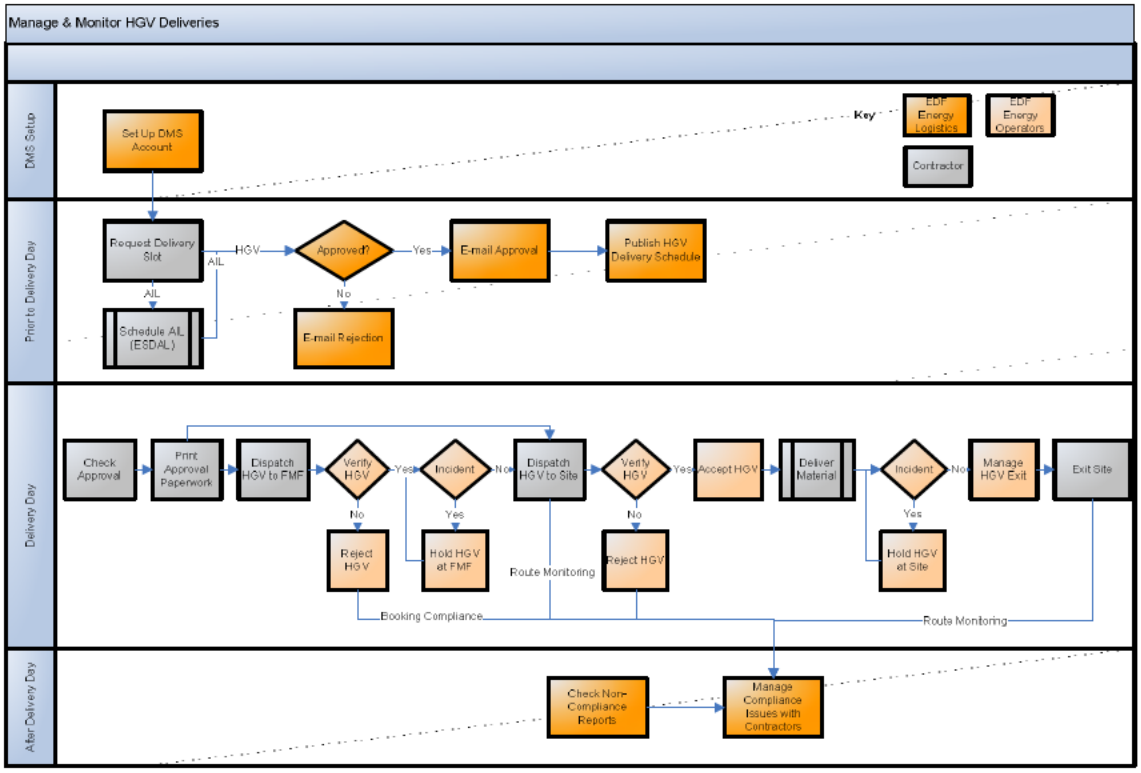
2.1.1 This section provides an overview of the delivery management process that will be adopted.

2.2 Delivery Process Overview

2.2.1 **Figure 2.1** describes the high level delivery management process for the HPC Construction Works assuming:

- Freight Management Facilities (FMF) are in place at Junction 24 and Junction 23 of the M5 motorway;
- daily and quarterly HGV limits will be in place;
- normal operating circumstances; and
- a web-based Delivery Management System (DMS) is in place.

Figure 2.1: Delivery Management Process Overview



2.3 Booking Process

a) DMS Set Up

2.3.1 The DMS will hold a schedule of HGV delivery slots at HPC, Combwich and the north entrance of Cannington Bypass (during construction) for all main construction works.

2.3.2 All appropriate contractors and subcontractors (hereafter collectively referred to as contractors) will be provided with access to the booking system upon award of the contract.

b) Prior to Day of Delivery

2.3.3 Contractors are required to pre-book all HGV deliveries to HPC, Combwich and the north entrance of Cannington Bypass (during construction) by providing details of the planned delivery. Bookings can be made up to a predefined period in advance of the delivery day.

2.3.4 Upon booking, the HGV will be assigned to a FMF and a designated HGV route.

2.3.5 Requests will require approval by EDF Energy Logistics Team through the EDF Energy Delivery Coordinator and contractors will be issued with confirmation and a reference ID for their booking.

2.3.6 The HGV delivery schedule will be made available to EDF Energy Operators and site teams.

c) Delivery Day

2.3.7 Contractors will print the delivery confirmation and provide it to their drivers for verification at the site entrance.

2.3.8 On the day of delivery, the majority of HGVs will be required to travel to the FMF at either Junction 23 or Junction 24. They will be instructed to arrive in advance of their booked slot the HPC Construction Works in order to be dispatched in a timely and controlled manner. The arrival of HGVs will in effect be regulated through the use of a set number of delivery slots per hour in the DMS.

2.3.9 Where vehicles obtain a pass or an exemption allowing them not to call at an FMF (e.g. those making regular deliveries or delivering perishable goods, etc.) they will be required to book through the DMS in order to access the HPC Construction Works. EDF Energy will require these vehicles to use the defined HGV routes as far is reasonably practicable and join the routes at the earliest opportunity. Route adherence will be monitored through the ANPR system.

2.3.10 Some HGVs will be issued a pass for a multiple trip cycle to the HPC Construction Works, for example to deliver aggregates to site. These HGVs will have a predetermined number of delivery slots booked in the system, in order to ensure EDF Energy remains within the HGV limits. If the HGV is required to deliver during the network peak hours, they may be instructed to travel via the FMF to ensure the flow of HGVs is regulated at these peak times unless they have an exemption. The ANPR system will monitor their adherence to the HGV routes for the multiple journeys.

2.3.11 Upon arrival at the FMF, HGVs will be checked and verified and their arrival recorded. They will be dispatched to the HPC Construction Works in time to arrive within their designated delivery slot.

2.3.12 In the event of an incident either at the HPC Construction Works or on the road network, HGVs will be held at the FMF until EDF Energy is informed (for network issues) or are aware (for site based incidents) that the incident has been cleared.

2.3.13 ANPR cameras will monitor the approved HGV routes to reach the HPC Construction Works and any breaches will be confirmed and automatically registered in the DMS.

2.3.14 Upon arrival at the HPC Construction Works, the Operators will verify the HGV by checking:

- delivery details against the booking; and
- route compliance through the ANPR records.

2.3.15 It should be noted that the process for verifying the HGVs at the north entrance of Cannington bypass will be suitable to the environment and the nature of the construction site but the principles of controlling and monitoring the arrival and departure of HGVs to this site remain.

2.3.16 Real time HGV counts and route compliance will be displayed to the EDF Energy Operator at the site entrances. Non-compliant HGVs (time or route) will be challenged at the site entrance. Appropriate action will be taken against non-compliant records which may include rejecting the delivery. Any rejections will be noted in the system. The suggested protocol is outlined in the DCO CTMP.

2.3.17 At regular intervals the EDF Energy Delivery Coordinator will review all non-compliance alerts generated within the system and take appropriate follow up action based on the severity of the non-compliance and the notes recorded against the booking. Again, it should be noted that the process for monitoring the HGVs accessing the north entrance of Cannington bypass (during construction) will be suitable to the nature of the construction site. All arrivals will be monitored and counted.

2.3.18 Once the HGV has been verified at the entrance, the HGV will then enter the HPC Construction Works and make the delivery. The HGV will return to the exit and hand back the delivery paperwork. The EDF Energy Operator will check the HGV counter to ensure there is an available release slot in line with the peak hour thresholds. If EDF Energy has been informed of an incident on the road network, HGVs can be held at site until instructions are provided that the incident has been cleared or that diversion routes are to be used.

d) After Delivery Day

2.3.19 All non-compliances that cannot be dealt with at the HPC Construction Works entrance will be analysed by the Delivery Coordination team and appropriate follow up action taken with the supplier as set out in the DCO CTMP.

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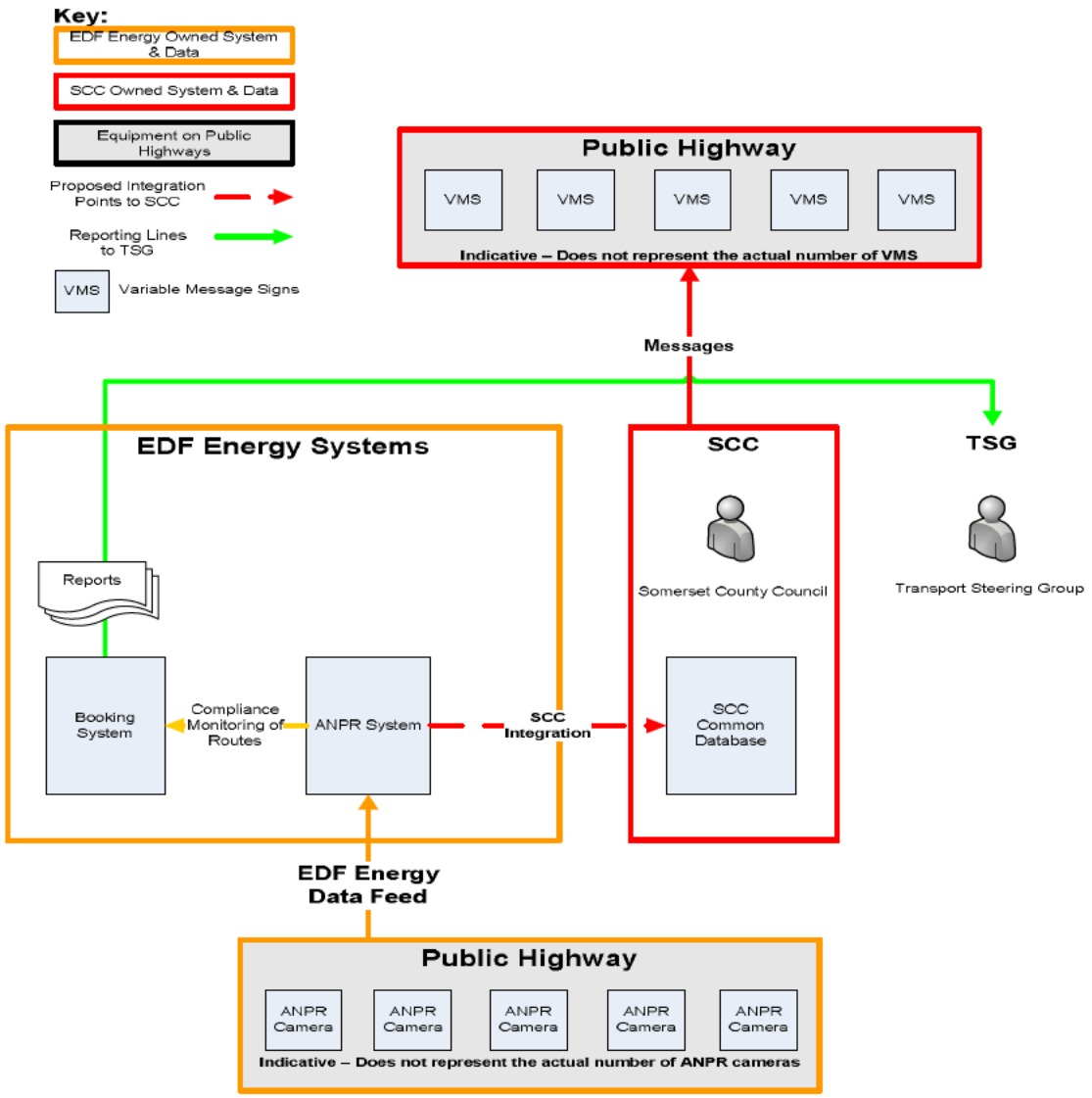
3. SYSTEM CONCEPT

3.1 Introduction

3.1.1 This section details the proposed components of the DMS and ANPR systems and provides a functional and, where appropriate, technical overview of the components. Precise details will be finalised following the tender and detailed design phase of the TMMS. **Figure 3.1** provides a schematic of the DMS and ANPR systems.

Figure 3.1: System Schematic



3.2 Delivery Management System (DMS)

a) DMS Overview

3.2.1 The objective of the web-based DMS is to control and monitor the number and frequency of HGVs to and from the HPC Construction Works in line with the HGV limits set out in the DCO CTMP by requiring that HGV arrivals for any given day are booked in advance by the contractor and approved by EDF Energy. It will also support route compliance associated with the DCO by assigning a designated route as part of the booking process.

3.2.2 AILs will be booked in for delivery at HPC or Combwich as with any other HGV. It will be the role of EDF Energy Delivery Coordinator or the contractor to update the Highways Authorities 'Electronic Service Delivery for Abnormal Loads' ESDAL system with appropriate information.

3.2.3 In the event of an incident, EDF Energy will provide contractors with the information necessary to contact all drivers with planned arrivals and, where possible, prevent them from entering the Incident Management Area. For example, messages can be proactively sent via e-mail and short message services (SMS) to contractor delivery coordinators to cascade to their drivers, and put on the DMS internal messaging board, to inform contractors of incidents and provide instructions on what to do with their deliveries.

b) DMS System Functionality

3.2.4 The DMS system functionality will:

- allow EDF Energy to control the amount of delivery slots available for HGV deliveries;
- allow EDF Energy to set up and control user access;
- allow contractors to view delivery slots and make requests;
- capture all pertinent delivery details, including contractors' confirmation that the HGV meets EURO IV standards;
- allow EDF Energy to approve or reject delivery requests;
- issue a unique identification number and approval paperwork for the booking;
- publish a full daily delivery schedule;
- allow EDF Energy Operators to verify the delivery paperwork presented by the driver at the FMF and at the HPC Construction Works entrances to identify any non-compliance with the booking process;
- confirm arrivals and departures to and from the FMF and HPC Construction Works;
- allow controlled release schedule of vehicles to and from the HPC Construction Works;
- record any rejections to FMF or the HPC Construction Works;
- record any restrictions placed upon a particular contractor;
- allow reporting on deliveries;

- allow the EDF Energy Delivery Coordinator to view the planned deliveries and contact details of the driver and contractor delivery coordinator in the event of an incident;
- distribute messages via e-mail and SMS and publish messages via the system portal to contractors in the event of an incident; and
- provide reports to be made available to the Transport Review Group (TRG) for the purposes outlined in the DCO CTMP.

3.3 Automatic Number Plate Recognition (ANPR)

a) ANPR Overview

3.3.1 The objective of the ANPR system is to monitor compliance with the HGV routes and support monitoring EDF Energy's compliance with the HGV thresholds as set out in the DCO CTMP. It will also monitor the HGV thresholds on HGV Route 1 and HGV Route 2 as set out in the DCO CTMP.

3.3.2 The ANPR cameras will be installed on both public domain sites between the M5 motorway and the HPC Construction Works and on EDF Energy owned land.

3.3.3 The ANPR cameras will capture vehicle registration marks (VRM), time, date and location information and in certain locations an overview image (picture) of the vehicle to help monitor and assess EDF Energy's compliance with the controls.

b) ANPR System Functionality

3.3.4 ANPR functionality will:

- capture HGV data at every camera on route to the HPC Construction Works recording the VRM, time, date and location of the sighting;
- classify every vehicle arriving at HPC and Combwich using an automatic classification system (NB. the exact location of cameras to monitor the northern end of Cannington bypass still needs to be agreed as part of the design process of the ANPR system);
- record whether HGVs have complied with the approved HGV routes to and from HPC Construction Works or not;
- generate alerts for any non-compliance event for verification by EDF Energy and send these alerts to SCC;
- record HGV arrival at HPC Construction Works and record compliance with its approved booking slot;
- provide EDF Energy with the ability to search and query information on EDF Energy vehicles from any camera on the network;
- integrate with the DMS to append all ANPR records to a specific booking (this will allow the Operator at site to see the booking and ANPR route compliance details in one record);
- record every vehicle passing an ANPR camera on the public highway capturing the VRM, time, date and location and pass it directly to SCC systems to assist with incident detection; and

- provide reports to be made available to the TRG for the purposes outlined in the DCO CTMP.

3.3.5 The ANPR system accuracy will be in accordance with ACPO ANPR Standards with a target capture and read performance of 93.1%.

3.3.6 It should be noted that EDF Energy will only ever retain information on HPC Construction Works vehicles. Any non-HPC Construction Works data captured by the cameras will be deleted. None of the data captured on the ANPR cameras will constitute 'personal data' as defined under the Data Protection Act 1998. However, EDF Energy will comply with the eight data protection principles, in particular that data will be stored and/or transmitted in an encrypted format and that no data shall be retained for longer than is necessary for its intended purpose.

3.3.7 A more detailed description of the functionality and logic within the system can be found in **Appendix A** of this document.

c) ANPR Locations

3.3.8 A set of public domain Outstations (locations for ANPR cameras) have been agreed as a result of a joint site survey between EDF Energy and SCC held on 12/01/12 and a subsequent desktop review by SCC and also a road safety audit of each proposed location. The cameras will be located on the approved HGV routes. Each camera location has been selected specifically after turn-off points for feasible alternative routes to HPC or Combwich (NB. the site survey was not undertaken when the northern end of Cannington bypass was included within the HPC Construction Works and therefore the location of the cameras will need to be reviewed in consultation with SCC). If a HGV takes an alternative route, they will miss at least one camera and thus be non-compliant.

3.3.9 The detailed design of each location, including any safety measures and maintenance considerations, will be defined as part of the detailed design with the appointed ANPR contractor. The appointed ANPR contractor will be responsible for submitting their proposed maintenance regime (to meet the agreed service level agreements) and method statements of how the maintenance will be conducted. The method statements will detail the use of maintenance lay-bys or alternative options such as the use of nearby parking but must satisfy both the service level agreement and appropriate health and safety guidelines.

3.3.10 The provisional locations of the ANPR cameras are provided in **Appendix B** and summarised below:

- Location 1 – A38 M5 Junction 23 Inbound and Outbound;
- Location 2 – A38 M5 Junction 24 Inbound and Outbound;
- Location 3 – A39 Broadway (Morrisons store) Inbound and Outbound;
- Location 4 – A39 Quantock Road (cemetery) Inbound and Outbound;
- Location 5 – A39 Main Road bypass Inbound and Outbound;
- Location 6 – The Drove Inbound and Outbound;
- Location 7 – Cannington bypass (location to be agreed prior to bypass);
- Location 8 – Homberg Way Inbound & Outbound;

- Location 9 – North of Cannington before Wick Park Covert (Wick Park Covert);
- A (FMF 1) – J23 FMF HGV Inbound;
- A (FMF 2) – J23 FMF HGV Outbound;
- B (FMF 5) – J24 FMF HGV Inbound;
- B (FMF 6) – J24 FMF HGV Outbound;
- C (CFLF 1) – Combwich Laydown Inbound;
- C (CFLF 2) – Combwich Laydown Outbound;
- D (Location HP 1) – HP Inbound;
- D (Location HP 2) – HP Outbound;
- D (Location HPC 1) – HPC Inbound; and
- E – Cannington bypass Construction Entrance North

3.3.11 With regards to Camera E, cameras will be installed at the north entrance of Cannington bypass (during construction) but the exact numbers and locations is subject to further detailed design discussions.

3.3.12 Land ownership boundary maps for the proposed public domain locations can be found in **Appendix C** of this document.

d) System Schematic

3.3.13 A typical ANPR network system architecture schematic can be found in **Appendix D**.

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4. INTEGRATION

4.1 Introduction

4.1.1 This section provides a summary of how the TMMS will be integrated with SCC systems. A number of potential integration points to SCC have been considered. These include:

- a direct feed of raw data from the ANPR Outstations to SCC systems;
- a direct feed of raw data from the ANPR Instation to SCC systems;
- a direct feed of journey time analysis from ANPR Instation to SCC systems;
- automated reports or 'alerts' from the ANPR system to SCC personnel on compliance with the HGV controls and on journey time analysis; and
- SCC provided with direct access to ANPR system through the system portal. Access rights will be provisioned on defined user roles and only to appropriate data sets and reports.

4.2 SCC Requirements

4.2.1 SCC has the following requirements, as set out in a meeting on 31/01/12:

- SCC requires real time information to help manage their road network within the Incident Management Area. The information will allow SCC to analyse any potential incidents or hold ups on the network and set in place the appropriate controls and mitigating actions; and
- SCC requires data to be able to independently verify EDF Energy's compliance with the HGV controls. The information will allow SCC to provide confidence to the public that they are able to see HGV compliance information for themselves without EDF Energy intervention.

4.3 SCC Systems and Technology

4.3.1 SCC has been developing an Urban Traffic Management Control (UTMC) 'Common Database', which is summarised as follows:

- UTMC is a national standard which has been adopted by various local authorities to improve interoperability between disparate traffic management systems such as VMS, ANPR and signalling systems;
- the Common Database has inbuilt logic to analyse scenarios and take appropriate action;
- it is currently used as a monitoring tool but the vision is that it will become involved in much more proactive management of the network;
- it is understood the Common Database will support journey time analysis however currently this functionality is provided by the ANPR systems (Instation);

- it is also envisaged the Common Database can be used for defining strategies/criteria for incident management such as issuing emails, updating signals, in addition to mapping route data from cameras; and
- the Common Database can push data to or pull it from other systems.

