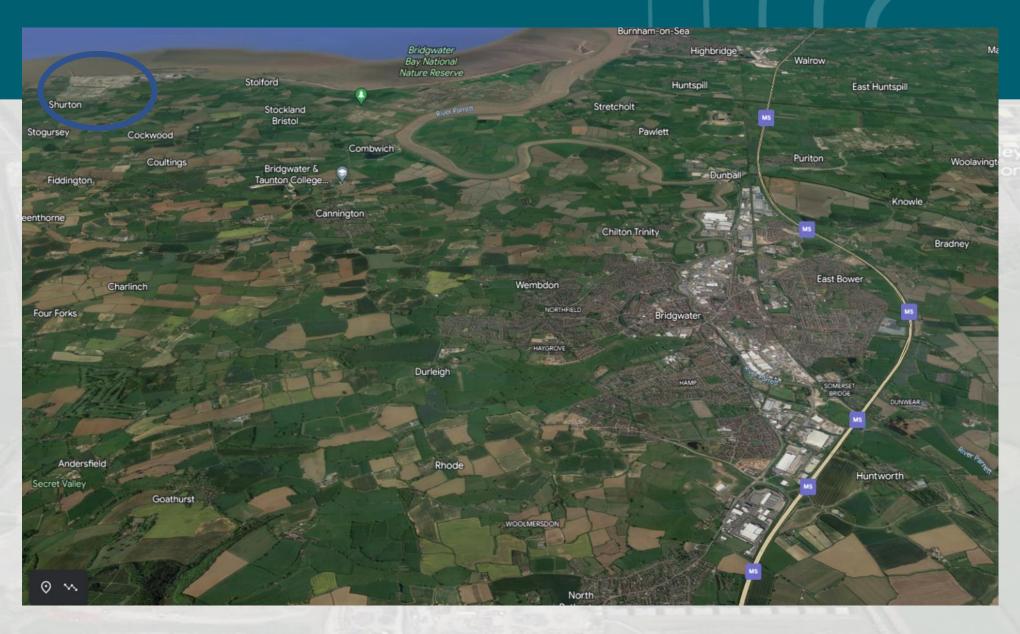
The Infrastructure Race



April 2023

Hinkley Point Complex



The Infrastructure Race

What is Hinkley Point C

The first new nuclear power station to be built in the UK in over 20 years. Hinkley Point C will be a new generation of Pressurised Water Reactors

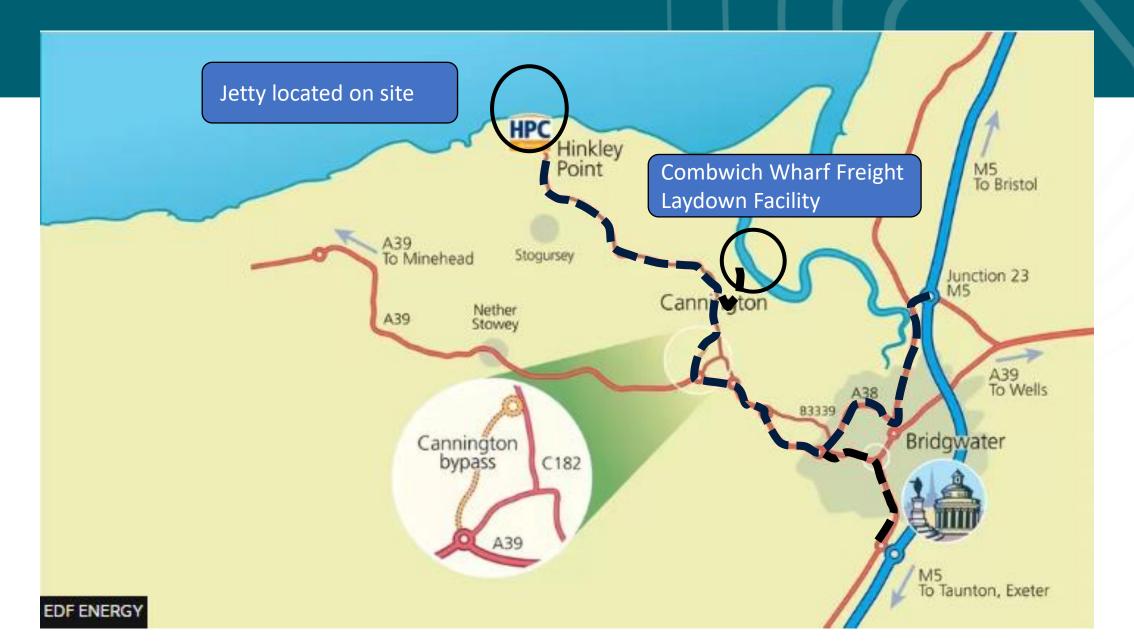
The current build is located next to two other Nuclear power plants:

