

Great Western Route Modernisation - Electrification Programme April – June 2015

Corsham footbridge reopened to the public

The bridge over the railway line between The Cleeve and Pound Mead in Corsham reopened to the public on Monday 8 June, as scheduled. The most visually striking aspect of the replacement work took place in March and, as this [time-lapse photography](#) shows, involved a 500-tonne crane lifting the new bridge over a block of flats and into position. Since then the project team has worked to divert utility services and connect the existing road to the new bridge. We would like to thank the local community for their patience and support while we undertook the significant work needed to prepare this bridge for the electrification of the railway. Now it is complete, we are another step closer to bringing the benefits of electrification and the new electric trains to Wiltshire.



Electrification works around Bath this summer -18 July to 31 August

An interview with Andy Haynes from Network Rail, programme director for the West of England.

So, Andy, what are you doing and why?

We are modernising and transforming Brunel's railway from London Paddington to Swansea to make it fit for the 21st century. Part of these works is the electrification of the line which will pave the way for a fleet of brand new greener, quieter trains with more seats. This summer, we will be working around Bath to prepare the line for electrification.

What do you need to do to electrify the line?

We need to make enough space under each bridge and tunnel for the new trains and the new overhead electric equipment to fit under and through. As you might expect, this involves completing a number of complex work activities to create what we call the kinematic envelope.

Can you give us more details of what you are doing this summer?

During six weeks this summer we will roll out a programme of track lowers and track renewals, and other associated works. More than 225 engineering trains will remove approximately 100,000 tonnes of spoil between Box Tunnel and Sydney Gardens. We will renew four miles of running rails in Box Tunnel, lower the track at five locations (including at Sydney Gardens) and completely rebuild Bathampton Junction. This is the largest scale of works witnessed on the Western route since Brunel built it!

What effect will this have on people travelling to and from Bath?

It is important for people to know that Bath will still be open for business, with trains calling at Bath Spa station throughout the six weeks, so they will still be able to commute into Bath or to enjoy the visitor attractions which this beautiful city has to offer. For the first two weeks, there will be minimal difference whilst we work at Box Tunnel and trains are diverted via Westbury. In August, Bathampton Junction is closed and a very comprehensive rail replacement service will kick in. All services from Bath and Bristol will be routed to London via Bristol for the entire six week period. We encourage everyone to stay on public transport as it will still be the quickest way to get to Bath. We realise that this work will cause disruption to rail users and we have been working closely with all the local Councils, First Great Western and other local organisations to minimise that disruption.

I would encourage everyone travelling between 18 July and 31 August to check before they travel. The information is available both at www.nationalrail.co.uk or www.fgw.co.uk/Bath2015. For more information about our programme do have a look at our dedicated website:

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

Shockerwick footbridge

This bridge's reconstruction is progressing as scheduled, with installation of the temporary fence posts and enabling works prior to removal of the current structure, July 2015. The proposed opening date of the footbridge is 27 November 2015.



Marlborough Road and Skew bridges

We held a public engagement event at the Lime Kiln Leisure Centre in Royal Wootton Bassett, at the end of May, to present our plans and designs for the temporary road that we plan to build 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 received valuable feedback from residents which has been shared with our designers and the Highways team from Wiltshire Council.

We are looking to start working on the temporary road in July this year. We plan to finalise it in October 2015, before starting the reconstruction works on Skew bridges.

Marlborough Road bridge will be reconstructed in spring 2016. The design for this structure has been 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.

Hay Lane bridge

In order to accommodate the new trains and electrification infrastructure, we need to remove the bridge over the railway at Hay Lane. To this end, we will build a new access road connecting the B4005 to Hay Lane. The construction of the new road is planned to start in June this year and it will last for approximately 16 weeks. The removal of the current bridge is planned for Christmas 2015, once the access road is completed.

Callow Hill bridge

Work on this bridge is progressing as scheduled. The new bridge was installed successfully in May and the team is now working on installing the new parapets. The planned opening date is 5 August 2015.



Thingley Road bridge

The old bridge was demolished on 22 March and the first cill beams were successfully installed in May. Unfortunately we have encountered problems with the design of the deck and have had to carry out a redesign. This is now in the checking process and works on site will be minimal for the next few weeks. We are planning to open the road end of this year. We understand that this will cause inconvenience and we wish to apologise for the delay.

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