4.4 Integration of TMMS and SCC Systems

4.4.1 EDF Energy will provide a direct feed of data from their ANPR Instation to SCC's Common Database to fulfil SCC's requirements specified above. These feeds will provide SCC with near real-time traffic and compliance information.

4.4.2 There are two assumptions associated with the proposed integration of the systems:

- SCC will be responsible for the development of their Common Database and any adapters as may be required; and
- SCC will become Data Controllers of any personal data and as such will be responsible for handling the data in accordance with the 8 data protection act principles and therefore will have appropriate Data Protection Policy in place.

4.4.3 It should also be noted that there will be iterations of development required as new sites are constructed such as Cannington bypass which will change the permitted HGV routes to the HPC Construction Works.

a) Incident Management

4.4.4 To meet the first requirement, EDF Energy proposes to pass a raw feed of data (near real time, anticipated delay to be measured in seconds) directly from the ANPR Instation to SCCs Common Database. The raw feed will contain all 'passage records' captured for all vehicles passing all public domain outstations 24hrs a day, 7 days a week. A passage record is an individual vehicle record captured at each public domain outstation and contains the following data:

- Interpretation of Vehicle Registration Mark (VRM), including patch plate image;
- Date, time, camera location and confidence level;
- Data will be in CSV format. Example output would be date, time, location ID, VRM, confidence level e.g. 121011,075500,2,ABC123,100.

4.4.5 This data set will provide SCC with information on every vehicle passing every public domain ANPR outstation on the approved HGV routes between Junction 23 and Junction 24 of the M5 and the HPC site. By feeding this information into their own UTMC Common Database, SCC will be able to set the parameters and logic to provide them with the required analysis of the road network. SCC will then have full control over changes to the logic and parameters with which to analyse the road network and will not be reliant on EDF Energy to configure these within their own systems.

4.4.6 The DMS and ANPR system will support the DCO Traffic Incident Management Plan (TIMP) in the following ways:

- by controlling the number and frequency of HGVs on the approved HGV routes;
- by providing incident messages and instructions maintained by EDF Energy (based on information provided by Avon and Somerset Constabulary

(ASC)/SCC/On Site teams or delivery drivers) on the system that can be seen by all contractors;

- by being able to cascade incident management information to all contractors who are due to make a delivery on a given day;
  - set system messages to be visible through the portal;
  - pro-actively distribute messages via e-mail or SMS to contractor delivery coordinators; and
  - cancel or amend any booking for any given day. In the event of a closure or protest, EDF Energy will have the ability to alter the schedule as necessary to stop or reduce the number of HGV journeys. Any amendment will send an update to the contractor.
- Contractors will be able to cascade information to their delivery drivers by pagers or other means of communication;
- by holding HGVs at the control points (FMF, HPC and Combwich) until further notice;
- by having a site based delivery management team to act as a contact point for contractors, ASC and SCC. This team will help manage and coordinate EDF Energy's response to an incident in the area;
- by the EDF Energy Delivery Coordinator having the ability to amend or cancel bookings in the DMS at any time and all changes automatically being notified to contractors delivering to the HPC Construction Works;
- Variable Message Signs provided by EDF Energy will be utilised by SCC to display messages to drivers to take action as required (i.e. follow diversion route) during an incident; and
- the availability, location and use of diversion routes are set out in detail in the DCO TIMP.

b) EDF HGV Compliance

4.4.7 To meet SCC's second requirement, EDF Energy proposes to send information on two compliance types:

- route compliance; and
- threshold compliance.

i. Route Compliance

4.4.8 EDF Energy proposes to send SCC transaction records for all route non-compliance events from the ANPR Instation to SCCs Common Database. A transaction record is created for all inbound and outbound HGVs; either as soon as the HGV passes the last ANPR camera on route or after a defined time period (configurable) has elapsed i.e. for an outbound vehicle that is not picked up at Junction 23 or Junction 24 i.e. non-compliant. The transaction record will contain:

- all available Passage Records for that vehicle for their route; and

- all available Evidential Records for that vehicle for their route. These records comprise the information contained within the Passage Record together with a still overview image of the vehicle and vehicle classification where applicable.

4.4.9 The transaction record will only be passed to SCC when a non-compliance has been identified i.e. where the transaction record is incomplete for the route.

4.4.10 This data will provide SCC with up to date information on all route non-compliances and allow them to conduct their own reporting on such incidents.

ii. Threshold Compliance

4.4.11 EDF Energy proposes to send all HGV threshold non compliances from the DMS to SCCs Common Database. The threshold compliance record will contain:

- total HGV count over the hour/day/quarter; and
- all transaction records for these HGVs.

4.4.12 Thresholds are monitored over hourly (for example 08:00:00 – 08:59:59), daily and quarterly periods. At the end of each period the counter is reset for the next period (rather than a rolling period). All non-compliances identified for the HPC Construction Works will be collated and sent immediately upon breach.

iii. Exceptions

4.4.13 Upon review of the non-compliance alert, if EDF Energy disputes the validity of the non-compliance the operator will have the opportunity to amend the record in the system. Any amendments must be accompanied by a reason and will log the user ID, time and date of the change. A final compliance report and amendment details can be sent to SCC at the end of each day or week. An amendment will only be made in exceptional circumstances. For example if an emergency response vehicle arrival on site is classified and captured by the ANPR cameras and triggers a non-compliance EDF Energy will retrospectively amend this record to remove it from the compliance counting.

4.4.14 These integration points are in addition to reports to be provided to the Transport Review Group and do not form part of the formal compliance reporting to SCC. The Transport Review Group will receive compliance reports from EDF Energy in advance of the meetings. The above integration is to enable SCC to be aware of all such incidents in order to be able to investigate complaints from the public. It is expected that SCC will route all such formal complaints to EDF Energy for a formal response, but will have the information available to make their own initial assessment.

5. MAINTENANCE

5.1 Introduction

5.1.1 This section summarises the maintenance processes proposed for the TMMS.

5.2 Maintenance Agreements

a) DMS

5.2.1 Subject to final contractual agreement, EDF Energy proposes to specify a 'next day fix' service level for the DMS. It is proposed that in the event of a system failure, the manual booking process will be used as a back-up solution. The proposed service level agreements can be found in **Appendix E** of this document.

b) ANPR

5.2.2 Subject to final contractual agreement, EDF Energy proposes to specify a 'next day fix' service level for all ANPR cameras. The proposed service level agreements can be found in **Appendix E** of this document. Maintenance arrangements will be agreed as part of the site survey by the appointed ANPR contractor. Maintenance arrangements will need to satisfy all necessary health and safety regulations and meet the required service level agreements. The ANPR contractor will need to provide evidence that both health and safety and service levels can be met through provision of a method statement for the proposed maintenance regime.

5.2.3 Planning and execution of the maintenance regime will be the responsibility of the system provider. ANPR maintenance covers the following areas:

ii. ANPR System Monitoring and Performance

5.2.4 Independent performance testing of the ANPR monitoring system will be undertaken at routine intervals to demonstrate continued high performance. During the first year of operation this monitoring would be undertaken at intervals of six months, with a review of future performance testing frequency based on analysis of performance during the first year of operation.

5.2.5 The performance of the ANPR monitoring system will be manually monitored at six month intervals. Manual compliance checks will be checked against those that are automatically generated to ensure that the ANPR monitoring system is working accurately.

iii. ANPR Maintenance

5.2.6 In order to ensure continued high performance of the ANPR monitoring system a maintenance regime of both routine preventative maintenance and emergency call out and fault resolution together with regular monitoring of the system will be implemented.

5.2.7 A regime of routine preventative maintenance will be undertaken at regular intervals. This would typically include visual inspections and camera housing cleaning.

5.2.8 Access to the cameras would be dependent on final selection of pole but could be via maintenance lay-bys, hydraulic platform and appropriate lane closures and/or traffic management. Alternatively the use of tilt–down or trolley poles would remove the need for hydraulic platforms.

5.2.9 On receipt of an appropriate fault alarm or notification following an incident (e.g. road traffic accident) provision will be made for emergency call out to any Outstation location in order to determine the nature of the problem and confirm any health and safety implications, alerting relevant authorities as appropriate.

APPENDIX A DETAILED ANPR FUNCTIONALITY

A.1 Detail of ANPR Monitoring System

a) Overview

5.2.10 The proposed ANPR monitoring system consists of three components that are described in more detail in the following sections. In brief, these are Outstations, Communications Infrastructure and Instation.

b) Overview

i. General

5.2.11 All Outstations will be located at the roadside and will comprise pole mounted ANPR camera(s). Some Outstations will have additional technology to enable the creation of a still overview image and to record vehicle Classification (refer to **Table A.1**).

5.2.12 Cameras will be fixed at a height of 6-8 metres (where possible) to a cabinet based pole, or camera pole with adjacent roadside cabinet. It should be noted that these poles may be passively safe, tilt-down or trolley poles dependant on the outcome of site surveys by the chosen ANPR contractor and acceptance of the proposed maintenance regime.

5.2.13 Power to Outstations would be supplied directly from a feeder pillar, or Distribution Network Operator (DNO) supply, into the base of the cabinet or cabinet based pole. Alternatively a 609 type HA cabinet, or similar, could be installed in the vicinity of the Outstation with underground ducting (electricity and data) between poles, cabinet and feeder pillar.

5.2.14 All pole and cabinet doors will be fitted with power failure, communications failure, tamper and door alarms. Alarms will be transmitted, via the selected communications infrastructure, to the Instation which could provide visible and/or audible notifications.

ii. Automatic Number Plate Reading (ANPR)

5.2.15 Data will be collated at each Outstation in the form of a Passage Record which would include:

1. Plate patch image (jpeg image of Vehicle Registration Mark (VRM)).
2. Interpretation of VRM.
3. Time, date and camera location.

5.2.16 It should be noted that no ANPR technology can be guaranteed to provide 100% accuracy and for that reason there may be a few instances where a misread or a non-capture occurs. The ANPR system accuracy will be in accordance with ACPO ANPR Standards with a target capture and read performance of 93.1%.

iii. Overview Images

5.2.17 The Outstations at the Hinkley Point, Combwich and potentially at the north entrance to Cannington Bypass (during construction) will have the additional capability of creating a still overview image of a passing vehicle. This Outstation will comprise of a pole mounted integrated ANPR and overview cameras.

5.2.18 Data at these Outstations will be in the form of an Evidential Record. The Evidential Record would include:

1. Overview image.
2. Plate patch image (jpeg image of Vehicle Registration Mark (VRM)).
3. Interpretation of VRM.
3. Time, date and camera location.

iv. Classification

5.2.19 The Outstation at the Hinkley Point & Combwich entrance will have the additional capability to classify vehicles. This Outstation will comprise of a combination of inductive loops and piezo electric strips installed within the carriageway. The piezo electric strips and inductive loops would be connected to a vehicle classifier, installed in a nearby roadside cabinet, via slot cuts in the road surfacing and underground ducts.

v. Summary

5.2.20 **Table A.1** below summarises the Outstations to be installed as part of the ANPR monitoring system and the type of data created at each. Location Drawings of the public domain Outstations are included in **Appendix B**.

Table A.1: Outstations to be Installed as Part of the ANPR Monitoring System

Location Ref	Title	Private/ Public Domain	OS Grid Ref	Outstation Data		
				ANPR	Overview Image	Classification
1	A38 M5 Junction 23 Inbound	Public	331398, 141332	✓		
	A38 M5 Junction 23 Outbound	Public		✓		
2	A38 M5 Junction 24 Inbound	Public	330373, 134184	✓		
	A38 M5 Junction 24 Outbound	Public	330305, 134275	✓		
3	A39 Broadway (Morrisons store) Inbound	Public	329902, 136758	✓		
	A39 Broadway (Morrisons store) Outbound	Public		✓		
4	A39 Quantock Road (cemetery) Inbound	Public	328074, 137113	✓		
	A39 Quantock Road (cemetery) Outbound	Public		✓		
5	A39 Main Road bypass Inbound	Public	325905, 138945	✓		
	A39 Main Road bypass Outbound	Public		✓		
6	The Drove Inbound	Public	330337, 137845	✓		
	The Drove Outbound	Public		✓		

Location Ref	Title	Private/ Public Domain	OS Grid Ref	Outstation Data		
				ANPR	Overview Image	Classification
7	Cannington bypass Inbound	Public	TBC	✓		
	Cannington bypass Outbound	Public		✓		
8	Wick Park Covert Inbound	Public	322490, 143510	✓		
	Wick Park Covert Outbound	Public		✓		
9	Homberg Way Inbound	Public	328918, 137511	✓		
	Homberg Way Outbound	Public		✓		
HP 1	HP Inbound	Private	320747, 145741	✓	✓	✓
HP 2	HP Outbound	Private	320768, 145715	✓		
HPC 1	HPC HGVs Inbound	Private	320584, 145846	✓	✓	
FMF 1	FMF Jn 23 HGVs Inbound	Private	330751, 141065	✓	✓	
FMF 2	FMF Jn 23 HGVs Outbound	Private	330689, 141077	✓	✓	
FMF 5	FMF Jn 24 HGVs Inbound	Private	330680, 134568	✓	✓	
FMF 6	FMF Jn 24 HGVs Outbound	Private	330680, 134568	✓	✓	
CFLF 1	CFLF HGV Inbound	Private	325990, 141660	✓	✓	✓
CFLF 2	CFLF HGV Outbound	Private	325950, 141660	✓	✓	

5.2.21 Outstations will also be installed at the north entrance to Cannington Bypass (during construction) but the precise number and locations are subject to further detailed design.

vi. Data

5.2.22 Passage Records, Evidential Records and Classification data will be transmitted from the Outstation, via the selected communications infrastructure to the Instation for central storage, matching and reporting.

5.2.23 To ensure that legal obligations under the Data Protection Act 1998 are met the ANPR monitoring system will comply with the eight data protection principles. In particular all data will be stored and/or transmitted in an encrypted format and no data shall be retained for longer than is necessary for its intended purpose.

vii. Communications Infrastructure

5.2.24 The data collected from the Outstations will be transmitted to the Instation via a hard wired communications network (e.g. private IP) or via a wireless solution (e.g. 3G).

Detailed site surveys and a review of utilities drawings will be required to establish details of the final solution.

5.2.25 All local/longitudinal cabling would run within ducts along the roadside verge.

5.2.26 The dedicated network infrastructure will utilise specialist communication methods to uphold the security and integrity of the data during transmission i.e. encryption of data and communications.

5.2.27 In the event of a communications failure, all data will be buffered for a predetermined time period at the roadside until the transmission links are restored whereupon all buffered data will be transmitted to the Instation server via the adopted communications method.

5.2.28 In the event of a power failure an Uninterruptible Power Supply (UPS) will continue to provide mains power for a sufficient time to allow a controlled shut down. No data will be recorded for the duration of the power failure.

c) Instation

i. General

5.2.29 The Instation will comprise a server containing a database and Graphical User Interface (GUI) facilities. The GUI will display a selection of real time information, will allow the viewing/printing of defined reports and will allow user interaction for interrogation of the database.

5.2.30 The Instation will have searching capability and could be interrogated to search by VRM or other descriptor.

5.2.31 The Instation software will be configurable to produce either soft or hard copy reports at regular pre-defined intervals i.e. daily, weekly or monthly.

5.2.32 The integrity of the Instation database will be protected through access assignment of appropriate levels of security within the ANPR monitoring system, including individual usernames and passwords providing access to functionality on a “minimum privilege” basis.

5.2.33 Fault reporting/monitoring software will be provided with audible and/or visible alarm notifications. Alarms could also be sent to specified recipients by email, SMS or pager.

ii. HGV Threshold Functionality

5.2.34 The process of monitoring two-way HGV movements could work as follows. The principles of monitoring will also apply to the north entrance to Cannington bypass (during construction) but the specific cameras involved are subject to detailed design:

1. Every vehicle entering HPC and Combwich would pass by Outstation Location HP 1 or CFLF1. The ANPR monitoring system would create an Evidential Record of all incoming vehicles and combine this with the vehicle's classification.
2. Every HGV passing camera HPC1 or CFLF 1 would then be recognised as a HPC or Combwich delivery and be presented to the Site Operator to be verified

and count towards the compliance cap. The system will also take into account the route taken to reach site and automatically count the journeys against route 1 or route 2 in order to monitor compliance.

3. Every vehicle exiting site would pass by Outstation Location HP 2 or CFLF 2. An Evidential Record of each vehicle exiting site would be created (note: vehicle classification will not be captured at the exit to site as all vehicles will be classified on the entrance to site, (see step 1 above).

4. All inbound and outbound Evidential Records would be transmitted to the Instation where they would be retained for a configurable period of time.

5. The Instation would utilise counting algorithms to count the number of HGV movements for every hour (during network peak), day and quarter. The Instation would utilise a real time counter. Vehicle counts would be verified by the Site Operator at the site entrance through confirming the arrival of the HGV.

6. The Instation would utilise counting algorithms to count the number of HGV movements on each permitted route per day.

7. Hourly/daily/quarterly two-way HGV movements by route will be stored on the Instation database for auditing purposes.

8. If the total number of two-way HGV movements exceeds the permitted limits in total or on either of the two routes the Instation will automatically flag a "threshold non-compliance" and retain the Evidential Records of all HGVs in that period for corrective action and auditing by authorised third parties as required.

iii. HGV Routing Functionality

5.2.35 The process of monitoring HGV routing could work as follows:

1. ANPR cameras will be deployed along the permitted HGV routes in and out of HPC to detect the passage of HGVs through it (Outstation Locations 1 to 9). These ANPR cameras will be strategically positioned after interchanges where HGVs could potentially divert off the main permitted route and along non permitted routes.

2. Each Outstation would create a Passage Record of each vehicle that passes through its capture zone.

3. All Passage Records will be transmitted to the Instation where a Transaction Record will be created for each inbound and outbound HGV. The inbound Transaction Record should contain a Passage Record from each camera on the permitted route in to site together with an Evidential Record for the HGVs arrival at site. The outbound Transaction Record should contain an Evidential Record for the HGVs exit from site together with a Passage Record from each camera on the permitted route out of site. Transaction Records for Other vehicles would not be created.

4. Incomplete Transaction Records would suggest that an HGV has used a non permitted route in or out of site and a "potential routing non-compliance" would automatically be generated by the Instation for manual verification and/or subsequent action. Alternatively a non-capture or misread may have occurred.

5. The “potential routing non-compliance” record will contain the Evidential Record (including an overview) together with all Passage Records (where available) for the route taken by the transgressing HGV.

6. These records will be stored for subsequent manual verification and action including auditing by authorised third parties as required.

5.2.36 If the non-permitted routes to and from site are required for HGV use in the event of an emergency situation arising or a temporary diversion being put in place by the Police or other Statutory body, any potential routing non-compliance record generated for the duration of this event will be considered during the manual verification procedure. It should be noted that in the first instance EDF Energy will hold vehicles at the Freight Management Facility, HPC or Combwich in the event of an incident. Please refer to section 6.5 ‘Incident Management’.

