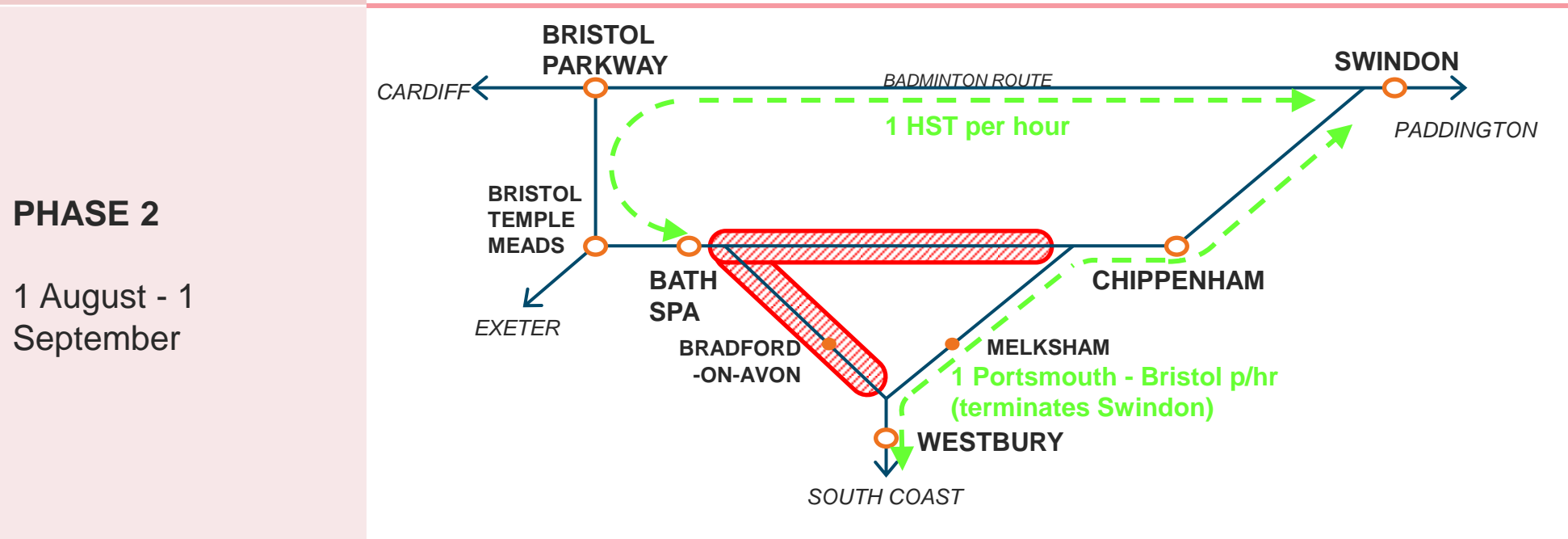
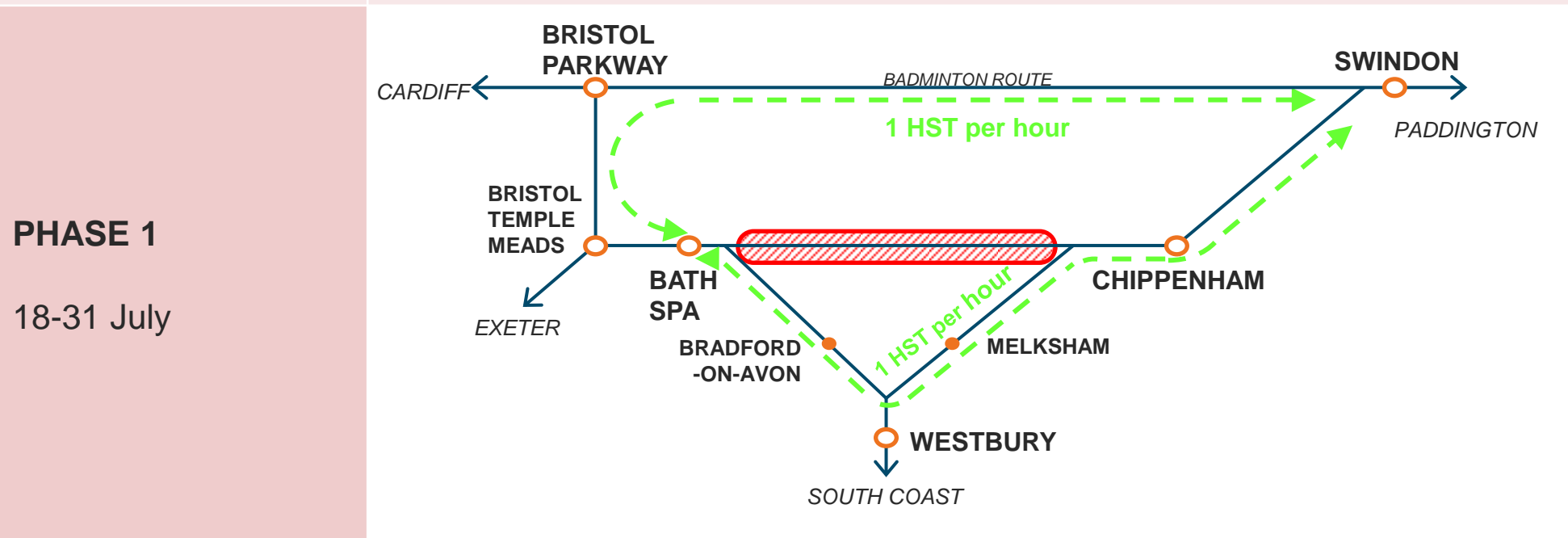