- Hinkley Point A (Magnox nuclear power station undergoing decommissioning)
- Hinkley Point B (Advanced Gas-cooled Reactor currently undergoing defueling)

Hinkley Point C



Hinkley Point Access



Scale of Construction

Hinkley Point C - Scale of the construction site



3 The Hinkley Point C project – An introduction | NOT PROTECTIVELY MARKED | ©2017 EDF Energy plc. All rights Reserved.

Enabling Works

A programme of off-site enabling works

To support the main construction works at HPC site It is a shop window for Hinkley Point C

All works are off the main site within the local communities Taking place at a early stage within the HPC project timescale

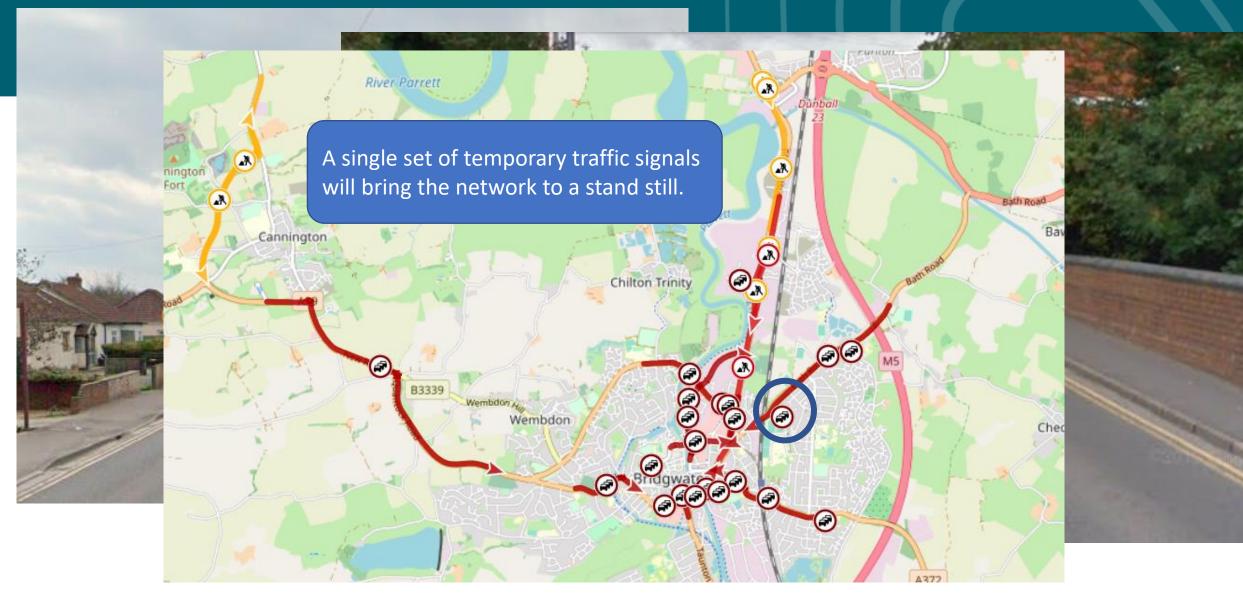
Programme value £225m consisting of:

- Early works (£12m)
- Accommodation (£131m)
- Highway improvement schemes (£28m)
- Park and Ride facilities (£31m)
- Combwich AIL Laydown (£9m)
- Reinstatement (£14m)