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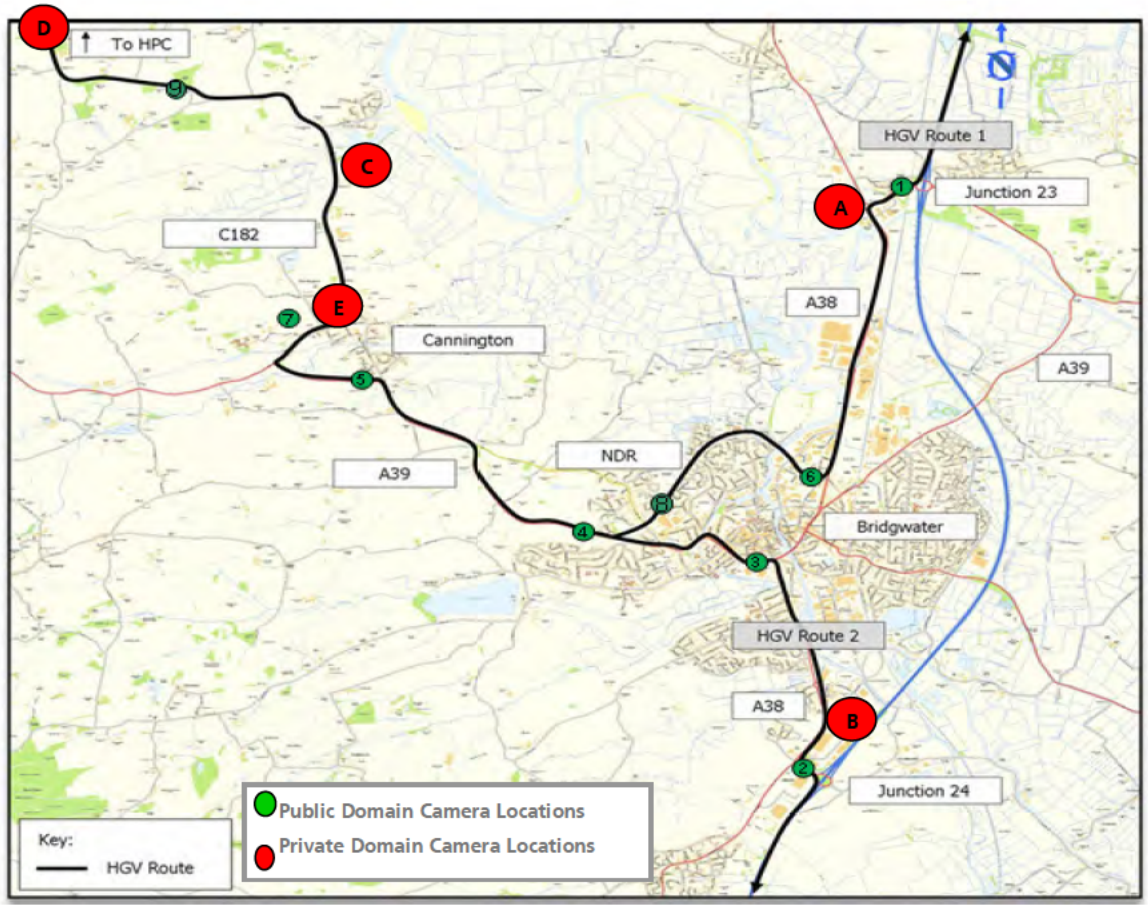
APPENDIX B: ANPR LOCATION DRAWINGS

B.1 Overview of Outstation Locations



- Location 1 – A38 M5 Junction 23 Inbound and Outbound;
- Location 2 – A38 M5 Junction 24 Inbound and Outbound;
- Location 3 – A39 Broadway (Morrisons store) Inbound and Outbound;
- Location 4 – A39 Quantock Road (cemetery) Inbound and Outbound;
- Location 5 – A39 Main Road bypass Inbound and Outbound;
- Location 6 – The Drove Inbound and Outbound;
- Location 7 – Cannington bypass (location to be agreed prior to bypass);
- Location 8 – Homberg Way Inbound & Outbound;
- Location 9 – North of Cannington before Wick Park Covert (Wick Park Covert);
- A (FMF 1) – J23 FMF HGV Inbound;
- A (FMF 2) – J23 FMF HGV Outbound;
- B (FMF 5) – J24 FMF HGV Inbound;
- B (FMF 6) – J24 FMF HGV Outbound;
- C (CFLF 1) – Combwich Laydown Inbound;
- C (CFLF 2) – Combwich Laydown Outbound;
- D (Location HP 1) – HP Inbound;
- D (Location HP 2) – HP Outbound;
- D (Location HPC 1) – HPC Inbound; and
- E – Cannington bypass Construction Entrance North

