

Great Western Route Modernisation Electrification Programme February – March 2015

New footbridge successfully installed at Corsham

Network Rail's "orange army" successfully replaced the footbridge in Corsham in the early hours of 22 March. To minimise disruption for residents and any risk of the work overrunning, we decided to build the new bridge off site. We then transported it by road and, using a 500 tonne crane, lifted it up 10 metres, over a block of flats into position. This method of working ensured a reduced impact on the local community, as there was no need for a longer road closure, usually required for on site bridge reconstructions. Work is now taking place to divert utility services and tie in the existing road so the new footbridge can open in June. If you would like to see our team in action, visit our website to watch the time lapse film: www.networkrail.co.uk/great-western-route-modernisation/wiltshire/



Lifting out the old bridge



Placing the new bridge into position

Marlborough Road and Skew Bridges

Temporary road

Our team will soon finalise the design for the temporary road that will be built south of Marlborough Road. This will provide a suitable diversion route while we work on Marlborough Road and Skew bridges to prepare them for the electrification. We have been engaging with various stakeholders, taking their feedback on matters such as drainage, ecology, biodiversity surveys, and permits. Our contractor, Hochtief, has approached Wiltshire Council for the hedge removal requirements for the junctions at either end.

We are looking at starting work in May this year, and we plan to finalise the temporary road in September 2015.

Skew Bridges and Marlborough Road Bridge

Work on Skew bridges is scheduled to start after we finalise the temporary road, towards the end of 2015.

Marlborough Road bridge will be reconstructed in spring 2016. The design for this structure has changed to incorporate the new footbridge which will be included as part of the betterment provided by Wiltshire Council for this structure. We will be maintaining pedestrian access while working on this bridge, by providing a temporary footbridge on the east side.

Power and Distribution Site

New 25kV AC Overhead Line Electrification (OLE) equipment is being installed along the Great Western Route, in order to run the new Hitachi electric trains. Masts and gantries which will support the overhead wire carrying the power will be spaced between every 50 and 70 meters along the route.

Power supply and distribution will implement what is known as an Auto Transformer System. This comprises a small number of feeder substations connected to the National Grid and a series of Auto Transformer Sites which regulate the power along the scheme. They have minimal noise output and they are not detrimental to the health of the people living nearby.

We will be starting construction in May this year an Auto Transformer Feeder Station adjacent to the railway, between Skew Bridges and Broad Town Bridge. Our team is currently conducting acoustic surveys in the area, and we will soon be able to provide more details.

Please keep an eye on our website :

www.networkrail.co.uk/great-western-route-modernisation

Electrification works around Bath during summer 2015

During a six week period this summer, 18 July to 31 August, we will carry out the essential infrastructure work which will involve a massive and complex railway track lowering and reconfiguring scheme to the east of Bath: track lowering at the east end of Box Tunnel and full track renewal throughout, switching and crossing works at Bathampton Junction, track lowering in Sydney Gardens and also under a few bridges between Bathampton and Sydney Gardens. This work is organised in two phases and the train services changes will reflect the two phases. Please see below a brief outline:

18th – 31st July 2015

Box Tunnel will be closed affecting journeys between Bath and Chippenham and journeys via Melksham. The Avon Valley services will run normally.

- One train an hour will run between Bristol Temple Meads and London Paddington via Bath Spa and Chippenham which will be diverted with an added journey time of approximately 30 minutes
- A second hourly Bristol to London Paddington service will run via an alternative route, running non-stop to Swindon
- Some Trans Wilts trains via Melksham will be replaced by Rail Replacement buses

1st- 31st August 2015

The railway between Chippenham and Bath and Trowbridge to Bath will be closed. Services will still be running to and from the West of Bath.

- Three trains per hour from Bath Spa: one HST service continues onto London Paddington, one direct HST service between Bath and Bristol Temple Meads, one stopping service between Bath and Bristol Temple Meads serving Keynsham and Oldfield Park (additional peak time services will be added and also call at Filton Abbey Wood)
- Hourly service from Chippenham to London Paddington
- Hourly service from Portsmouth Harbour to Swindon via Melksham. Customers should change at Swindon for connections to Bristol and South Wales
- Half hourly service from Bristol Temple Meads to Cardiff Central
- The Weymouth service will terminate at/start from Westbury with some re-timings
- Comprehensive replacement bus service from Bath to: Westbury, Frome, Trowbridge, Bradford on Avon, Chippenham, Avoncliff, Freshford, Castle Cary and Bristol Temple Meads (peak only to connect with Weymouth line services)

For more information go to:

www.firstgreatwestern.co.uk/bath2015

Templars Firs bridge open

The footbridge over the railway at Templars Firs reopened on 2 February, after we completed the work to prepare it for electrification on time.



Callow Hill

Work on this bridge is scheduled to start on 30 March for approximately 19 weeks. The diversion route during this period is available on our website at www.networkrail.co.uk/great-western-route-modernisation/wiltshire/

Thingley Road

The old bridge was successfully demolished on 22 March and work is progressing as scheduled, in order to reconstruct the new bridge. Pedestrian access will be maintained via a temporary footbridge for the next 12 weeks while the reconstruction takes place.



***For any enquiries please dial Network Rail's
Helpline: 03457 114141***