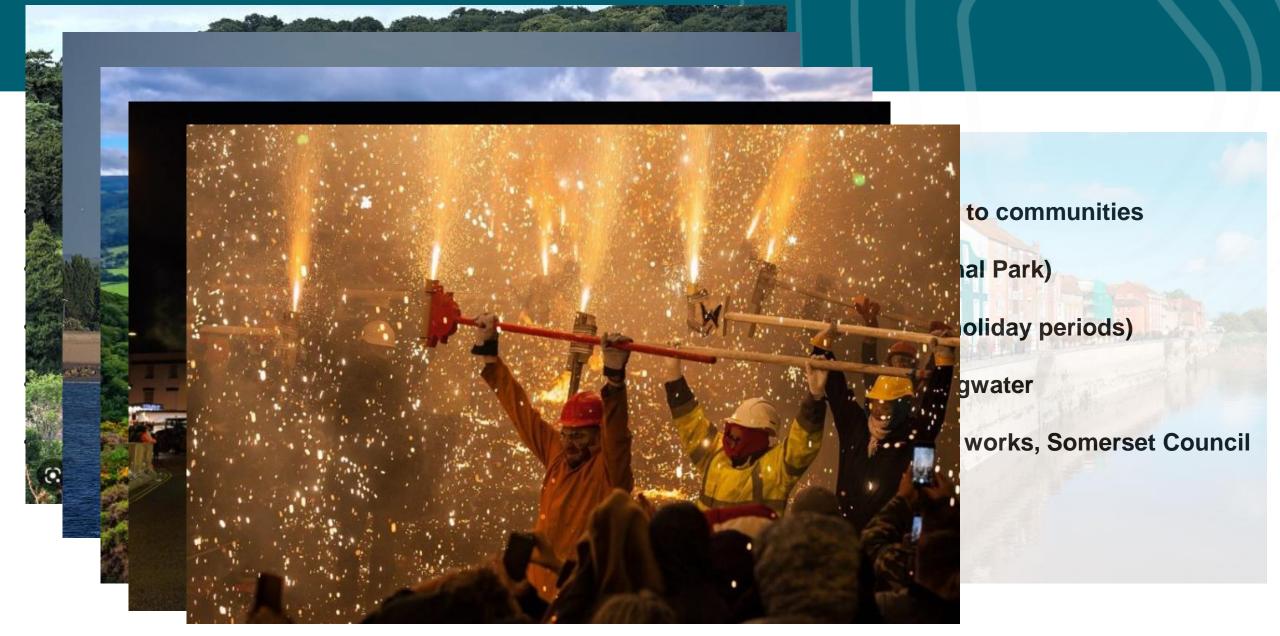
Limitations of existing Infrastructure

- Bringing London-level traffic to a small Somerset town
- Limited network capacity for the expected increase in traffic volumes
- Majority of the route is urbanised, limited scope for upgrade
- Aged infrastructure traffic signals, unsuitable junction alignment, lack of pedestrian facilities