APPENDIX C: LAND OWNERSHIP PLANS

Figure C.1: Location 1 – A38 M5 Junction 23 Inbound and Outbound

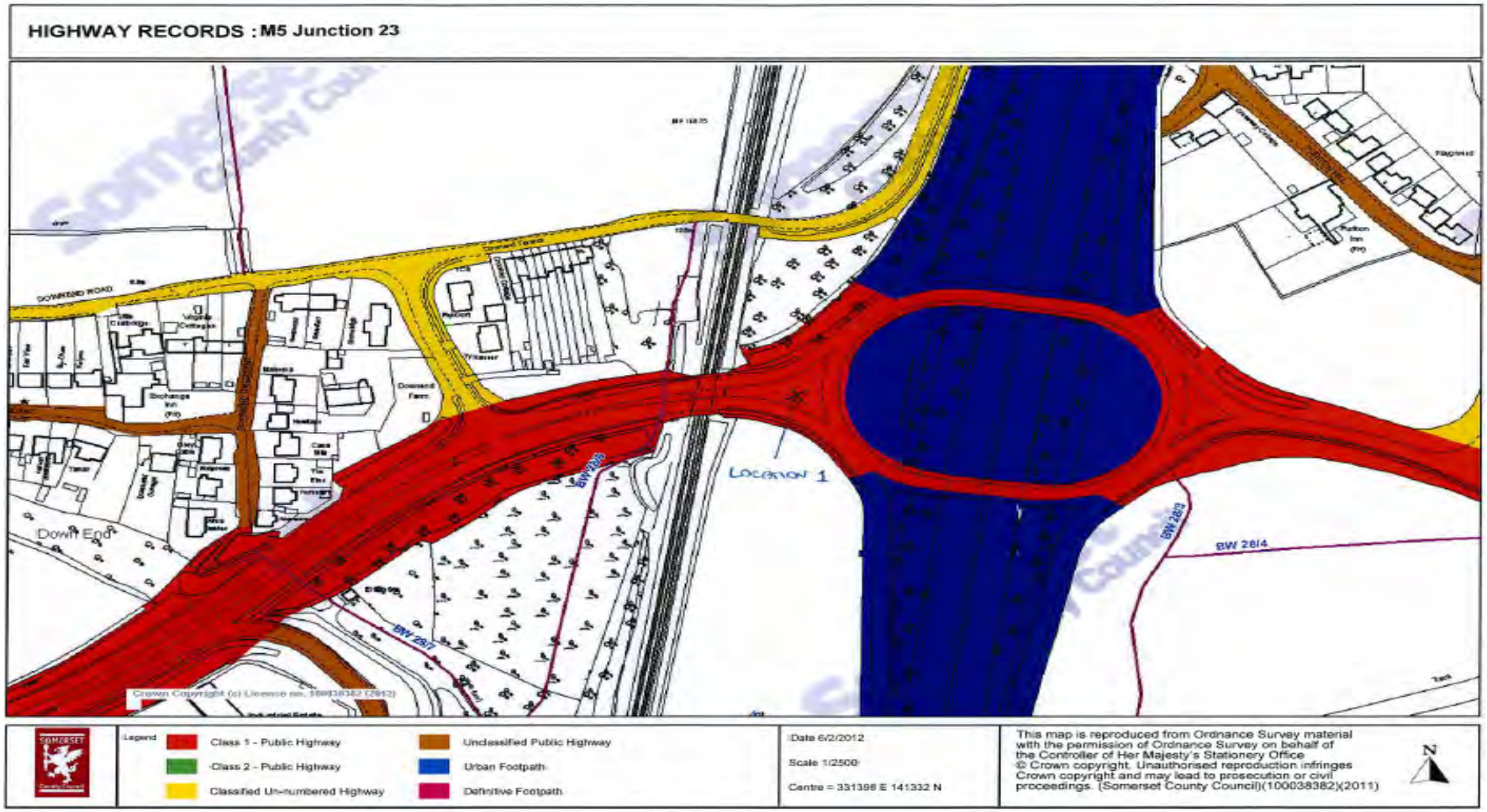


Figure C.2: Location 2 – A38 M5 Junction 24 Inbound and Outbound

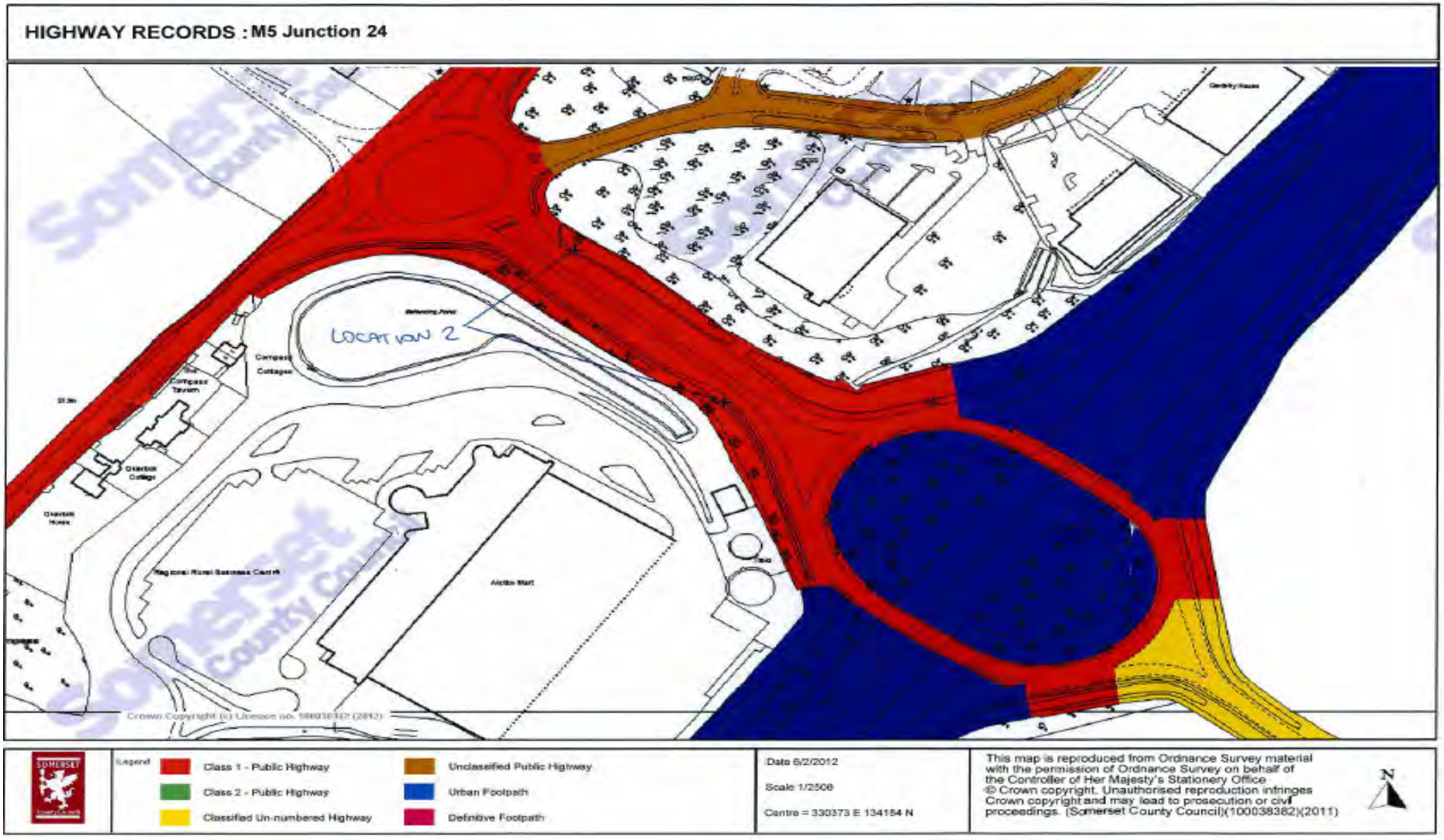


Figure C.3: Location 3 – A39 Broadway (Morrisons store) Inbound and Outbound

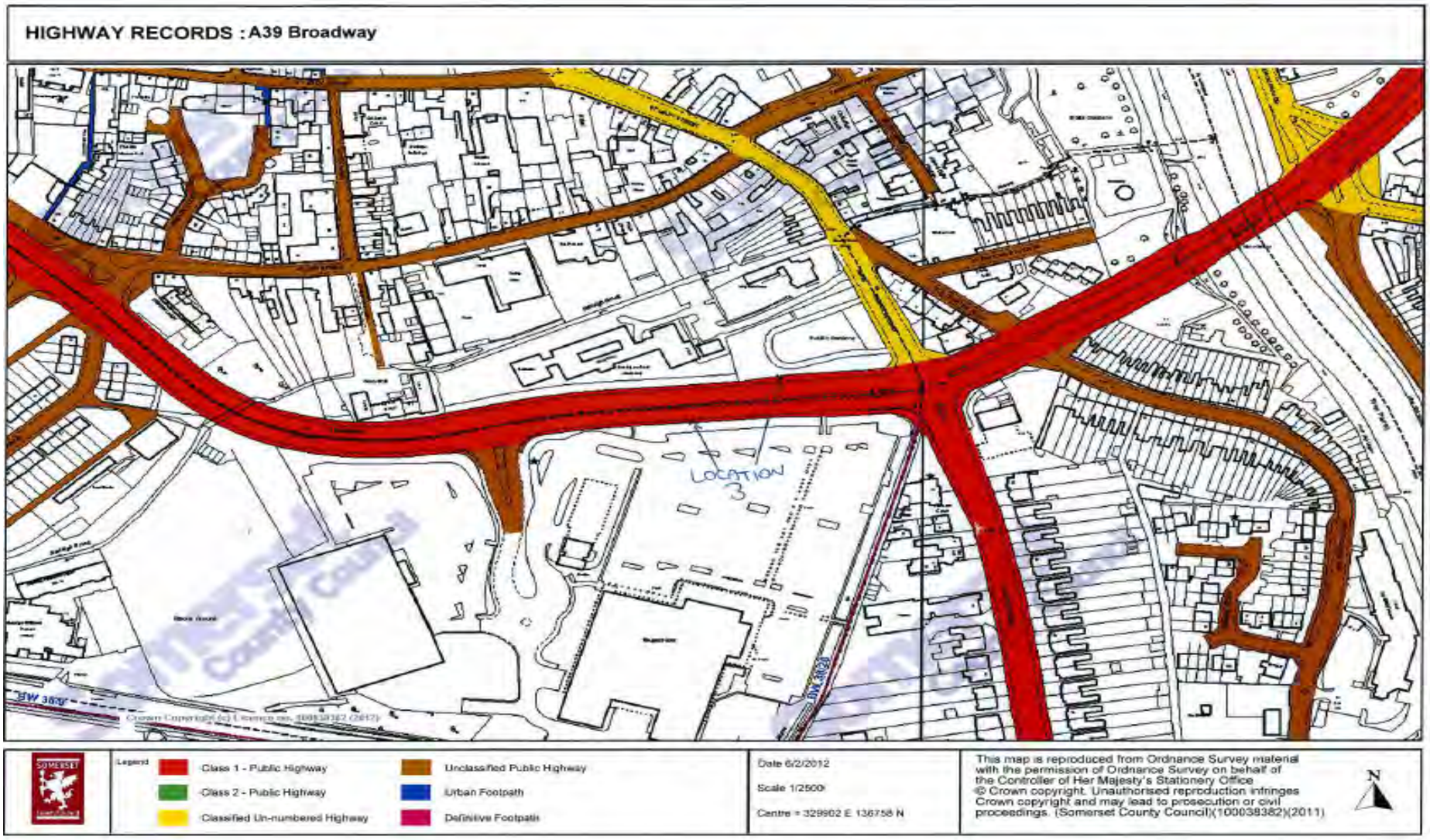


Figure C.4: Location 4 – A39 Quantock Road (cemetery) Inbound and Outbound

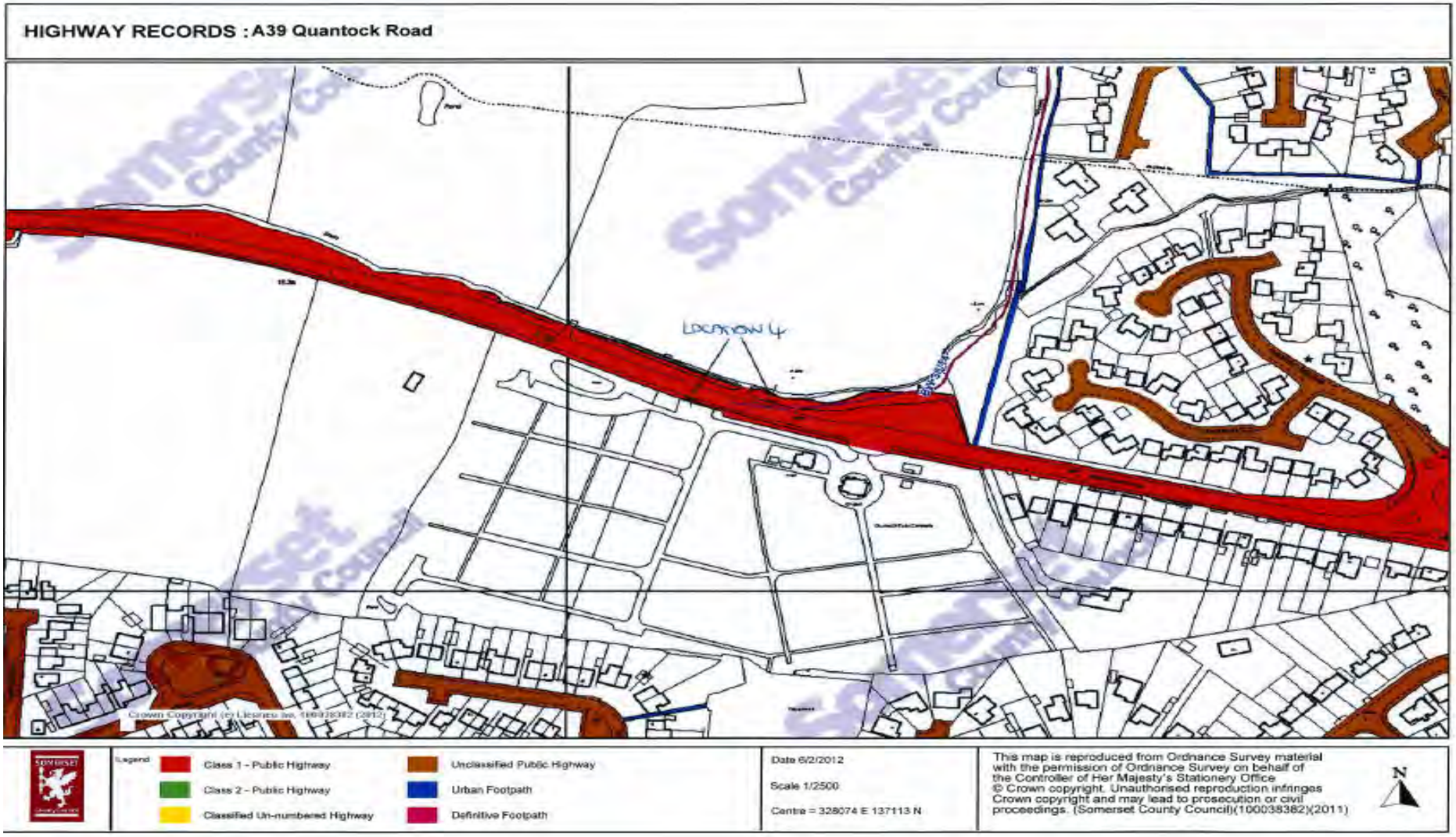


Figure C.5: Location 5 – A39 Main Road bypass Inbound and Outbound

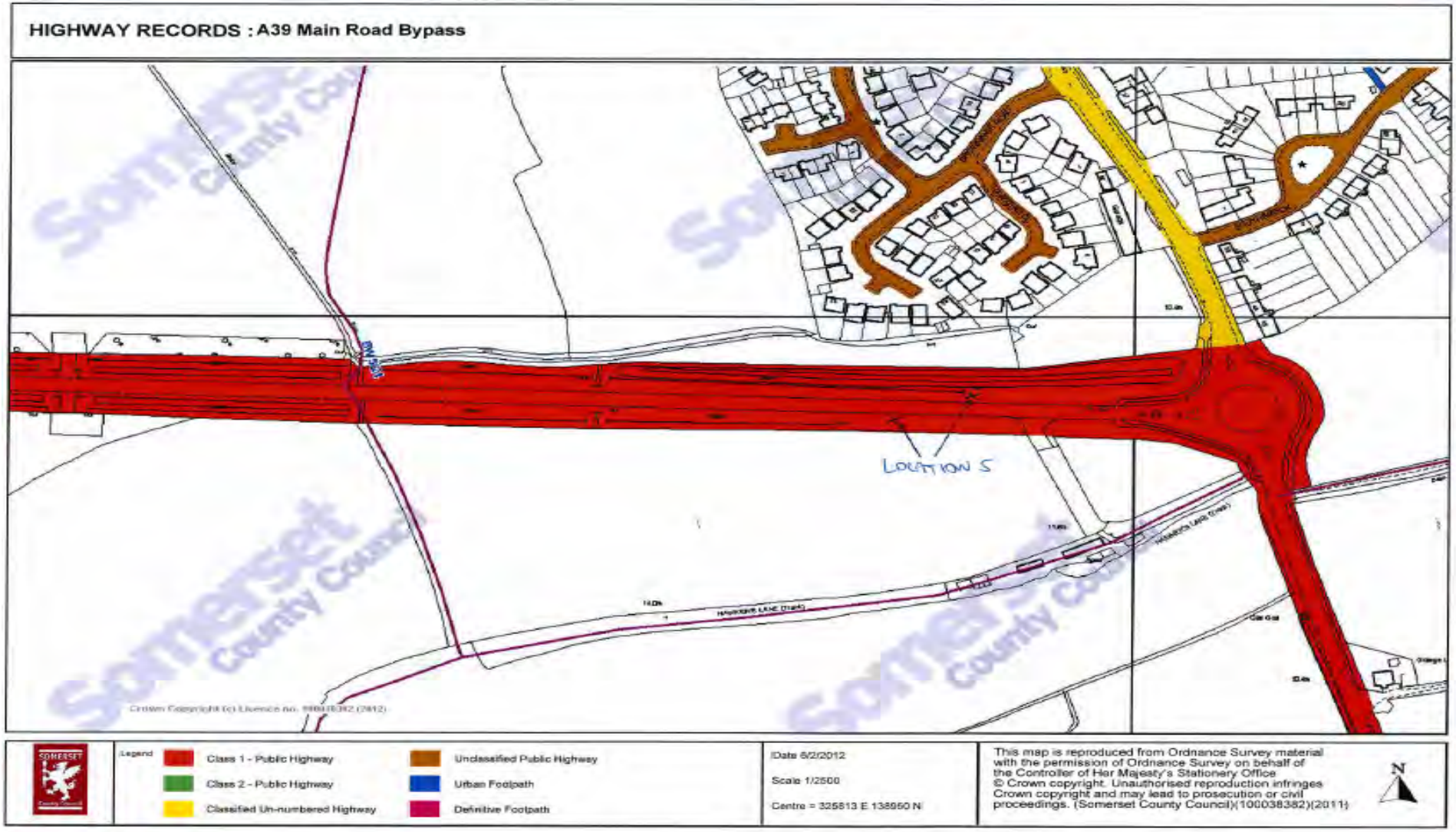


Figure C.6: Location 6 – The Drove Inbound and Outbound

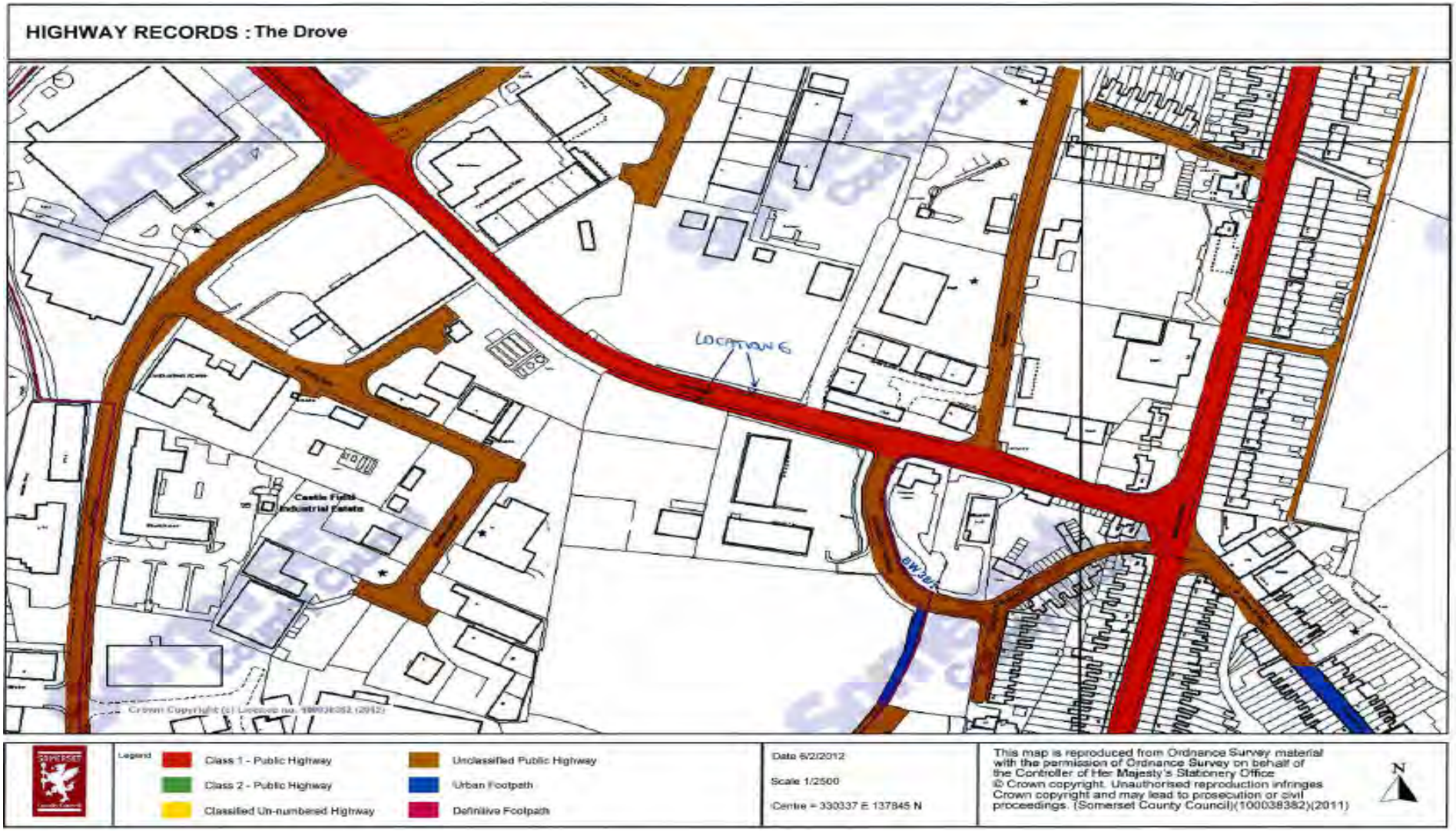


Figure C.7: Location 8 - BNR1 (Homberg Way - north of Oak Apple Drive)

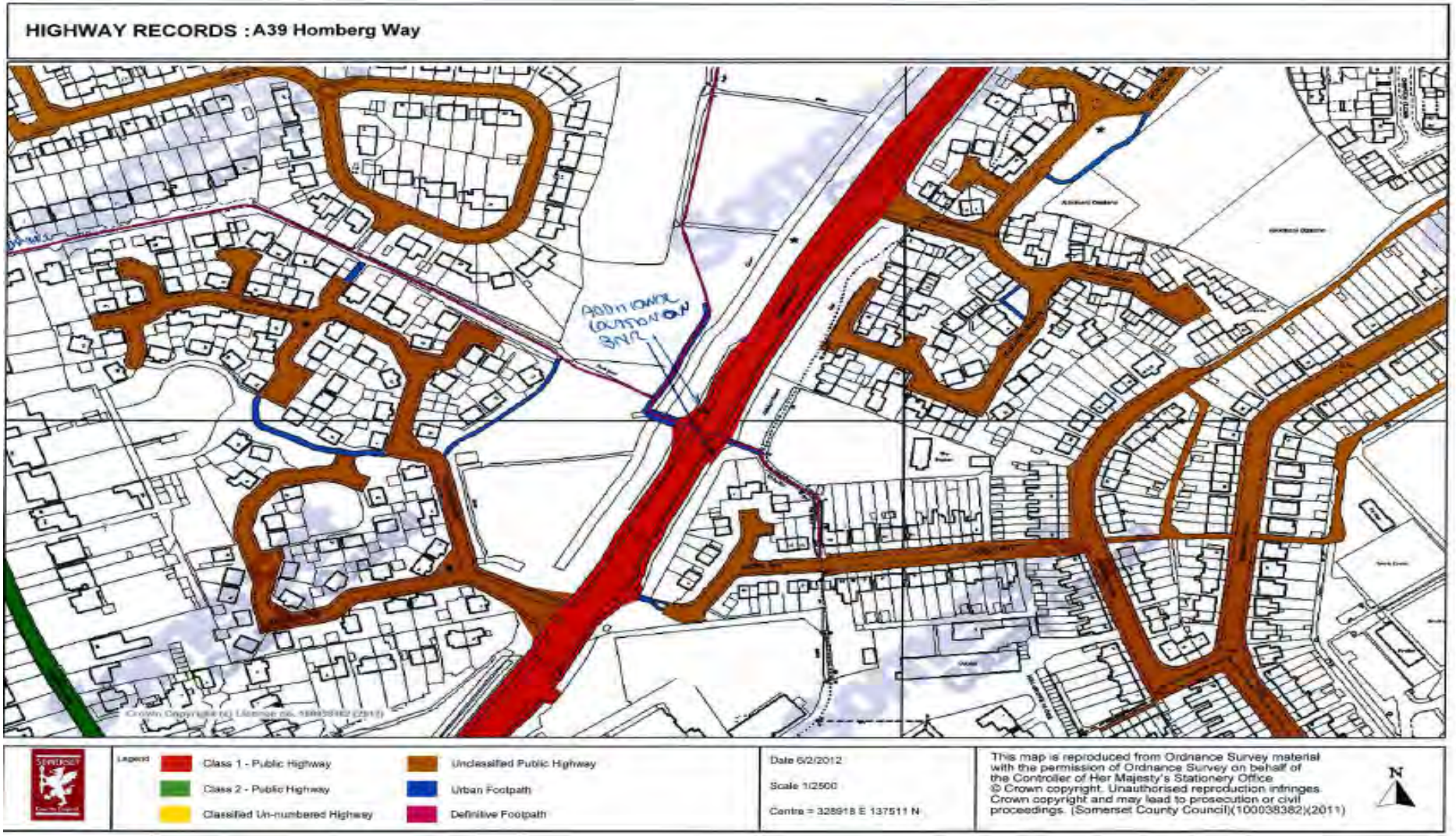
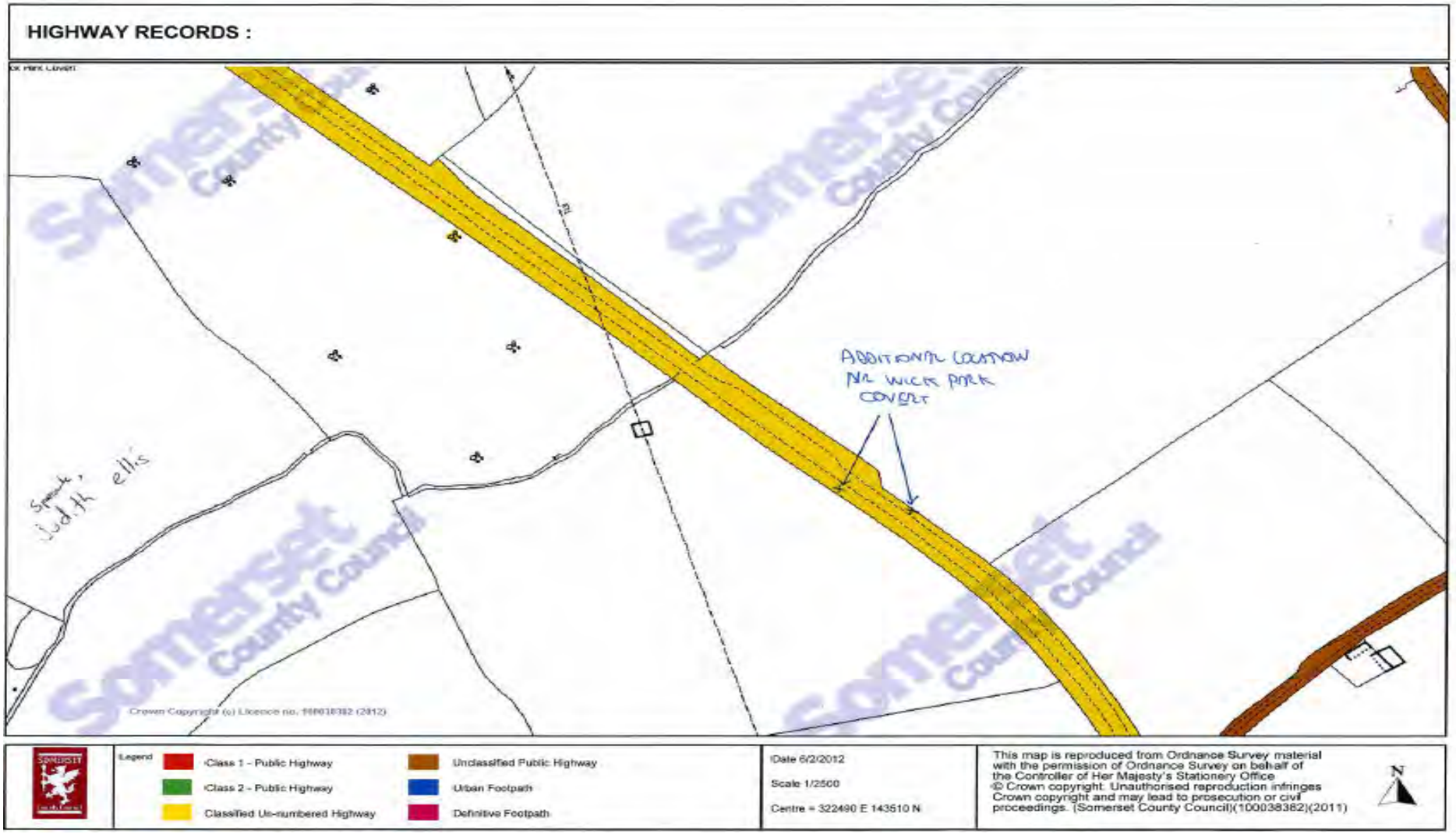


Figure C.8: Location 9 - C1 - Location can be found heading north before Wick Park Covert



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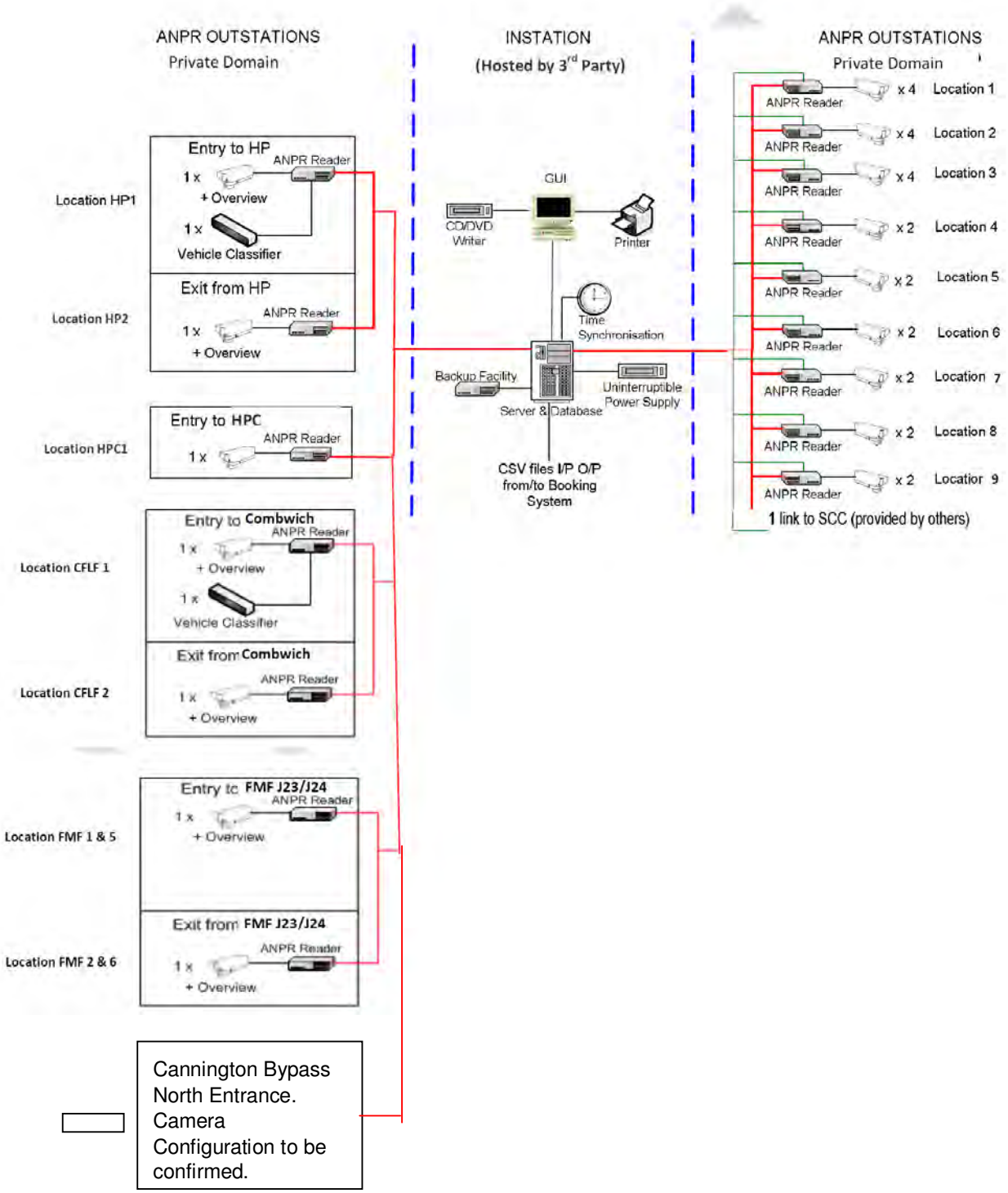
APPENDIX D: ANPR SYSTEMS ARCHITECTURE


ANPR OUTSTATIONS
Private Domain
INSTATION
(Hosted by 3rd Party)
ANPR OUTSTATIONS
Private Domain
Location HP1
Entry to HP
ANPR Reader
1 x
+ Overview
1 x
Vehicle Classifier
Location HP2
Exit from HP
ANPR Reader
1 x
+ Overview
Location HPC1
Entry to HPC
ANPR Reader
1 x
Location CFLF 1
Entry to Combwich
ANPR Reader
1 x
+ Overview
1 x
Vehicle Classifier
Location CFLF 2
Exit from Combwich
ANPR Reader
1 x
+ Overview
Location FMF 1 & 5
Entry to FMF J23/J24
ANPR Reader
1 x
+ Overview
Location FMF 2 & 6
Exit from FMF J23/J24
ANPR Reader
1 x
+ Overview
GUI
CD/DVD Writer
Printer
Time Synchronisation
Backup Facility
Server & Database
Uninterruptible Power Supply
CSV files I/P O/P from/to Booking System
ANPR Reader
x 4
Location 1
ANPR Reader
x 4
Location 2
ANPR Reader
x 4
Location 3
ANPR Reader
x 2
Location 4
ANPR Reader
x 2
Location 5
ANPR Reader
x 2
Location 6
ANPR Reader
x 2
Location 7
ANPR Reader
x 2
Location 8
ANPR Reader
x 2
Locatior 9
1 link to SCC (provided by others)
Cannington Bypass North Entrance. Camera Configuration to be confirmed.

APPENDIX E – PROPOSED SERVICE LEVEL AGREEMENTS

ANPR Maintenance	ANPR
Hours	M-F - 0700-2200 S - 0700-1300
Response	4 working hours
Fix	1 working day

ANPR/Booking Disaster Recovery	
Recovery	4-8 hrs
Data Loss	<4 hrs

ANPR/Booking Availability	
Availability	99%
Hours	24/seven
Outages	As agreed
Unplanned Interruptions	<5

ANPR/Booking Fix	
Days	M-F/Sat
Hours	M-F 0530 - 0000 S - 0530 - 1300
P1 Incident	<4 hrs
P2 Incident	<8 business hrs
P3 Incident	<2 working days

ANNEX 13 - CONSTRUCTION WORKFORCE TRAVEL PLAN

CONSTRUCTION WORKFORCE TRAVEL PLAN

24 AUGUST 2012

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1. INTRODUCTION AND SCOPE

1.1 Background

1.1.1 NNB Generation Company Limited (part of EDF Energy and hereafter referred to as 'EDF Energy') is proposing to develop a new nuclear power station at Hinkley Point C (HPC) adjacent to the existing Hinkley Point Power Station complex in Somerset.

1.1.2 The new nuclear power station is referred to as the HPC power station and will comprise two United Kingdom European Pressurised Reactor (UK EPR) units. The plant is designed to operate for 60 years, which will be followed by around 25 years for decommissioning.

1.1.3 EDF Energy submitted a Development Consent Order (DCO) application for development of HPC to the Infrastructure Planning Commission (now the Planning Inspectorate) in October 2011 The Site Preparation Works phase of the HPC Project was granted permission by West Somerset Council (WSC) in January 2012 under the Town and County Planning Act.

1.1.4 This DCO Construction Workforce Travel Plan (hereafter referred to as the DCO Travel Plan), considers the management and movement of people during the HPC construction works.

1.2 Scope

1.2.1 The main focus of the DCO Travel Plan is on the management of the daily movement of the construction workforce to and from the HPC site, as these movements will represent the large majority of construction workforce movements associated with the construction phase of the HPC Project. However, in addition this DCO Travel Plan also considers the scope for encouragement of sustainable mode choice in respect of non-work related travel by the construction workforce, as well as site specific travel planning issues. **Table 1.1** below summarises the types of trips the DCO Travel Plan will manage.

Table 1.1: Trips managed by the DCO Travel Plan

Facility	Type of Trip	
	Travel to Work Trips	Non-Work Trips
HPC Site	Construction workforce*	
Park and ride sites	Park and ride employees	
Freight management facilities	Freight management employees (including postal consolidation centre)	
Campuses	Campus employees	Construction workforce
PIC	PIC employees	Visitors to the PIC
Induction Centre	Construction workforce and Induction Centre employees	

*Travel Plan measures related to the construction workforce will include construction workers travelling to construct the AD sites.

1.2.2 The DCO Travel Plan is not a Framework Travel Plan; it is the full Travel Plan for the construction workforce. It is not proposed to provide any site specific Travel Plans beyond the information provided in this DCO Travel Plan as the vast majority of elements of the site specific Travel Plans would be the same and the only unique elements would be the measures and targets. Therefore the DCO Travel Plan provides the common elements within a single document and separates out the measures and targets for each of the facilities set out in **Table 1.1** above.

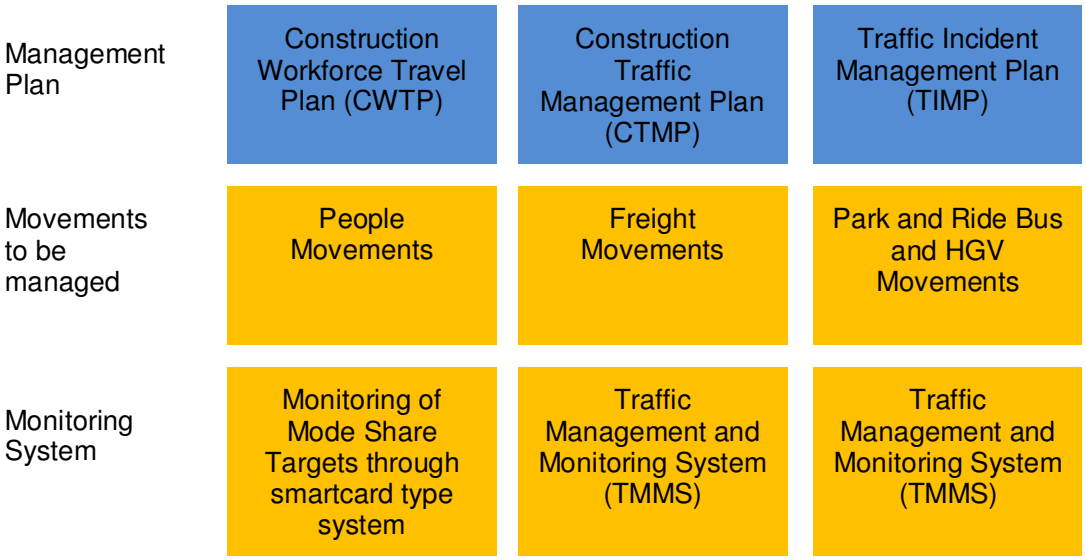
1.2.3 It is a Requirement for EDF Energy to prepare an Operational Travel Plan for the operational phase of the HPC Project. The Operational Travel Plan will be prepared nearer to the time that the power station becomes operational and will take account of the transport conditions at that time and any relevant changes to Travel Plan guidance. The Operational Travel Plan will be prepared in accordance with the relevant planning guidance at that time and will be subject to the approval of the local planning authority following consultation with Somerset County Council (SCC).

1.2.4 The operational staff working on the HPC site during the construction phase will be required to adhere to the DCO Travel Plan until the Operational Travel Plan comes into force. The Operational Travel Plan will come into force before the first use of any of the operational car parking.

1.2.5 The DCO Travel Plan will be regularly monitored and, if required, appropriate adjustments will be made in discussion with the Transport Review Group (TRG) to ensure that the objectives and targets are met and maintained.

1.2.6 This document forms part of a package of management documents to assist in the operational control of transport movements for the HPC construction works. **Figure 1.1** below illustrates the suite of management documents to be implemented for the HPC construction works to provide the context of the DCO Travel Plan.

Figure 1.1: Transport Management Plans for HPC Construction Works



1.3 Transport Objectives

1.3.1 This DCO Travel Plan has been developed in line with EDF Energy's transport objectives for the HPC Project as a whole which are:

- to minimise the volume of traffic associated with the development of the new power station so far as reasonably practicable, at all times but especially during peak hours;
- to maximise the safe, efficient and sustainable movement of materials required for the HPC Project so far as reasonably practicable;
- to minimise the impacts both for the local community and visitors to the area using the road network so far as reasonably practicable;
- to provide long-term, sustainable legacy benefits for the local community from new infrastructure, where appropriate;
- to take all reasonable steps to ensure the resilience of the transport network in the event of an incident; and
- to take all reasonable steps to protect the natural and built environment.

1.4 Relationship between Transport Strategy and Travel Plan

1.4.1 EDF Energy has developed a transport strategy in accordance with the transport objectives set out above. The elements of the transport strategy that relate to the construction workforce are summarised in Section 2 of the DCO Travel Plan.

1.4.2 The HPC Project is not a conventional project. Rather than giving encouragement to use sustainable modes of transport, EDF Energy's transport strategy will require that workers use a prescribed mode of travel. At the heart of the transport strategy for the HPC Project is the provision of four park and ride sites, which consolidate car based journeys for the construction workers. Along with direct bus services from key locations, this will allow the majority of the workforce to travel to and from the construction site by bus. All HPC bus services will be provided free of charge to HPC workers.

1.4.3 Therefore the transport strategy delivers a very high non-car mode share even before the DCO Travel Plan is implemented. Indeed the scale of commitment by EDF Energy to the movement of the construction workforce by bus is unprecedented for a major construction project in a relatively rural area.

1.4.4 A key focus in the DCO Travel Plan is on the approaches which will be put in place to ensure successful delivery of this bus based approach to the daily movement of the construction workforce. These procedures are designed to deliver confidence that the strategy will be effectively delivered and that the impacts on the local transport network will be managed and mitigated as set out in the Transport Assessment which accompanies EDF Energy's DCO application for HPC.

1.4.5 However, the DCO Travel Plan also considers how the mode share can be further improved beyond that achieved by the transport strategy. This includes issues such as the mode of travel to the park and ride sites and non-work trips.

1.5 Structure

1.5.1 The structure of this DCO Travel Plan is as follows:

- **Section 2** sets the context by describing briefly the workforce profile, shift patterns and the transport strategy.
- **Section 3** describes the management structure of the DCO Travel Plan.
- **Section 4** summarises the Travel Plan targets.
- **Section 5** describes the Travel Plan measures to be implemented for the HPC construction site.
- **Section 6** sets out the Travel Plan measures related to the Associated Development sites.
- **Section 7** deals with the monitoring and review of the Travel Plan.
- **Section 8** deals with enforcement of the Travel Plan.

1.5.2 It should be noted that a full review of relevant travel plan policy at a national, regional and local level was included in the Framework Travel Plan submitted as part of the DCO application in October 2011. This is included at Appendix 17.1 to the submitted Transport Assessment. This policy context has not been repeated in the DCO Travel Plan.

1.5.3 Full details of the existing transport conditions in the vicinity of the HPC site are contained within the Environmental Statement submitted as part of the DCO application and as such have not been repeated in the DCO Travel Plan.

2. CONTEXT FOR THE DEVELOPMENT OF THE DCO TRAVEL PLAN

2.1.1 This section sets out the overall context in which travel planning for the construction workforce should be placed.

2.2 Development Proposals

2.2.1 A summary of the development proposals are included in Section 6 of the submitted Transport Assessment.

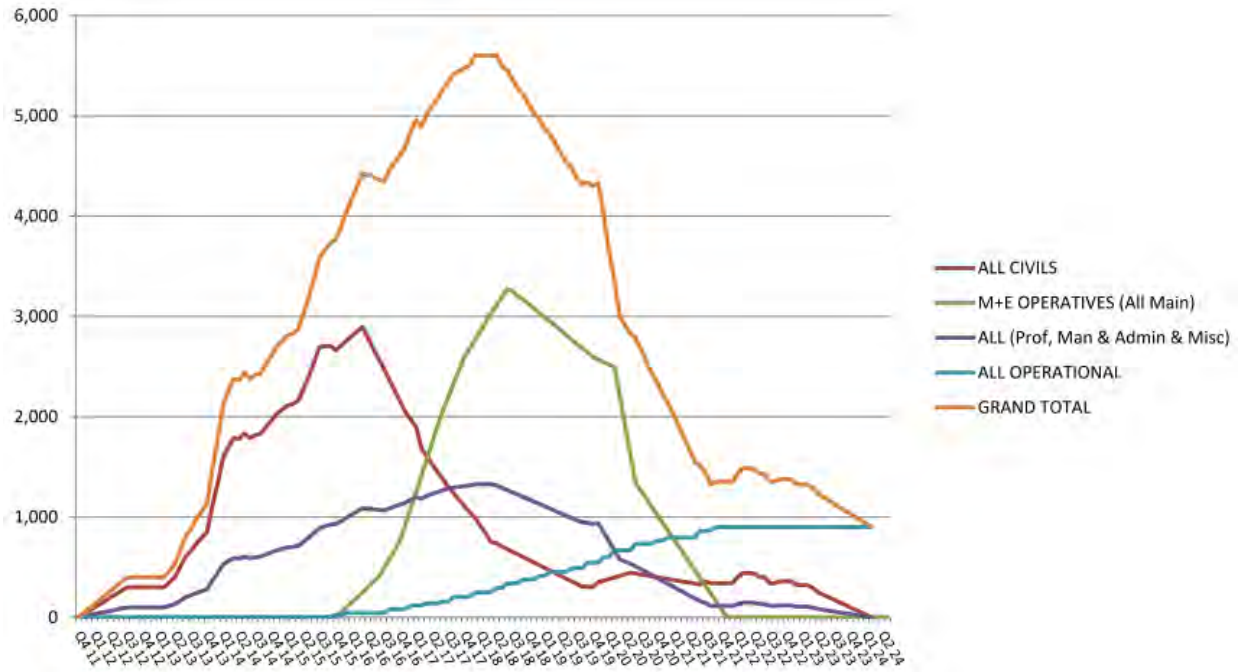
2.3 Workforce Profile

2.3.1 EDF Energy defined the workforce profile for the full construction and operational phase of HPC and provided the construction workforce numbers as an input to the Transport Assessment.

2.3.2 EDF Energy produced a revised workforce profile (submitted in July 2012) to reflect the refinement to the construction programme. **Figure 2.1** below illustrates the revised workforce profile over the construction phase of the HPC Project for each of the main type of workers.

2.3.3 The effect of these changes is that the workforce builds up over a longer period than previously expected, and that the work on the associated development sites begins before the major build-up of the workforce, allowing mitigation measures to be in place earlier in relation to the bulk of the workforce. The estimated peak workforce of 5,600 (and home-based/non-home-based split) is unchanged.

Figure 2.1: HPC Estimated Construction Workforce Numbers



2.3.4 In terms of skills, the workforce during the construction phase can be divided predominantly into civil operatives and mechanical and electrical operatives with the remaining workforce comprising supervisory, managerial and clerical staff, plus site services and security employees. The existing skills profile in the local area does not fully meet the specialist requirements of the construction of the HPC Project and as such, there will be two types of construction workers:

- home-based workers, who will commute to and from work on a daily basis from their home address; and
- non-home-based workers who cannot feasibly commute to and from work on a daily basis from their home address and will, therefore, require temporary accommodation in the vicinity of the HPC site.

2.3.5 The split of home-based and non-home-based workers is expected to change over the course of the construction period as the nature of the construction evolves. It is anticipated that there will be a higher proportion of home-based workers at the outset, which will reduce as the project moves towards peak construction and will increase again towards completion as the permanent operational workforce grows, all of whom will most likely live in the area.

b) Shift Patterns

2.3.6 During construction of the HPC Project all construction workers at the HPC site will operate on a shift basis. A range of shifts will operate during construction of HPC including:

- first shift (of a double shift operation);
- second shift (of a double shift operation);
- night shift;

- single shift; and
- office shift.

2.3.7 Shift patterns have been derived by EDF Energy to provide defined windows within which contractors have the flexibility they need to adapt their organisation for the works to be delivered. Therefore, the shift patterns for HPC have each been allocated a start and end window within which workers could arrive at or depart from the HPC site.

2.3.8 In addition to providing flexibility to the contractors, the start and end windows for each shift have been developed with a number of issues in mind. These include minimising development traffic coinciding with the AM and PM network peak hours of 08:00-09:00 and 17:00-18:00 respectively.

2.3.9 The start and end windows for each shift (weekdays only) are shown at **Table 2.1**.

Table 2.1: Shift Start and End Windows (Monday to Friday)

Shift	Start Window	End Window
First Shift	From 06:00-07:30	From 14:00-16:00 or after 17:30
Second Shift	From 13:30-15:00	From 22:00-00:00
Night Shift	From 20:30-22:00	From 06:00-08:00
Single Shift	From 07:00-08:30	From 16:30-18:30
Office Shift	From 07:30-09:00	From 17:30-19:00

2.3.10 At weekends different shift patterns will apply. Some construction staff will work a Saturday morning shift. Other construction staff will be expected to work an alternating pattern (for example 11 days on, three days off, 12 days on, two days off) in which the Saturday and Sunday of one weekend is worked as a full normal shift (operating on the same times as the Monday to Friday shifts) and the following weekend is non-working.

2.3.11 Contractors will be required to ensure that all bulk movements of their workforce fall within these shift start and finish windows. Exceptions will be allowed for part-time staff and there will clearly need to be occasional smaller scale movements of staff outside of shift windows for personal or business reasons.

2.3.12 In addition it may be necessary to temporarily withdraw compliance with the above shift patterns for some or all construction workers in circumstances beyond EDF Energy's direct control, including but not limited to:

- a traffic or similar incident on the highway network preventing or delaying access to and from the HPC construction site;
- if a bus transporting workers to or from the site breaks down;
- circumstances associated with demonstrations or protests; and
- circumstances associated with severe inclement weather impacting on construction activity or the transport of construction workers.

2.3.13 There will also be some occasions and activities which require continuity of working, such as tunnelling and large concrete pours, where the working pattern may differ from that described above. It is anticipated that these will involve only a small proportion of the workforce.

2.3.14 Overall the arrangements will ensure that every other weekend, there will be no significant construction activity on site on Saturday afternoons and all day Sundays, aside from small scale maintenance, preparatory activity, or activities which require continuity of working (such as tunnelling and large concrete pours). The arrangements also provide an opportunity for non-home-based workers to return home on a regular basis.

2.4 Transport Strategy

2.4.1 EDF Energy's transport strategy for the movement of workers during the construction phase involves a significant focus on transport by bus. Aside from 200 on-site parking spaces, the up to 510 residents at the HPC accommodation campus who will

walk to work and a small number of workers who may walk or cycle direct to the construction site, all construction workers will be expected to travel to and from the construction site by one of the following bus based means:

- bus to/from one of the four proposed park and ride developments (M5 Junctions 23 and 24, Cannington and Williton);
- bus to/from the Bridgwater accommodation campuses (A and C); and
- direct bus to/from a number of specified locations where there are likely to be sufficient concentrations of workers.

2.4.2 Overall, at peak construction, it is estimated that more than 85% of the construction workforce will travel to the site by bus for at least part of their journey.

2.4.3 The estimated breakdown set out in the Transport Assessment between the different modes at peak construction (5,600 workers) is as follows:

- car driver to site - 200 workers (approx 4%);
- walk from HPC accommodation campus - 500 workers (approx 9%);
- bus from Bridgwater accommodation campuses - 950 workers (approx 17%);
- bus from park and ride sites - 2,780 workers (approx 50%); and
- direct bus to site - 1,170 workers (approx 21%).

2.4.4 The revised indicative phasing schedule (submitted in July 2012) shows construction of the Junction 24 associated development site commencing in mid-2013. Partial use of the park and ride site would be introduced shortly afterwards, with the site becoming fully operational from the start of Quarter 1 2014 at the same time as commencement of HPC development site works.

2.4.5 The partial use of the facility at Junction 24 will be supplemented by direct bus services and the use of the 200 parking spaces provided at the HPC site.

2.4.6 The Junction 24 park and ride and freight management facility will be the only associated development site facility open until additional facilities become operational from Quarter 2 2014, starting with Cannington and Williton park and ride and then the Junction 23 park and ride.

2.4.7 The strong focus on the use of bus services reflects a major commitment by EDF Energy to the use of sustainable transport modes to mitigate and reduce the impacts of the HPC Project on the local transport network.

2.4.8 This focus on bus services should also be seen in the context of the relatively rural location of the HPC site and thus the very limited scope for construction workers to travel to and from the site by rail, walking or cycling, bearing in mind the distances concerned, the infrastructure available and the shift patterns which will be required for the development, which will involve early morning and late night shift start and end times for many workers.

2.4.9 The transport strategy associated with the HPC Project is different to the large majority of travel plans/transport schemes in that the use of buses will effectively be mandatory for those workers assigned to them, rather than being a transport mode which is optional but encouraged. It is fully recognised that this commitment places a

strong onus on EDF Energy in relation to the successful implementation of the bus based transport strategy and in recognition of this EDF Energy propose to put in place a wide range of measures to ensure successful delivery of the strategy.

3. MANAGEMENT STRUCTURE

3.1 Introduction

3.1.1 This section sets out the proposed management structure for the DCO Travel Plan and the responsibilities of each stakeholder.

3.1.2 The overall management and implementation of the DCO Travel Plan will be the responsibility of EDF Energy.

3.1.3 The following groups and individuals will be involved:

- Transport Review Group (TRG);
- Transport Co-ordinator; and
- Transport Forum.

3.2 Transport Review Group

3.2.1 A Transport Review Group (TRG) will be established with members taken from the key transport stakeholders and EDF Energy. The scope of the TRG in relation to the DCO Travel Plan is proposed to be as follows:

- receive Travel Plan Reports from EDF Energy relating to the implementation and operation of the DCO Travel Plan;
- consider the case for, and approve amendments to the DCO Travel Plan;
- consider the use of the contingency fund for mitigation measures and remedial action (as detailed in Schedule 11 of the Section 106 Agreement) if targets are not being met or are not likely to be met;
- advise EDF Energy on potential enhancements to the DCO Travel Plan;
- liaise with and consider the views and opinions of the Transport Forum.

3.2.2 The TRG will have further duties with regards to the CTMP, which are set out within that management document.

3.2.3 The TRG members will be:

- the Transport Co-ordinator;
- one representative to be nominated by the County Council;
- one representative to be nominated by West Somerset Council;
- one representative to be nominated by Sedgemoor Council;
- one representative to be nominated by the Highways Agency; and
- up to three representatives to be nominated by EDF Energy.

3.2.4 A procedure for the rapid resolution of disputes is provided for in the Section 106 Agreement if the TRG is unable to agree. This procedure provides for the submission of the dispute to an independent expert who will consider the issues and reach a decision, binding on all parties, within 28 working days.

3.2.5 In addition, specialist ad-hoc attendance can be called upon by the TRG from transport providers, emergency services and lead contractors. However, these invitees will not have any voting rights.

3.2.6 Membership of the TRG does not fetter the members' planning and other statutory duties.

3.2.7 The TRG will be formed with effect of the Transitional Date, as defined in the Section 106 Agreement, and will meet on a quarterly basis unless the TRG decides to meet at a different frequency. The TRG will be able to delegate issues or functions to a sub-group if it decides to.

3.3 Transport Co-ordinator

3.3.1 A Transport Co-ordinator will be appointed by EDF Energy and be in place throughout the construction phase of the project although the role will change and evolve over time. The Transport Co-ordinator will be responsible for the management, development and implementation of the DCO Travel Plan and the other transport management plans.

3.3.2 The Transport Co-ordinator will be a professional transport planner and qualified to meet the requirements of the role. This will include project management experience and skills to deal with complex issues. Appropriate training will be provided if necessary. The role of Transport Co-ordinator will be fully funded by EDF Energy.

3.3.3 The Transport Co-ordinator has the following transport-related responsibilities related to the DCO Travel Plan:

- promote the objectives and benefits of the DCO Travel Plan to encourage compliance with its contents;
- monitor the success of the approved DCO Travel Plan against the modal share targets and other thresholds;
- report the monitoring of the DCO Travel Plan to the TRG to allow consideration of appropriate mitigation measures and remedial action as required;
- report to the TRG on relevant feedback from the Transport Forum;
- update the DCO Travel Plan as required in consultation with the TRG; and
- resolve issues and problems through liaison with other parts of EDF Energy and its contractors.

3.3.4 This role will be appointed prior to commencement of the DCO construction works and at an appropriately senior level.

3.3.5 In addition to the recruitment of the Transport Co-ordinator role, EDF Energy will employ a small team of individuals to assist with delivery of the transport strategy on a day to day basis.

3.4 Transport Forum

3.4.1 Consisting of local stakeholder groups, the Transport Forum is responsible for collating views from the public and feeding through to the TRG for review. It forms

the key link between the TRG and the wider community and provides an indication of the issues that are impacting the general public.

3.4.2 The Transport Forum has already begun meeting on a regular basis to discuss transport issues associated with the Site Preparation Works permission and certain issues relevant to the DCO application for the HPC Project. It is anticipated that the Transport Forum will continue to meet on a regular basis and the minutes will be provided to the TRG for consideration and response.

3.5 Travel Plan Funding

3.5.1 EDF Energy will be responsible for the cost of implementing the DCO Travel Plan. In addition, a contribution is provided in the Section 106 Agreement (i.e. 'Transport Review Group Contribution') for SCC's attendance at TRG meetings.

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4. TARGETS

4.1 Introduction

4.1.1 Targets are used to assess whether the Travel Plan has been successful in achieving the objectives.

4.1.2 Targets need to be SMART, that is:

- **S**pecific;
- **M**easureable;
- **A**chievable;
- **R**ealistic; and
- **T**ime related.

4.1.3 There are two types of targets, namely: 'aim' and 'action' targets. Aim targets are generally based on the percentage share of each travel mode used and are measured over a specific time frame. Action targets are task specific and are typically consolidated into an Action Plan.