Network Pinch Points



Wider Access



Programme

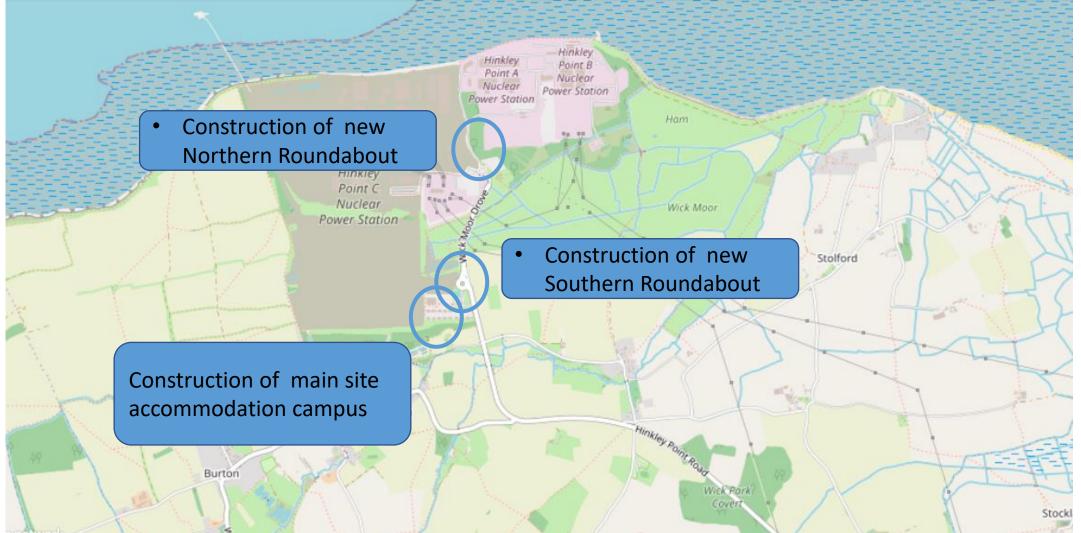
edfenergy

Detailed Implementation Programme - HPC and Associated Developments August 2016

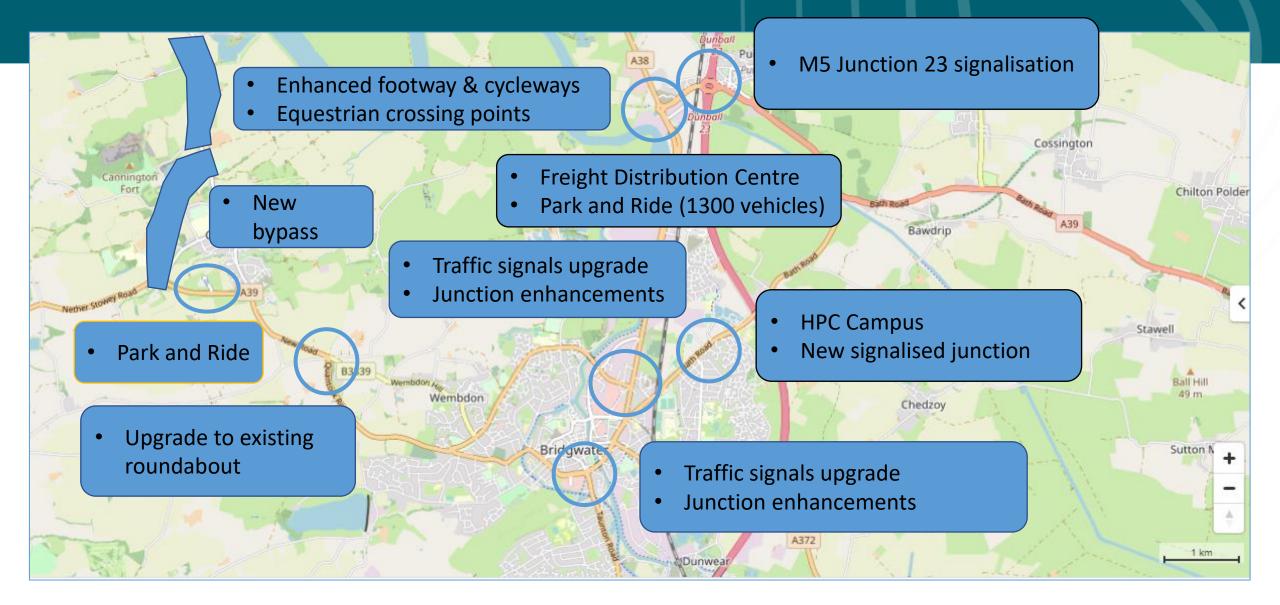


	2014		2		2016				2017	2018			2019			
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HPC Accomodation Campus (Work No.3)												<u>0</u> 0	perational			
*BRI A Accomodation Campus Highway Works (Work Nos. 4B and 4C																
BRIA Accomodation Campus (Work No. 4A)													0 0	perational		
*J23 Park and Ride Highway Works (Work No. 9B)																
J23 Park and Ride (Work No. 9A)										<mark>♦ Op</mark> e	ational					
J24 Park and Ride (Work No. 10)							Î	<mark> ◊ 0</mark>	erational							
*Cannington Park and Ride Highway Works (Work No. 7B)																
Cannington Park and Ride (Work No. 7A)												0 0	perational			
Williton Park and Ride (Work No. 11)												Operational				
Cannington Bypass (Work Nos. 6A to 6J)				¢ C	perational											
Taunton Road/ Broadway (Work No. 18)																
Bristol Road/ The Drove Junction Improvements (Work No. 16)																
The Drove/ Wylds Road Junction Improvements (Work No. 17A and 17B))																
Bristol Road/ Wylds Road Junction Improvements (Work No. 21)							Î									
M5 J23 Improvements (works carried out by HE on behelf of EDF ene																
Jetty (Work Nos. TJ1 to TJ3)										0	<mark>Op</mark> erational					