4.2 Aim Targets

4.2.1 The DCO Travel Plan provides a series of peak construction mode share 'aim' targets for each site below. It will be difficult to know when construction has peaked until after the event and therefore it is proposed to use a milestone as a proxy for the peak construction. It is proposed to monitor the 'Peak Construction Mode Share Targets' 6 months after all of the park and ride sites are operational. The monitoring strategy for the construction phase is set out in Section 7 of the DCO Travel Plan.

a) HPC Site Journey To Work

4.2.2 As noted in earlier sections, the HPC Project is different from many projects in that EDF Energy is already committed to a transport strategy that prescribes how workers will travel. Therefore, the transport strategy adopted is designed to achieve a very high level of mode shift to non-car modes of transport for the journey to work for the construction workforce to and from the HPC site.

4.2.3 **Table 4.1** sets out the journey to work mode share targets for the construction workers travelling to the HPC site that EDF Energy aims to achieve with the implementation of the transport strategy (i.e. park and ride sites and direct buses). They are 'final mode' targets i.e. targets for how people will arrive at the HPC site.

Table 4.1: HPC Site – 'Final Mode' Journey To Work Peak Construction Targets with Transport Strategy

Final Mode of Travel to HPC Site	Number of Trips	Mode Share
Walk	500	9%
Cycle	0	0%
Public Bus	0	0%
Rail	0	0%
Motorcycle	0	0%
Car	200	4%
Direct Bus	1,170	21%
Park and Ride Bus	2,780	49%
Bridgwater Campus Bus	950	17%
Total	**5,600**	**100%**

4.2.4 The mode share set out in **Table 4.1** demonstrates that the HPC transport strategy to be implemented by EDF Energy provides significant mode shift towards sustainable modes, with more than 95% of the construction workers either walking to work from the on-site campus or making their daily journey to work via HPC bus services for at least part of their journey.

4.2.5 Given the very high mode share figures achieved by the transport strategy, EDF Energy does not consider it appropriate to set additional higher mode targets than those set out in **Table 4.1**.

4.2.6 It should be noted in this context that the assessment of mode share targets should be informed by the specific circumstances applied at the time and that a mechanical approach which automatically sought to achieve the precise peak construction modal split would not be appropriate. For example the actual geographic distribution of workers cannot be precisely predicted in advance and will vary over time through the project and this consideration will inform the appropriate balance between use of direct and park and ride buses. During construction of the Associated Development sites greater efficiencies may come from allowing workers constructing the sites to travel direct to the site and this may affect the achievable modal split. Furthermore, the scale of walking, cycling and car sharing experienced in practice, will impact on the exact percentage of workers travelling by bus. It is also possible that a very small number of construction workers associated with construction of marine related works (i.e. the cooling water intake and outfall tunnels) may travel to their point of work at the construction site by boat. These considerations could lead the TRG to amend the precise targets for mode share going forward.

b) Travel to and from the Associated Development Sites

4.2.7 Notwithstanding the high sustainable mode share that EDF Energy has committed to for the journey to work at the HPC site, EDF Energy is also committed to encouraging sustainable modes of travel where possible for the journeys to and from the Associated Development sites. The following provides a summary of the proposed mode share targets for the Associated Development sites.

i. Park and Ride Sites as part of Journey To Work

4.2.8 **Table 4.2** below sets out the mode share targets envisaged for the park and ride sites. Once the pattern of where workers not resident in accommodation campuses are living is established, the appropriateness of the targets for the park and ride sites will be considered by the TRG.

Table 4.2: Mode Share Targets for Park and Ride Sites

Mode	Junction 23	Junction 24	Cannington	Williton
Sustainable Modes	4%	4%	11%	7%
Car Driver	58%	60%	65%	70%
Car Passenger	38%	36%	24%	23%
Total	**100%**	**100%**	**100%**	**100%**

ii. HPC Campus Non-Work Trips

4.2.9 The mode share associated with the non-work trips for the campuses has been derived from Census and TEMPRO data for the AM, PM and inter-peak periods for the Bridgwater area considering trips made to the local Bridgwater area and also the wider Somerset area. It should be noted that an adjustment has been made to the walk, rail and bus mode share for the HPC accommodation campus, since no public bus services or rail services pass within close proximity to the HPC campus site and there are few facilities within the walking catchment of the HPC accommodation campus. The workforce journey to their permanent residence from time to time is not included within the accommodation campus non-work trip mode share.

4.2.10 **Table 4.3** summarises the average weekday peak construction mode share targets for the HPC campus non-work trips.

Table 4.3: Mode Share Targets for HPC Accommodation Campus - Non-Work Trips

Mode	HPC Campus
Sustainable Modes	7%
Car Driver	66%
Car Passenger	27%
Total	**100%**

iii. Bridgwater Campuses Non-Work Trips

4.2.11 The average weekday peak construction mode share targets for the Bridgwater accommodation campuses are shown at **Table 4.4**. The workforce journey to their permanent residence from time to time is not included within the accommodation campus non-work trip mode share.

Table 4.4: Mode Share Targets for Bridgwater Accommodation Campuses - Non-Work Trips

Mode	BRI-A	BRI-C
Sustainable Modes	33%	32%
Car Driver	40%	41%
Car Passenger	27%	27%
Total	**100%**	**100%**

iv. Induction Centre

4.2.12 The nature of the induction process and its function within the HPC Project means that for the large majority of the construction workforce, the centre will only be visited once and prior to the individual having commenced work on the HPC Project. For many non-home-based workers, it will be the first time they have travelled to the Somerset area and they will therefore not be familiar with local bus or rail services or other sustainable mode options and they may also have their luggage with them.

4.2.13 These considerations significantly act against the scope for using alternative non-car modes and explain both the proposed location of the induction centre close to the M5 motorway and the relatively high proposed parking provision for the centre. For these reasons it has also been assumed for the purpose of the assessment that all journeys to and from the induction centre will take place by single occupancy private car.

4.2.14 Notwithstanding this, measures have been set out in Section 6 of the DCO Travel Plan to encourage more sustainable modes of travel and **Table 4.5** below sets out the mode share targets envisaged for the Induction Centre based on the proposed measures.

Table 4.5: Mode Share Targets for Induction Centre

Mode	Induction Centre
Sustainable Modes	2%
Car Driver	95%
Car Passenger	3%
Total	**100%**

v. Public Information Centre

4.2.15 During the construction phase no parking would be available at the HPC site for the Public Information Centre and all visitors would go to the Cannington park and ride site for which 120 parking spaces are provided. Therefore it has been assumed that 100% of the visitors would arrive at the PIC by bus (except for disabled visitors and VIP's). In addition a car share target of an average of 2.5 people per car parking in the visitor parking spaces at the Cannington park and ride site is proposed.

4.3 Action Targets

4.3.1 Appendix A provides an initial list of early actions to be implemented for the DCO Travel Plan.

4.3.2 A detailed Action Plan will be developed by the Transport Co-ordinator and will be submitted to the TRG for review. The detailed Action Plan will set out the tasks required to be undertaken in order to implement and manage the DCO Travel Plan and a timescale will be provided against each action.

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5. MEASURES FOR TRAVEL TO HPC SITE

5.1 Introduction

5.1.1 This section sets out a range of measures and procedures which will be put in place to deliver the Travel Plan mode share targets for the construction workforce journey to work at the HPC site.

5.2 Walk and Cycle Measures

a) On-site Campus

5.2.1 Whilst the remote nature of the HPC site makes it an ideal location to site a nuclear power station, it does not make it favourable for construction workers to walk and cycle to work. There is limited supply of accommodation supply within walk and cycle distance of the HPC site and in addition the nature of the shift patterns (i.e. some early starts and late finishes) mean that there are likely to be significant constraints on the number of construction workers who will wish to walk or cycle direct to the HPC site on a regular basis.

5.2.2 EDF Energy is proposing to build an on-site accommodation campus providing living space for 510 construction workers. The residents of the campus will be able to walk to work via a site entrance within the campus boundary. The provision of a campus adjacent to the HPC site is envisaged to provide a walk mode share of 9% at peak construction.

b) Walk and Cycle Improvements

5.2.3 Where highway improvements were included within the DCO application, walking and cycling enhancements were incorporated within the designs as far as was practical in order to encourage walk and cycling as a mode of transport for the construction workforce.

c) Walk and Cycle Contribution

5.2.4 EDF Energy has committed within the Section 106 Agreement to provide a contribution towards walk and cycling. This contribution would allow SCC to pool developer contributions towards larger schemes in the Bridgwater area, which would assist in achieving their desired walk and cycle strategy and encourage walk and cycling as a mode of transport for the construction workforce. EDF Energy has suggested ways in which this contribution should be spent, which include improving links to the park and ride sites and campuses where appropriate and feasible.

d) Cycle Parking

5.2.5 EDF Energy will provide secure, sheltered cycle parking at the HPC site and the park and ride facilities in order to encourage cycling to work for at least some of the journey. The proposed cycle parking provision at the HPC site and the park and ride sites is summarised in **Table 5.1** below.

Table 5.1: Cycle Parking at HPC site and Park and Ride sites

Facility	Cycle Parking Spaces
HPC site	14
Junction 23 park and ride	65
Junction 24 park and ride	36
Cannington park and ride	12
Williton park and ride	8

5.2.6 Cycle parking utilisation will be monitored by the Transport Co-ordinator and further cycle parking will be provided, if necessary.

e) Storage and Shower Facilities

5.2.7 There will be shower, changing and storage facilities provided for construction workers at the HPC site. The facilities provided will mean that any worker who walks or cycles direct to the HPC site, or who walks or cycles to one of the four park and ride facilities, would be able to wash, change and store their clothes at the HPC site.

f) Bicycle User Group

5.2.8 If there is demand from the construction workforce, EDF Energy will establish a Bicycle User Group (BUG) to provide a channel for cyclists to discuss any issues with the Transport Co-ordinator that they would like to be addressed. The existing workers at HPA/HPB who cycle to work would also be invited to join the BUG.

g) Cycle Repair Equipment

5.2.9 EDF Energy will provide cycle repair equipment at the HPC site and the park and ride facilities in case a cyclist needs to make an emergency repair to their bicycle.

h) Walk and Cycle Information

5.2.10 Information will be provided to the HPC construction workforce with regard to walk and cycle facilities and benefits. This is set out in the Communication Strategy later in this section.

5.3 Bus Measures

5.3.1 EDF Energy is already committed to an extensive bus system as part of the transport strategy that will be provided free to workers. The system will be prescriptive and workers will be required to use the designated services. Therefore, the DCO Travel Plan measures will focus on the successful enforcement of the already high usage of buses determined by the transport strategy.

a) Scope and Scale of Free Bus Services

5.3.2 The geographic scope of proposed bus services supporting the development is comprehensive. In addition to services from the four strategically sited park and ride sites and dedicated bus services from the Bridgwater accommodation campuses a

range of direct bus services will be provided from key locations where there are concentrations of workers.

5.3.3 All bus services will operate to timetables designed to meet the requirements of the shift patterns and the workforce, with additional services to meet demand at peak periods and, on some routes, regular but lower frequency services at off-peak periods. Refined bus timetables are contained in Appendix 2C of the Addendum to the Environmental Statement. The bus timetables and routes will be subject to further refinement once a bus operator is appointed by EDF Energy and ongoing refinement during the construction phase to adapt to relevant information including the availability of park and ride facilities and the distribution of the workforce. It should be noted that the only buses that would route via Stogursey are those picking up or dropping off workers who reside in Stogursey, but only if demand exists. These buses would be no larger than 15 seaters to ensure successful navigation of the roads. All other buses travelling direct to the HPC construction site from the park and rides, including Williton, would not travel through Stogursey.

5.3.4 All bus services will be provided exclusively for the movement of the construction workforce, EDF Energy personnel and business visitors to the HPC Project and will be free of charge (N.B a separate free bus service is provided for the PIC which is detailed in Section 6). This will provide a clear financial benefit for workers using the services provided and will ensure that the services efficiently move workers to and from the construction site without delay.

b) Initial Allocation of Workers to Bus Services

5.3.5 In addition to the general briefing of all inducted workers, it is anticipated that the process on induction day will involve a brief individual interview which, alongside information which may have been supplied in advance, will be used to establish the existing or expected residential location of the worker and on this basis allocate a specific park and ride site or other bus service.

5.3.6 This process will adopt the following principles:

- Any worker with a place at the HPC accommodation campus will be required, if able, to walk directly to the HPC site;
- Any worker with a place at the Bridgwater accommodation campuses will be required to use the provided campus bus services;
- Any workers resident very close to the HPC site and intending to walk/cycle to work on a daily basis will be allowed and encouraged to use these modes of travel;
- All workers living within approximately 800m of a direct bus stop will be allocated to the appropriate direct bus. This will ensure that users of direct bus services are within easy reach of that service and can reach their pick up point via a relatively short walk (approximately 10 minutes); and
- All other workers will be allocated to the specific park and ride site which is closest to their place of residence.

5.3.7 As a result workers will be allocated to a transportation mode which is convenient for them and will understand the principles upon which the allocation is based.

c) Travel to and from Park and Ride Sites

5.3.8 Workers will have greater flexibility as to how they travel to and from park and ride sites, but the following principles will be adopted:

- any worker living within 800m of a park and ride site will be expected to walk or cycle to that site and will, except in exceptional circumstances (e.g. ill health or disability) not be issued with a parking permit;
- cycling will be encouraged and secure cycle parking will be provided at park and ride sites;
- secure parking for motorcycling and mopeds will be provided at park and ride sites;
- car sharing will be encouraged; and
- workers who are not in a position to adopt a car sharing arrangement or travel by other means to and from the park and ride site will be issued with a parking permit for that site.

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.

5.3.10 Overall workers will be encouraged to use non-car or car sharing modes to access the park and ride sites where possible.

d) Changing Allocated Bus Services and Park and Ride Site

5.3.11 It is recognised that, for a range of reasons but most commonly linked to change of residence, many construction workers may need to change their allocated direct bus service or park and ride site while working on the HPC Project. In particular, at the time of induction, some workers will not have established any fixed intentions as to their medium to longer-term accommodation location or place of residence.

5.3.12 There will therefore be flexibility to allow workers to switch to a different bus service or park and ride site, particularly for workers travelling by non-car modes (or as passengers in a car-sharing arrangement). However for workers wishing to acquire a parking permit for a different park and ride site to their original allocation, this will require both a clear justification (e.g. in the form of proof of change of residence) and the surrendering of their original parking permit.

5.3.13 A facility will be provided at the HPC site where workers can make queries relating to transport issues and apply to change parking permits.

5.3.14 In addition, there may be times when, for domestic reasons (e.g. doctors appointment, staying overnight with a friend), that a worker will need to travel from a different park and ride site or direct bus to that allocated to them. EDF Energy will allow for this flexibility in a managed way.

5.4 Rail Measures

a) Rail Shuttle Service

5.4.1 It is proposed to provide a bus pick-up point at Bridgwater railway station to enable workers wishing to travel to/from Bridgwater station by rail to complete their journey to and from the HPC site. It is envisaged that the bus serving the rail station would also be used by workers living within the walking or cycling catchment of Bridgwater station and will form one of the direct bus services from the Bridgwater area.

b) Rail Information

5.4.2 Information regarding available rail services, including onward bus connections to the HPC site, will be provided to all workers within the HPC Travel Plan Pack. This is set out in the Communication Strategy later in this section.

5.5 Motorcycle Measures

5.5.1 Motorcycles and mopeds will not be allowed for travel by construction workers to and from the HPC site during the construction phase. This is for a combination of road safety reasons on the C182 and to avoid the risk of noise disturbance for local residents which could be associated with significant motorcycle usage arising from early morning and late evening shift handover periods. However, workers will be able to motorcycle to the park and ride facilities and continue their journey by bus to the HPC site.

a) Road Safety Improvements and Contribution

5.5.2 Where highway improvements were included within the DCO application, road safety enhancements were incorporated within the designs. EDF Energy has also committed within the Section 106 Agreement to provide a contribution to SCC to assist with the implementation of a package of road safety measures which will provide benefits to the local community including motorcyclists.

b) Motorcycle Parking

5.5.3 EDF Energy will provide secure, motorcycle parking at the park and ride facilities to encourage workers to motorcycle to work for some of the journey. The proposed motorcycle parking provision at the park and ride sites is summarised in **Table 5.2** below.

Table 5.2: Motorcycle Parking at Park and Ride sites

Facility	Motorcycle Parking Spaces
Junction 23 park and ride	65
Junction 24 park and ride	34
Cannington park and ride	12
Williton park and ride	8

5.5.4 Motorcycle parking utilisation will be monitored by the Transport Co-ordinator and further parking will be provided, if necessary.

c) Storage and Shower Facilities

5.5.5 There will be shower, changing and storage facilities provided for workers at the HPC site and, as such, any worker that motorcycles to a park and ride site and continues their journey to work by park and ride bus, would be able to store their clothes and accessories (e.g. helmet, leather clothing) at work and have a shower.

d) Motorcycle Information

5.5.6 Information regarding motorcycle rules and provision will be provided to all workers within the HPC Travel Plan Pack. This is set out in the Communication Strategy later in this section.

5.6 Car Share Measures

a) Car Share Scheme

5.6.1 The fundamental component of any car sharing scheme is how to match potential sharers. SCC has partnered with Liftshare, the UK's largest implementer of car-sharing systems, to set up www.carsharesomerset.com. EDF Energy proposes to set up a private group within the Carshare Somerset website, or similar scheme, 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.

5.6.2 The selected car share scheme will need to enable EDF Energy to have its own restricted groups for its staff allowing workers to search for matches amongst their colleagues.

b) Car Share Information

5.6.3 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 later in this section.

c) Propensity to Car Share

5.6.4 In EDF Energy's experience of major construction projects (including Sizewell B), there is a considerable propensity for construction workers to choose to car share with minimal intervention. EDF Energy therefore considers that the car sharing targets for the park and ride sites set out in Section 4 will be achieved through the proposed car share measures above. Should the initial monitoring of the DCO Travel Plan demonstrate that the car share target is not being met, additional measures will be considered with the TRG to promote further car sharing, taking account of car share best practice guidance and any other relevant considerations.

5.7 Parking Measures

a) On-site Parking Constraint

5.7.1 During the main period of construction of HPC, on-site car parking will be limited to 300 spaces. This will be composed of a maximum of 200 spaces for EDF Energy employees and contractors and 100 spaces for a combination of business visitors, VIP visitors, disabled parking and bus parking for the PIC. Access to on-site parking during construction will be strictly controlled and provided to authorised vehicles only

on the basis of need. The significant constraint on car parking spaces on site, together with the provision of free buses, is a fundamental part of the transport strategy to reduce car based trips on the local highway network.

b) Parking Permits

5.7.2 During the construction phase of the HPC Project, three different kinds of parking permits will be in operation:

- parking permits for on-site parking at the HPC site;
- parking permits for the park and ride sites; and
- parking permits for the car parks at the HPC accommodation campus and the Bridgwater accommodation campuses.

5.7.3 In each case the issuing of parking permits will be carefully controlled and monitored to ensure effective enforcement of the approach to travel planning. Parking permits for the campuses is dealt with in Section 6 of the DCO Travel Plan and the issuing of parking permits for the HPC site and park and ride sites is summarised below.

i. Parking Permits for HPC Site

5.7.4 A strictly controlled process will operate for the issuing of parking permits for the HPC site. Contractors will be required to provide the details of cars which will be allowed to use their allocated parking spaces based on a range of criteria set by EDF Energy and linked to the safety, security and personnel management needs of the project as well as disabled access issues. There will however be no restriction on any car sharing arrangements associated with this permit.

ii. Parking Permits for the Park and Ride Sites

5.7.5 For those workers allocated to a park and ride site, the process set out in Section 5.3 above will apply. The issue of parking permits for each site will be recorded, controlled and monitored. Workers will be required to display their parking permit when entering a park and ride site. Any construction workers leaving the project, or moving to campus accommodation, will be required to surrender their park and ride parking permit.

5.7.6 It should be noted that some workers will not be certain at the time of induction on how they plan to travel to the park and ride site and there are also likely to be some workers who will have mixed mode plans, e.g. they may plan to cycle in summer when there are extended hours of daylight but drive in winter. Some workers may also need to use different park and ride sites on different occasions and this would need to be managed (e.g. to take account of particular domestic or family circumstances). The parking permit allocation policy will need to accommodate these variations in a managed way while seeking to encourage as far as possible the use of non-car modes.

5.8 Communication Strategy

a) Induction Process

5.8.1 The induction process will be used to reaffirm and establish adherence to the DCO Travel Plan. All workers at the HPC construction site will be required to attend an

induction session prior to commencing work at site. This induction will take place at a dedicated induction centre, which will be located initially at the Junction 24 site and then at the Junction 23 site, once constructed.

5.8.2 The induction process will cover a number of security and safety aspects of working on the HPC Project. A specific session during the induction process will cover transport issues and in particular will:

- explain the overall transport strategy being adopted for the HPC Project and the strong reliance on bus services for the movement of the workforce;
- explain the very limited on-site parking that will be available at the HPC site and the procedures which apply for the allocation of these spaces; and
- explain the importance of compliance with the DCO Travel Plan and the potential consequences of non-compliance.

b) Travel Plan Pack

5.8.3 At induction, each worker will also be issued with a HPC Travel Plan Pack which will contain the following information:

- a summary of the information on the DCO Travel Plan presented at induction;
- up-to-date timetables for all direct and park and ride bus services serving the HPC site;
- information on local bus services and rail timetables;
- information on walk and cycle routes in the Bridgwater area and close to the associated developments sites;
- information on motorcycling and where people can park;
- information to encourage and facilitate car sharing arrangements;
- promotional literature within the HPC Travel Plan Pack covering such things as the benefits of walking and cycling and cost saving associated with car sharing;
- How to obtain information on traffic conditions in the area including details of the Highways Agency website and hotline; and
- Information for non-home based workers undertaking journeys to and from their permanent residence and how this could be undertaken using sustainable travel modes and/or avoiding peak periods of congestion.

5.8.4 Information in the HPC Travel Plan Pack will be updated on a regular basis to ensure it continues to be accurate and relevant to the needs of the construction workforce.

5.8.5 The information supplied will not only enhance adherence to the DCO Travel Plan but will also assist in encouraging the use of sustainable modes in respect of non-work trips made by the construction workforce while resident in the local area.

c) Electronic Communication

5.8.6 During the course of the construction phase, regular information will be made available to construction workers electronically, most likely via a central intranet type webpage. This information facility will include:

- updates on bus services, routes and pick up points;
- updates on walk, cycle, motorcycle and rail information;
- further details on car sharing or other promotional activity;
- results of monitoring of the DCO Travel Plan; and
- details on any issues and how they are being addressed.

5.8.7 Any other relevant information or news on the DCO Travel Plan will also be provided to the construction workforce.

d) Transport Information Points

5.8.8 A facility will be provided on the HPC site for construction workers to be able to make queries about transport issues and arrangements. In addition, the workers will be able to ask transport related questions with regard to their journey to work to EDF Energy staff working at the park and ride sites and campuses. Information will also be available on traffic conditions in the local area and on the strategic road network to assist those planning longer journeys such as to their permanent home for non-home based workers

5.9 Contractual Conditions

5.9.1 The requirement for compliance with the DCO Travel Plan will be imposed as a condition of contract on all contractors appointed to work on the HPC site. These requirements effectively limit the modes by which a construction worker will travel to and from the site to the following options:

- car travel for the limited number of workers allocated a permit for one of the 200 on-site parking spaces, or are car-sharing with one of those workers;
- walking or cycling for those workers who live sufficiently close to the HPC site and wish to travel by this mode;
- walking for those workers resident at the HPC accommodation campus; and
- park and ride or direct buses for all other workers not in one of the above categories.

5.10 Summary

5.10.1 Taken together, these measures demonstrate EDF Energy's commitment to the delivery of the transport strategy associated with the HPC Project and effective implementation of the DCO Travel Plan and provide confidence that the approach proposed will operate successfully in practice. The approach adopted will continue to be refined as the project progresses and in the light of experience. The review procedures are set out in Section 7.

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6. SITE SPECIFIC MEASURES

6.1 Introduction

6.1.1 This DCO Travel Plan has thus far principally considered issues relevant to the daily movement of the construction workforce to and from the HPC site. This is because the large majority of journeys on the local transport network generated by the HPC Project during the construction phase will be related to these movements.

6.1.2 Nonetheless, it is appropriate to also consider the other site specific journey patterns generated by the HPC Project and the scope for travel planning measures to encourage the use of more sustainable modes. The following sites are therefore considered in this section of the DCO Travel Plan:

- Accommodation campuses (accommodation campus staff trips and resident non-work trips);
- Park and ride sites (park and ride staff trips);
- Freight management facilities (freight management staff trips);
- Induction Centre (Induction Centre staff trips); and
- Public Information Centre (PIC staff trips and visitor trips).

6.2 Summary of Site Specific Travel Plan Measures

6.2.1 The proposed travel plan measures for each of the sites are similar and therefore rather than repeat the measures for each site, the series of tables below summarise the measures proposed for each site for each mode and a summary of the measures is provided after the tables.

Table 6.1: Site Specific Travel Plan Measures – Walk and Cycle

Facility	Type of Trips	Walk and Cycle Travel Plan Measures						
		Infrastructure Improvements and Contribution	Cycle Parking	Change, storage & shower facilities	Bicycle User Group	Cycle Repair Equipment	Pool bicycles	Walk and Cycle Information
HPC campus	Staff	✓	✓	✓	✓	✓		✓
	Residents	✓	✓	✓	✓	✓		✓
Bridgwater A campus	Staff	✓	✓	✓	✓	✓		✓
	Residents	✓	✓	✓	✓	✓	✓	✓
Bridgwater C campus	Staff	✓	✓	✓	✓	✓		✓
	Residents	✓	✓	✓	✓	✓	✓	✓
Park and ride and freight management facilities	Staff	✓	✓	✓	✓	✓		✓
Induction Centre	Staff	✓	✓	✓	✓	✓		✓
	Workers	✓	✓	✓		✓		✓
Public Information Centre	Staff	✓	✓	✓	✓	✓		✓
	Visitors	✓	✓					✓

Table 6.2: Site Specific Travel Plan Measures – Bus and Rail

Facility	Type of Trips	Bus and Rail Travel Plan Measures				
		Use free bus services to work	Use free bus services for non-work trips	Weekend bus service to Bridgwater railway station	Free visitor bus service	Bus and rail information
HPC campus	Staff	✓				✓
	Residents		✓	✓		✓
Bridgwater A campus	Staff	✓				✓
	Residents	✓	✓	✓		✓
Bridgwater C campus	Staff	✓				✓
	Residents	✓	✓	✓		✓
Park and ride and freight management facilities	Staff	✓				✓
Induction Centre	Staff	✓				✓
	Workers					✓
Public Information Centre	Staff	✓				✓
	Visitors				✓	✓

Table 6.3: Site Specific Travel Plan Measures – Motorcycle

Facility	Type of Trips	Motorcycle Travel Plan Measures			
		Road Safety Improvements and Contribution	Motorcycle Parking	Change, storage and shower facilities	Motorcycle Information
HPC campus	Staff	✓	✓	✓	✓
	Residents	✓	✓		✓
Bridgwater A campus	Staff	✓	✓	✓	✓
	Residents	✓	✓		✓
Bridgwater C campus	Staff	✓	✓	✓	✓
	Residents	✓	✓		✓
Park and ride and freight management facilities	Staff	✓	✓	✓	✓
Induction Centre	Staff	✓	✓	✓	✓
	Workers	✓	✓	✓	✓
Public Information Centre	Staff	✓	✓	✓	✓
	Visitors	✓	✓		✓

Table 6.4: Site Specific Travel Plan Measures – Car Share and Parking Measures

Facility	Type of Trips	Car Share and Parking Travel Plan Measures			
		Car Share Scheme	Car Share and Parking Information	Parking Constraint	Parking Permits
HPC campus	Staff	✓	✓	✓	✓
	Residents	✓	✓	✓	✓
Bridgwater A campus	Staff	✓	✓	✓	✓
	Residents	✓	✓	✓	✓
Bridgwater C campus	Staff	✓	✓	✓	✓
	Residents	✓	✓	✓	✓
Park and ride and freight management facilities	Staff	✓	✓	✓	✓
Induction Centre	Staff	✓	✓	✓	✓
	Workers				
Public Information Centre	Staff	✓	✓	✓	✓
	Visitors			✓	

Table 6.5: Site Specific Travel Plan Measures – Communication Strategy

Facility	Type of Trips	Communication Travel Plan Measures			
		Induction Process	Travel Pack	Electronic Information	Transport Information Points
HPC campus	Staff	✓	✓	✓	✓
	Residents	✓	✓	✓	✓
Bridgwater A campus	Staff	✓	✓	✓	✓
	Residents	✓	✓	✓	✓
Bridgwater C campus	Staff	✓	✓	✓	✓
	Residents	✓	✓	✓	✓
Park and ride and freight management facilities	Staff	✓	✓	✓	✓
Induction Centre	Staff	✓	✓	✓	✓
	Workers	✓	✓	✓	✓
Public Information Centre	Staff	✓	✓	✓	✓
	Visitors			✓	✓

6.3 Details of Site Specific Travel Plan Measures

a) Walk and Cycle Measures

i. Infrastructure Improvements and Contribution

6.3.1 People using the associated development sites will benefit from the walk and cycle infrastructure improvements proposed by EDF Energy as part of the highway improvement schemes as well as the walk and cycle contribution provided within the Section 106 Agreement.

ii. Cycle Parking

6.3.2 EDF Energy will provide secure, sheltered cycle parking at the associated development sites in order to encourage cycling. The proposed cycle parking provision is summarised in **Table 6.6** below.

Table 6.6: Cycle Parking at Associated Development Sites

Facility	People	Cycle Parking Spaces
HCP campus	Staff and residents	26
Bridgwater A campus	Staff and residents	64
Bridgwater C campus	Staff and residents	8
Park and ride and freight management facilities	Staff and workers	119
Induction Centre (Junction 24)	Staff and workers	4
Induction Centre (Junction 23)	Staff and workers	6
Public Information Centre	Staff and visitors	-*

** No cycle parking during construction. Staff can park at HPC. All visitors to come via Cannington Park and Ride*

6.3.3 Cycle parking utilisation will be monitored by the Transport Co-ordinator and further cycle parking will be provided, if necessary.

iii. Storage and Shower Facilities

6.3.4 There will be shower, changing and storage facilities provided at the facilities in accordance with **Table 6.1**. Facilities will be included for residents of the campuses within their individual accommodation unit.

iv. Bicycle User Group

6.3.5 If there is demand, EDF Energy will establish a Bicycle User Group (BUG) to provide a channel for cyclists to discuss any issues with the Transport Co-ordinator that they would like to be addressed.

v. Pool Bicycles

6.3.6 Pool bicycles will be provided at the Bridgwater accommodation campuses to encourage workers to cycle or to try out cycling as a viable means of transport for non-work trips.

vi. Cycle Repair Equipment

6.3.7 EDF Energy will provide cycle repair equipment in accordance with Table 6.1 in case a cyclist needs to make an emergency repair to their bicycle.

vii. Walk and Cycle Information

6.3.8 Information will be provided with regard to walk and cycle facilities and benefits in accordance with the Communication Strategy set out in **Table 6.5**.

b) Bus and Rail Measures

i. Bus Services

6.3.9 Staff working at the associated development sites will be encouraged to use the bus services provided for the HPC workforce for the journey to and from work.

6.3.10 HPC accommodation campus residents will be encouraged to take advantage of the regular bus services for non-work trips.

6.3.11 In addition, at weekends a bus service will be provided for HPC accommodation campus residents to support travel to and from Bridgwater (including Bridgwater railway station), for non-work trips.

6.3.12 Whilst the Bridgwater accommodation campuses are within walking distance of Bridgwater railway station, workers may be travelling with luggage for their return to their permanent residence. Therefore, depending on demand, a mini-bus service may also be provided between the Bridgwater accommodation campuses and Bridgwater railway station at weekends.

6.3.13 A free bus service will be provided for visitors to the Public Information Centre (PIC) which will serve Bridgwater railway station and Cannington park and ride site.

ii. Bus and Rail Information

6.3.14 Information will be provided with regard to bus and rail services in accordance with the Communication Strategy set out in **Table 6.5**.

iii. Financial Incentives

6.3.15 The HPC bus services will be free for trips related to the associated development sites. This will provide a real incentive for the use of the services.

c) Motorcycle Measures

i. Road Safety Improvements and Contribution

6.3.16 Residents and staff using a motorcycle will benefit from the road safety improvements and contribution set out in Section 5 of the DCO Travel Plan.

ii. Motorcycle Parking

6.3.17 EDF Energy will provide secure motorcycle parking at the associated development sites to encourage motorcycling. The proposed motorcycle parking provision is summarised in **Table 6.7** below.

Table 6.7: Motorcycle Parking at Associated Development Sites

Facility	People	Motorcycle Parking Spaces
HCP campus	Staff and residents	26
Bridgwater A campus	Staff and residents	43
Bridgwater C campus	Staff and residents	3
Park and ride and freight management facilities	Staff and workers	119
Induction Centre (Junction 24)	Staff and workers	4
Induction Centre (Junction 23)	Staff and workers	6
Public Information Centre	Staff and visitors	-*

** No motorcycling to HPC site during construction*

6.3.18 Motorcycle parking utilisation will be monitored by the Transport Co-ordinator and further parking will be provided, if necessary.

iii. Storage and Shower Facilities

6.3.19 There will be shower, changing and storage facilities provided at the facilities in accordance with **Table 6.3**. Facilities will be included for residents of the campuses within their individual accommodation unit.

iv. Motorcycle Information

6.3.20 Information will be provided with regard to motorcycling in accordance with the Communication Strategy set out in **Table 6.5**.

d) Car Share Measures

i. Car Share Scheme

6.3.21 The staff at the associated development sites will be encouraged to sign up to the EDF Energy car share scheme to enable them to find car share partners for the journey to and from work.

6.3.22 Although the residents of the accommodation campuses will travel by campus buses to and from work at the HPC site, they will be encouraged to sign up to the EDF Energy car share scheme to facilitate car sharing for non-work trips, including the journey to their permanent residence.

6.3.23 Given the nature of the induction process, the majority of workers would access the induction centre by car since they would not have been allocated to a designated bus at this stage. In addition, induction is only for a single day and therefore it is not considered that workers would sign up to the car share scheme to get a partner for a single day. However, as part of the induction process, workers will be informed of the car share scheme and its benefits.

ii. Car Share Information

6.3.24 Information will be provided with regard to car sharing in accordance with the Communication Strategy set out in **Table 6.5**.

e) Parking Measures

i. Parking Constraint

6.3.25 **Table 6.8** below summarises the car parking provision for the accommodation campuses. The table also provides the maximum parking provision for hotels and hostels in accordance with the Somerset Local Transport Plan 2006-2011: Parking Strategy (March 2006).

Table 6.8: Car Parking at Accommodation Campuses

Facility	Car Parking Spaces	Maximum Parking Standards
HPC accommodation campus	353 spaces	510 spaces
Bridgwater A campus	543 spaces	850 spaces
Bridgwater C campus	66 spaces	150 spaces

6.3.26 **Table 6.8** above demonstrates that the proposed car parking provision is well within the Somerset maximum parking standards and will therefore act to reduce the reliance of the car for non-work trips.

6.3.27 A full size and two 5-a-side football pitches are proposed at the Bridgwater A accommodation campus which would be available to the local community. It is therefore proposed that 30 spaces would be provided in close proximity to the sports pitches for use by the local community. Given that a maximum of 50-60 people would be using the three sports pitches at any one time, this provision is considered appropriate.

6.3.28 **Table 6.9** below summarises the car parking provision at induction centres and the PIC. It should be noted that parking for staff working at the other non-campus associated development sites is included within the overall parking numbers set out earlier in this DCO Travel Plan.

Table 6.9: Car Parking at Induction Centre and PIC

Facility	People	Car Parking Spaces
Induction Centre (Junction 24)	Staff and Workers	75
Induction Centre (Junction 23)	Staff and Workers	120
Public Information Centre (Cannington)	Visitors	120

6.3.29 The higher provision of parking at the Junction 23 Induction Centre reflects the larger demand for induction activities by this point in the construction programme.

ii. Parking Permits

6.3.30 Parking permits will be controlled and issued only to those people (i.e. staff at the associated development sites and campus residents) who have indicated a clear requirement to travel to and from the associated development sites by car. A parking permit allocation procedure will be drawn up by EDF Energy prior to the opening of the associated development sites so that people understand the principles upon which the allocation is based.

6.3.31 All residents and staff leaving the associated development sites will be required to surrender their parking permit upon leaving the project.

f) Communication Strategy

6.3.32 The Communication Strategy set out in Section 5 will apply to the associated development sites.

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7. MONITORING AND REVIEW

7.1 Introduction

7.1.1 The DCO Travel Plan will require monitoring, review and revision to ensure it remains effective. All monitoring will be the responsibility of EDF Energy. The review of the DCO Travel Plan will be undertaken in consultation with the TRG.

7.1.2 The monitoring will follow best practice guidance, where appropriate, with reference to the SCC 'Travel Planning Guidance' (November 2011) and the Department for Transport (DfT) document, 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' April 2009.

7.2 Monitoring Strategy

a) Data Collection

7.2.1 **Table 7.1** summarises the data to be collected in order to monitor the DCO Travel Plan. The data will be collected, analysed and reported at the cost of EDF Energy.

Table 7.1: Travel Plan Monitoring - Data Collection

Facility	People	Monitoring data to be collected				
		Mode Share	Cycle and motorcycle parking utilisation	Car share database enrolment	Patronage on each bus service	Number of parking permits issued
HPC site	Workers	✓	✓	✓	✓	✓
Park and ride sites	Staff	✓	✓	✓	✓	✓
	Workers	✓	✓	✓	✓	✓
Freight management facilities	Staff	✓	✓	✓	✓	✓
Accommodation campuses	Staff	✓	✓	✓	✓	✓
	Residents	✓	✓	✓	✓	✓
Induction Centre	Staff	✓	✓	✓	✓	✓
	Workers	✓	✓		✓	
Public Information Centre	Staff	✓	✓	✓	✓	✓
	Visitors	✓	✓		✓	

7.2.2 It is anticipated that the data will be collected as follows:

- Mode share: a form of smart card system will be developed to monitor mode share as well as parking permit information and traffic surveys.

- Cycle and motorcycle utilisation: quarterly surveys to monitor use against supply.
- Bus service: a form of smart card system will be developed to monitor the bus service used for each worker. This information will also enable any serious or persistent issues of non-compliance with the bus strategy to be identified and addressed.
- Car share scheme enrolment: records of car share scheme.
- Patronage on each bus service: a form of smart card system.
- Parking permits issued by site: records of parking permits.

7.2.3 It should also be noted that any information captured by a smartcard type system relating to individuals will need to be subject to compliance with any relevant data protection legislation.

7.2.4 In addition to the data collection set out above, a formal annual staff travel survey will be undertaken. The survey format will be agreed with the TRG and will follow the SCC Travel Plan survey template, where appropriate. The results will be shared with the TRG as part of the monitoring report. The monitoring report will contain the results of the surveys undertaken and set out headline figures against previous monitoring reports. In addition, information on worker locations will be used to assist in determining if amendments are required to bus service provision

b) Monitoring Frequency

7.2.5 The targets set out in Section 4 are 'peak construction' mode share targets. It will be difficult to know when construction has peaked until after the event and therefore it is proposed to use a milestone as a proxy for the peak construction. It is proposed to monitor the 'Peak Construction Mode Share Targets with Transport Strategy' 6 months after all the park and ride facilities have become operational. Prior to this, the mode share targets will be monitored quarterly, unless otherwise agreed with the TRG, to demonstrate that EDF Energy is on track to achieve the peak construction targets. A similar approach is envisaged to apply after the point of peak construction, to ensure continued compliance with the overall DCO Travel Plan and objectives.

7.2.6 It should be noted that the SCC guidance requires annual monitoring but it is considered that, at least initially, the DCO Travel Plan should be monitored more frequently so that EDF Energy can react quickly to any issues.

7.2.7 In accordance with SCC guidance, monitoring will be required until it can reasonably be demonstrated that the DCO Travel Plan is consistently meeting its targets; after this has been demonstrated, the frequency of monitoring may be reduced following the initial period.

7.2.8 It is recommended that the formal staff survey takes place annually, since if surveys are undertaken too regularly, survey fatigue can set in.

c) Travel Plan Report

7.2.9 A Travel Plan Report will be produced at the end of every calendar quarter (i.e. end of March, June, September and December), from the commencement of the DCO construction works, unless otherwise agreed by the TRG. The Travel Plan Report will use the SCC standard monitoring report template, where appropriate.

7.2.10 The Travel Plan Report will be available to TRG members at least three working days in advance of the TRG meeting.

7.2.11 The report will detail the extent to which all of the mode share and other targets set out in this DCO Travel Plan have been achieved and/or are reasonably likely to be achieved. The modal share results will be input into iOnTRAVEL (the travel plan monitoring tool used by SCC) by the Transport Co-ordinator.

7.3 Review

a) TRG Review

7.3.1 EDF Energy will monitor progress against the mode share targets for peak construction set out in **Section 4**. Mode shares will be reported to the TRG quarterly (unless otherwise agreed by the TRG) and the review by the TRG will consider whether:

- EDF Energy is meeting or on track to meet the mode share targets and no amendments to the Action Plan or mode share targets are required;
- EDF Energy is not on track to meet the mode share targets and the Travel Plan contingency fund is used to implement additional measures. In this case the relevant provisions of Schedule 11 of the S.106 obligation will also apply; or
- EDF Energy is not on track to meet the mode share targets but it is considered that no further action should be taken either because there are remedial actions already in train or because any reasons for divergence from the mode share split in Section 4 are considered reasonable and legitimate.

7.3.2 The TRG and Transport Forum will also play an important role in providing feedback on the implementation of the DCO Travel Plan and any issues associated with it.