*Combwich Wharf Highway Works (Work No. 8B)																
Combwich Wharf Refurbishment and Access Road (Work No. 8A)													<mark> 0 Op</mark> era	tional		
Combwich Laydown (TBC) (Work No. 8A)																
Sea Wall																
	Jul Aug Sep	Oct Nov Dec	Jan Feb Mar Apr May Jur	Jul Aug Sep Oct Nov De	Jan Feb Ma	r Apr May Jun	Jul A	Aug Sep Oct Nov Dec	Jan Feb Mar	Apr May Jun Jul Aug S	p Oct Nov Dec	Jan Feb Mar Apr May Jun	Jul Aug Sep	Oct Nov Dec	Jan Feb Ma	Apr May Jun Jul Aug Sep Oct Nov
	2014		2		2016			2017			2018			2019		

Pre Hinkley C Main Build Required Infrastructure



Pre Hinkley C main build - Required infrastructure



Golden Triangle

- Junction refurbishment works in close proximity, within 0.5
 miles of each other
- Roads could not be fully closed for full duration
- Works under extended signal heads would not work, traffic volumes would overwhelm phasing times
- Allow for M5 incidents
- One way gyratory system was devised
- Would also reduce the duration of the works by 15 weeks.

Northern Bridgwater junction improvements Temporary one way system

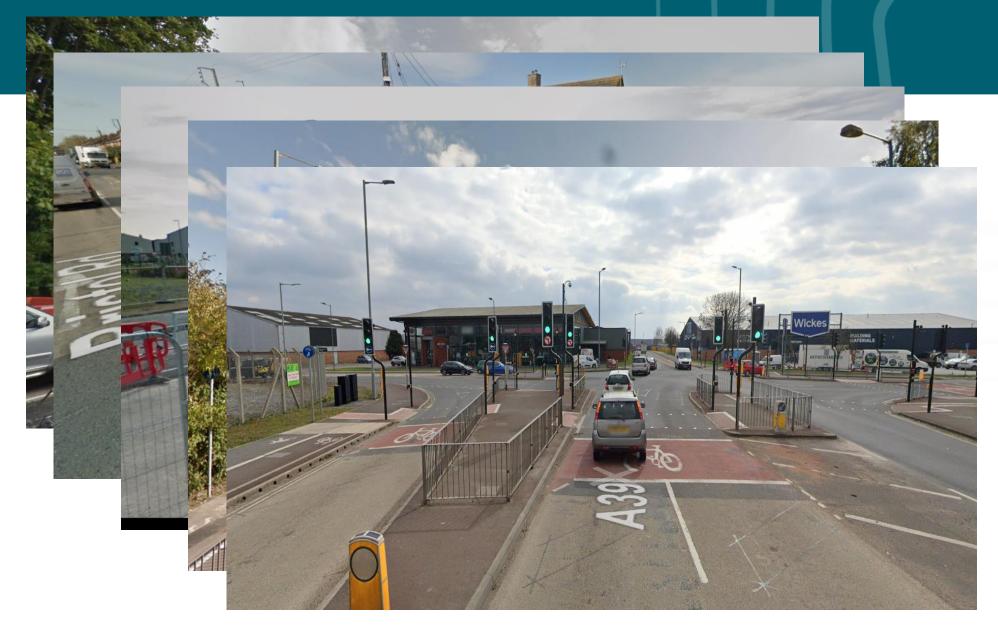
- Bristol Road/The Drove: We're increasing the width of the right turn lane from Bristol Road into the Drove and improving the junction for pedestrians and cyclists.
- Wylds Road/The Drove: We're upgrading traffic lights with a new, intelligent system, providing a left-turn slip road from Western Way into Wylds Road and improving the junction for pedestrians and cyclists.



North to Junction 23



The Infrastructure Race



Golden Triangle

M5 Junction Access



Engagement

- The HPC design teams were not necessarily familiar with the area and the local challenges
- While there was a DCO in place it still relied on negotiation and compromise, knowledge sharing
- Works timeline was not necessarily realistic

Agreed a common framework applicable to all works

- Only one major set of works on one arterial route at one time
- A38 north and south routes could not be worked on that the same time
- Only one motorway junction to be worked on at one time
- Thinking out the box in terms of traffic management what worked before may not work now
- Sometimes shorter disruptive traffic management options are better than long drawn out restricted working

Infrastru EDF add

- Limited capacity for
- Unavoidable networ
- Delivery slots implei
- Park and ride to trar
- Installation of Numb
- Upgrading nearby w
- Construction of jetty



HGV vehicle movements

Due to urban settlements, loads are only moved during the day due to environmental constraints

Timed slots for movements

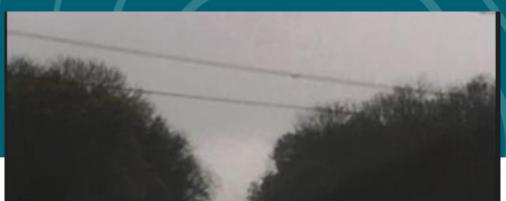
- 7,138 AIL movements so far
- Daily movement cap for works vehicles is 758 (500 HGV's per day)
- excluding buses and personal cars

Assigned HGV routes from M5 Junction 23 and Junction 24

Cameras installed on C182 so that progress could be monitored.

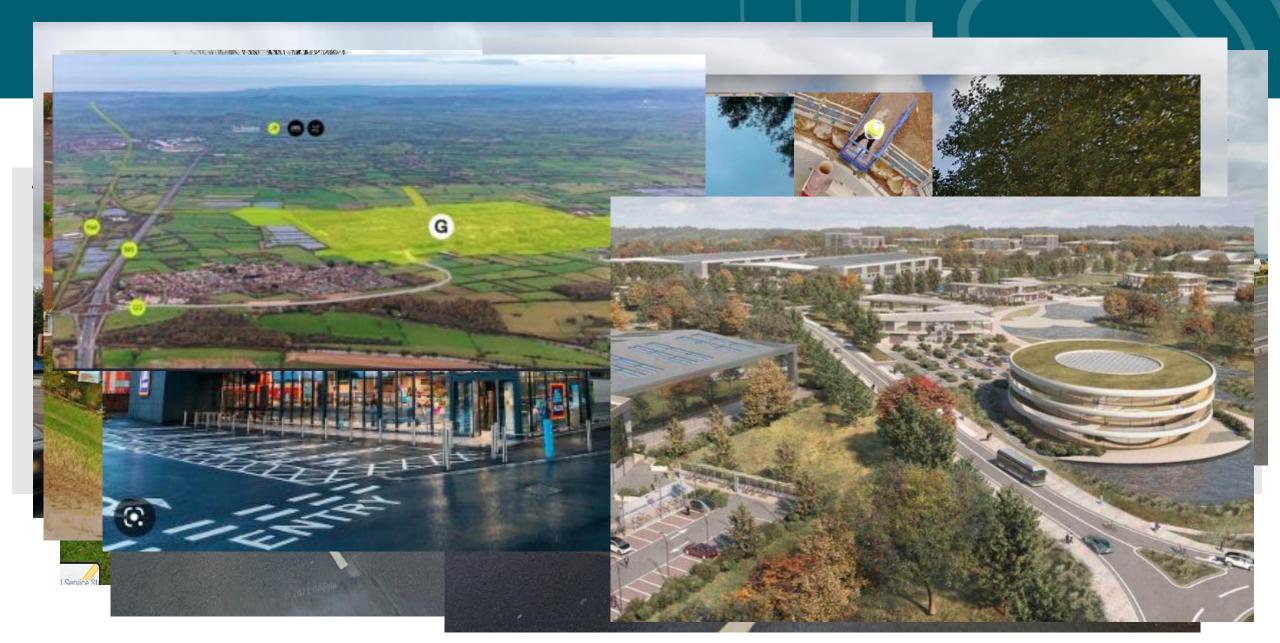
Regular direct AIL movement notifications sent direct - separate to ESDAL

Abnormal Loads





Other Infrastructure





Time for Questions



Contact: Jonathan.weeks@somerset.gov.uk