7.3.3 Where it is considered that, in the light of monitoring information or wider project developments, there is a need to amend or update the DCO Travel Plan or a supporting action plan, this will be considered by the TRG.

b) EDF Energy Review

7.3.4 In addition to the TRG review process, regular internal EDF Energy meetings will take place to discuss the DCO Travel Plan. Continual monitoring and review will be particularly important for a range of reasons. For example it will be necessary to continually monitor the overall level of demand for and frequency of bus services, the demand for parking, consider any emerging issues of compliance as well as monitoring the overall level of efficiency of implementation of the DCO Travel Plan as a whole.

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8. ENFORCEMENT

8.1 Introduction

8.1.1 This section provides a summary of the mechanisms that will ensure compliance with the DCO Travel Plan.

8.1.2 The enforcement of the DCO Travel Plan is considered under the following headings:

- Best Practice: EDF Energy is under scrutiny from stakeholders and the community to adhere to the requirements of the DCO Travel Plan and demonstrate best practice. EDF Energy will instigate management practices with its contractors to ensure compliance;
- Contractual Conditions: EDF Energy will use contractual conditions to ensure compliance with the DCO Travel Plan;
- Default Mechanisms: Should the DCO Travel Plan fail to meet the targets then corrective measures would be taken. A mechanism for rapid resolution if the TRG fails to agree is provided in the Section 106 Agreement; and
- Contingency Fund: A contingency fund will be set up by EDF Energy that can be used following discussion with the TRG to implement additional measures should they be required.

8.2 Best Practice

8.2.1 EDF Energy will use internal management procedures to ensure compliance with the requirements of the DCO Travel Plan including:

- Contractor kick off meetings – Contractors reminded of EDF Energy's standards and expectations as set out in contract documentation;
- Induction – Worker induction to include briefing on DCO Travel Plan;
- Focus Group – Forum established to provide feedback from drivers/car sharers; and
- Learning Reports – incidences of potential breaches or non-compliance with the DCO Travel Plan will be investigated.

8.3 Contractual Conditions

8.3.1 Upon appointment each contractor will have within their contract a condition of contract to comply with the DCO Travel Plan. Non-compliance could lead to sanctions and enforcement measures by EDF Energy.

8.4 Default Mechanisms and Contingency Fund

8.4.1 EDF Energy is committed to implementing a comprehensive transport strategy and package of Travel Plan measures in order to meet the mode share targets.

8.4.2 Notwithstanding this, it should be recognised that the HPC Project is a major and complex construction project within a rural location and the mode share targets are

ambitious. As such there may be a need to implement further measures in order to meet the targets.

8.4.3 In the event that the requirements in this DCO Travel Plan are not achieved, there is a contingency fund available within the Section 106 Agreement to draw on for the purpose of implementing additional measures should these be required. The fund is available for two purposes:

- to introduce additional measures considered appropriate by the TRG to improve modal split if the peak construction modal share targets are not achieved or are not on track to be achieved; and
- to address any unforeseen issues that arise on the local road network. This could include issues such as rat running, fly parking and the like.

8.4.4 The range of measures that the funding could be spent on includes, but is not restricted to, the following:

- improvements to the communication strategy;
- provision of additional sustainable infrastructure/measures;
- traffic management measures to offset identified problems;
- additional signing to assist/prevent vehicle movements on certain routes (i.e. rat running);
- introduction of controlled parking areas; and
- introduction of physical measures on the highway to address specific problems.

8.4.5 The decision on whether money from the fund should be used will be at the discretion of the TRG as set out in the Section 106 Agreement.

8.4.6 The TRG will monitor compliance with the DCO Travel Plan and propose any changes that may be necessary. If the TRG is unable to agree as to the need for or nature of any such changes a procedure for the rapid resolution of any such disagreement is provided for in the Section 106 Agreement. This procedure provides for the submission of the dispute to an independent expert who will consider the issues and reach a decision, binding on all parties, within 28 working days.

APPENDIX A – EARLY ACTIONS

Initial List of Early Actions to Implement the Travel Plan

Element	Action
Communication	Prepare Travel Pack
	Establish HPC intranet site for workers to get travel information
	Develop travel input to induction process
Walk and Cycle	Order cycle parking
Bus and Rail	Appoint bus operator
	Work with the bus operator to develop detailed bus timetables, routes and stops
	Develop park and ride permit scheme including production of permits
	Establish requirements of PIC bus service (i.e. communications within the bus for PIC visitors, EDF livery, promotional material etc)
Motorcycle	Order motorcycle parking
Car Share	Research car share scheme options and select a preferred scheme
	Establish the car share scheme
Parking	Develop parking permit system for all sites including production of permits
Monitoring, Review and Compliance	Appoint Transport Co-ordinator
	Establish TRG and hold a pre-commencement TRG meeting
	Put quarterly meetings in TRG diaries for first year of DCO works
	Develop smartcard type system
	Develop annual staff survey
	Register on iOnTRAVEL
	Develop the framework for the monitoring report
	Appoint arbitrator for rapid resolution
	Include Travel Plan requirements within contractor contracts

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ANNEX 14 - IMPLEMENTATION PLAN

IMPLEMENTATION PLAN

1. Schedule 11 of the Section 106 Agreement confirms that EDF Energy shall use reasonable endeavours to carry out and complete the off-site transport infrastructure works and other specified associated developments in accordance with the Implementation Plan. This is the Implementation Plan referred to in the Section 106 Agreement.

2. The Schedule of Delivery (Table 1 below) shows the anticipated duration of works to construct and start bringing into use the various transport improvements as well as the other specified associated developments, such as the accommodation campuses. Figure 1 comprises the Indicative Phasing Schedule for the project and also forms part of this Implementation Plan. The two are consistent and together demonstrate the intended order and duration of works.

3. This Implementation Plan has been based on the typical length of time required for construction works to take place, providing that all requirements, permissions and any necessary licences have been granted to allow those works to start.

4. The Indicative Phasing Schedule is based on the assumption of a positive decision by the Secretary of State in March 2013. It is anticipated that the majority of works for the off-site associated developments would commence in June 2013. This allows for a three month period to assess the decision, prepare material for submission, formally apply to discharge any necessary pre-commencement requirement and mobilise contractors. Construction of the temporary jetty (and associated earthworks), for which a Harbour Empowerment Order has already been obtained, are anticipated to start three months earlier than commencement of the off-site associated developments.

5. Construction works related to both the HPC accommodation campus and the Combwich freight laydown facility would not be started until later in the schedule. In relation to the HPC accommodation campus, works will only start once the K23 platform has been completed on the HPC Development Site. The works to construct the Combwich freight laydown facility would commence following completion and bringing into use the Cannington bypass. The off-site highway improvement works are expected to start no later than four months after the Order is consented, except where works may need to be staggered to avoid congestion (such as works along the A38 and at Wylds Road, which are all in close proximity to each other).

6. The issuing of any approvals and consents required prior to works starting is not within EDF Energy's control and therefore the timing of the start of construction works will depend on how quickly the consenting bodies can determine any applications.

7. EDF Energy anticipates being able to make detailed submissions to discharge pre-commencement requirements within 8 – 10 weeks of the Order being consented based on the current list of requirements proposed by EDF Energy. EDF Energy also anticipates being able to make substantial progress through pre-application discussions with the consenting bodies at the beginning of 2013 on a 'without prejudice' basis to the decision of the Secretary of State, in order to agree as much submission material as possible.

8. The construction periods identified in the second column of Table 1 do not allow for any contingency in terms of archaeological finds, ecological constraints, bad weather, protestor activity or unanticipated finds, such as service diversions or contamination. For the purposes of this Implementation Plan, a short period has been added to the duration of works (over that indicated in the Indicative Phasing Schedule) to allow for small events and a margin of error in the programme. This is set out in the third column of Table 1.

9. In the event that it appears likely that the duration of construction may go beyond the timescales indicated in the third column of Table 1, EDF Energy would notify the local planning authority of the delay, the reason for the delay, the measures put in place to complete the works and the anticipated completion date.

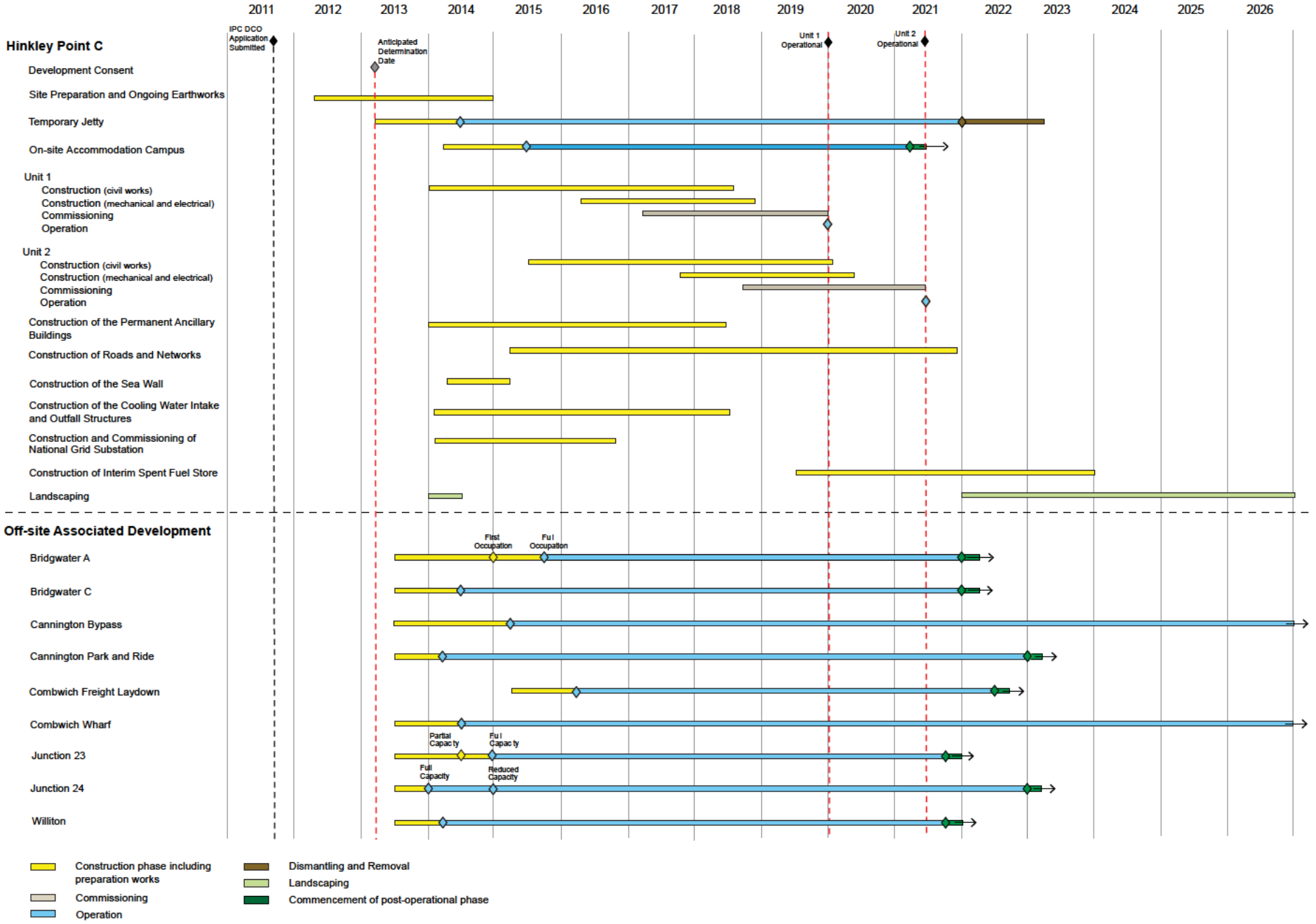
10. Table 1: Schedule of Delivery

Scheme	Indicative Schedule Duration	Implementation Plan Duration (Inclusive of Contingency)
Cannington Bypass	21 months	22 months
Bridgwater A	19 months (partial) / 29 months (full)	24 months (partial) / 35 months (full)
Bridgwater C	13 months	16 months
HPC Accommodation Campus	16 months	19 months
J23	17 months	21 months
J24	7 months	8 months
Cannington Park & Ride	10 months	13 months
Williton Park & Ride	10 months	12 months
Combwich Wharf	13 months	15 months
Combwich Freight Laydown Facility	16 months	18 months
Temporary Jetty	15 months	21 months
Highway Improvements		
M5 Junction 23	4.5 months	6 months
A38 Bristol Road/The Drove Junction	1.5 months	2.5 months
A38 Bristol Road/Wylds Road Junction	3 months	4 months
Wylds Road/The Drove Junction	4 months	5 months
Huntworth Roundabout	1.5 months	2.5 months

FIGURE 1: INDICATIVE PHASING SCHEDULE

Indicative Phasing Schedule
Hinkley Point C and Off-site Associated Development

Revision 2 - June 2012



ANNEX 15 - LIST OF THE BRIDGES, CULVERTS AND OTHER HIGHWAY STRUCTURES

Annex 15 – List of structures

Structure Reference	Structure Name
SCC Owned Structures	
2350301	Cannington New
3301001	Stockmoor
3304201	Bridgwater Retaining Wall
2360101	Sandford Farm
3303001	Chilton Subway
3303101	Wylds Subway
2350701	Cannington Flood Plain Culvert
2350501	Cannington Brook Bypass Drainage Culvert
2350601	Cannington Brook Culvert
3301101	Hamp Culvert
3302301	Horsey Culvert
3302601	Horsey Culvert Extension
3301501	Bridgwater Catacombs
2391201	Durleigh Brook Culvert
3301301	Canal Culvert
3410101	Dunball Old
3410201	Dunball New
3302901	Saltlands Bridge
3301401	Bridgwater Canal
3410501	Dunball Link
2400803	Stogursey Brook
2400903	Burn Brook
2401003	Northwick Moor

2420203	Middle Brook Culvert
2430203	North Brook New
2450203	Bolham New
BWB Owned Structure	
2391301	Wembdon Road Canal
Structure Owner Unknown	
3302501	Stockmoor Flood Relief

ANNEX 16 - TRANSPORT NOISE INSULATION SCHEME

Transport Noise Insulation Scheme

March 2012

Hinkley Point C

Save today. Save tomorrow.

EDF ENERGY

Foreword

March 2011

As part of EDF Energy's proposals for a new nuclear power station at Hinkley Point, we have developed a Transport Noise Insulation Scheme.

EDF Energy has developed this voluntary scheme following almost three years of consultation with our neighbours, residents and the local authorities. We are not required by law or planning policy to offer support schemes. However, we recognise that Hinkley Point C traffic will impact upon the hosting rural area, should its development be approved, and that one of those impacts will be a temporary increase in noise for some properties in Cannington and Combwich associated with construction traffic and activities at Combwich Wharf.

As part of the development consent application for Hinkley Point, we have made a careful and robust assessment of potential noise impacts. Recognising the rural nature of some of the transport routes that will be used, we feel that it would be appropriate to offer the owner of your property the opportunity to benefit from assistance should you wish to make noise insulation improvements to your windows.

The scheme is now open for applications. Please be mindful that, given the need to process registrations and undertake site visits, and subject to the degree of interest expressed, it may take some time before installations are completed. However, we will progress the scheme as quickly as possible. We will review the scheme as we progress, and a full review will be conducted within the next five years.

In developing the detail of this scheme we have taken into account the questions, concerns and suggestions we received from residents and other stakeholders during our wider consultation. We appreciate the uncertainty that the planning process for Hinkley Point C brings and to help minimise this we will be readily available to explain the scheme in full.

I hope that you will feel that the support we are offering is fair, responsible and demonstrates our commitment to being a good neighbour.

[redacted]

Richard Mayson
Director of Planning & External Affairs

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Registered in England and Wales
Company registration number 2366852

Transport Noise Insulation Scheme

Within our proposals for Hinkley Point C we have sought to avoid and reduce transport related noise impacts as far as possible. Our proposals include a wide range of measures to facilitate the delivery of construction materials by sea, to reduce traffic by bringing construction workers to site by bus and to control and manage HGV movements to the site. We are also proposing a bypass of Cannington which would remove traffic from the centre of the village once constructed.

Despite these extensive measures we recognise that there will be an increase in traffic during the construction phase, as well as an increase in the number of deliveries to Combwich Wharf – and that this will bring noise impacts for some properties.

For these reasons we are bringing forward a Transport Noise Insulation Scheme for the most affected properties in Cannington and Combwich.

This Transport Noise Insulation Scheme has been designed to offer choice and flexibility to meet different people's needs.

You can choose from:

- Free secondary glazing to fit existing windows; or
- Free double glazed PVC-U replacement windows; or
- Free acoustic ventilation; or
- A combination of these options.

For eligible properties, the offer of free glazing is limited to windows where the provision of new noise insulation measures would bring a meaningful benefit in reducing the impact of Hinkley Point C related noise. This will be considered on a case by case basis by a Royal Institution of Chartered Surveyors (RICS) qualified third party surveyor and will largely depend on the age, quality and orientation of the windows in question.

If permissions are required from relevant authorities for replacement windows, as in the case of listed buildings, you must gain such permission if you wish to participate in this scheme. We will then endeavour to provide suitable replacement windows after the required permission is granted.

Only one application per property will be accepted for the duration of the Transport Noise Insulation Scheme.

Eligibility criteria

We have used noise modelling to predict the spread of sound from individual sources. The calculations within the model take account of the effects of local conditions including the potential sound absorption by ground cover, screening by walls, other buildings, planned acoustic fences and the local topography.

Eligibility for this scheme is based on robust and detailed noise modelling carried out by acoustic experts, as well as established international guidance on the noise levels at which noise disturbance for residents could occur. This is a voluntary scheme and, for the majority of properties within the scheme, predicted noise levels will be well below those levels at which there would be a statutory requirement for EDF Energy to act.

Eligibility will also be based on proof of ownership and consent of the home owner.

For an application to be successful, the third party surveyor must confirm that the property would benefit from improved noise insulation. The offer is not available to commercial property or agricultural buildings. This is a residential noise insulation scheme.

EDF Energy reserves the right of final decision in cases of dispute, having consulted with the home owner and the appointed surveyor.

How it works

Step 1: The home owner chooses to apply for noise insulation improvements and sends back the attached form with the relevant details.

Step 2: An EDF Energy appointed surveyor will then visit your property to assess whether it would benefit from the scheme and if so which windows would be eligible.

Step 3: If your property would benefit then a contract between EDF Energy's appointed glazing contractor and the home owner will be agreed.

Step 4: The glazing contractor and the home owner arrange for installation to take place.

Step 5: Once installation is complete, EDF Energy will pay the glazing contractor.

Q & A

Question:
1. What about light and dust issues?
Answer:
We are confident that light and dust will be adequately controlled on-site. Should any unanticipated circumstances arise during construction, we will act appropriately and promptly.

Question:
2. What about windows for listed buildings?
Answer:
Listed buildings can be provided with replacement or secondary glazing where applicable. We will be as sympathetic as possible in accommodating your request but the application must be reasonable. Homeowners will be responsible for gaining relevant permissions where required.

Question:
3. Can I take cash instead of windows as I've just installed new windows?
Answer:
No. There will be no cash payments made to home owners.

Question:
4. I would like loft insulation. Is this offered?
Answer:
Loft insulation is not included as it only provides noise mitigation where overhead noise exists, such as aircraft noise.

Question:
5. Is my conservatory included?
Answer:
Conservatories are not included in the offer nor are out-houses, garden sheds or garages.

Question:
6. Are all my windows included?
Answer:
We are not setting a limit on the number of windows which may be improved under the scheme. The surveyor will assess which of your existing windows would face HPC-related noise sources and would benefit from improvement.

Question:
7. When can I apply to this scheme?
Answer:
You can apply for the scheme from this point onwards.

The scheme will close to properties in central Cannington following the opening of the new Cannington bypass, this is because all development traffic will migrate to the new road after this point.

For all other properties, EDF Energy will review the scheme after five years.

We will write to residents in advance of the scheme closing.

Question:
8. How has the scheme area been defined?
Answer:
Properties eligible for the scheme have been defined by robust and detailed acoustic modelling of the area – taking account of established international guidance on the noise levels at which noise disturbance for residents could occur.

Next steps

Should you wish to participate in this scheme, please register your interest by simply completing the attached form and returning it to EDF Energy, 14 King Square, Bridgwater, TA6 3DG. We will then make contact with you to discuss your individual requirements and agree how to proceed. We look forward to hearing from you.

If you have any questions about this scheme or would like a home visit please contact the EDF Energy 24hr free phone number 0800 096 9650. This number will connect you to the EDF Energy office in King Square, Bridgwater during weekday office hours and divert you to our 24hr contact centre outside of these hours.

Transport Noise Insulation Scheme Application Form

Please complete and return this tear off slip to EDF Energy, 14 King Square, Bridgwater, TA6 3DG.

This form registers your interest in the scheme and does not commit you to take part. Please use BLOCK CAPITALS.

Name .....

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Address .....

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Postcode .....

Home tel .....

Work tel .....

Mobile .....

Who is the registered home owner (if different from above)?

Name .....

Address .....

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.....

Postcode .....

Home tel .....

Work tel .....

Mobile .....

Is the property leasehold ☐ or freehold ☐?

Signature .....

Date .....

Save today. Save tomorrow.

EDF ENERGY