# Overview: Bathampton Temporary Period of Disruption – 18 July - 1 September 2015



Line closures		
Box route	Bathampton Junction to Thingley Junction	0115 – Saturday 18 July
All lines east of Bath	Bath Spa to Thingley Junction Bathampton Junction to Bradford Junction	0115 – Saturday 1 August
All lines reopen		0515 – Tuesday 1 September

Diversiónary routes	
Badminton	1 HST per hour (calling Bristol Temple Meads, Swindon, etc.)
Melksham	Phase 1 only: 1 HST per hour (calling Chippenham, Swindon, etc.) Phase 2 only: 1 Portsmouth-Bristol per hour (terminating Swindon)



Service impacts	Phase 1	Phase 2
High Speed Trains (Bath to Paddington)	2 p/hr – 1 via Bristol & Badminton; 1 via Bradford & Melksham	1 p/hr – via Bristol & Badminton
Bath to Bristol TM	3-4 p/hr – 1 HST; 1-2 stopping	3 p/hr – 1 HST; 1 non-stop; 1 stopping
Swindon - Westbury	Rail Replacement Buses	1 p/hr – diverted Portsmouth-Bristol
Bradford Branch	Unaffected	Rail Replacement Buses
Chippenham - Bath	Rail Replacement Buses	Rail Replacement Buses

*Bath Spa Station remains open throughout with minimum 3 services p/hr*

Risks & mitigations	
Integrated control of works	Engineering command centre controlling works from Bristol Parkway Operational Gold Command in Swindon fully engaged with works
Information flow	Major integrated communications effort involving: <ul style="list-style-type: none"><li>- Full-time communications team presence in command centre</li><li>- Advance news campaign in regional and national media</li><li>- Scheduled programme of press releases throughout works</li></ul>
Conservation requirements	Listed structures: Sydney Gardens (3 bridges, retaining walls Grade II*), Dundas Aqueduct (Grade I), Box & Middle Hill Tunnels (Grade II*), 7 Grade II bridges 6 Conservation Areas, 3 Sites of Special Scientific Interest
Reliability	Swindon and Bristol DU resilience programme before and during works
Resource provision	National Supply Chain ownership of plans for trains, wagons, ballast, spoil and materials (including contingencies), lock down and shared well in advance

Benefits
Delivers route clearance:
<ul style="list-style-type: none"><li>- Enables OLE installation along mainline</li><li>- Clears crucial diversionary route</li></ul>
Comprises key step in Great Western Route Modernisation, resulting in Super Express Trains:
<ul style="list-style-type: none"><li>- Increased capacity</li><li>- Reduced journey time</li><li>- Improved passenger experience</li><li>- Enhanced reliability</li></ul>

Key figures			
10.25	Miles total track renewal		
860mm	Deepest dig (Box Tunnel)		
1973	Last comparable Western mainline possession Last track renewal in Box Tunnel		
£50m+	Total value of works		
163,650	Tons of spoil	1,394	Tons of pea shingle
98,889	Tons of ballast	1,420	Tons of sand
22,914	Concrete sleepers	228	Engineering trains
6	Conservation areas (plus 1 World Heritage Site, 3 SSSI, 12 listed structures)		

Resources	
Engineering trains	228 trains – all resourced and planned
Wagons	Resourced – handling at Westbury planned
Spoil	Plan confirmed using Westbury
Ballast	Plan confirmed using Hinksey
Materials	All resourced and planned
Tampers	46 shifts covered by 8 tampers 3 contingency tampers resourced
Contingency locos	Box – loco & driver at Swindon Bathampton – loco & driver at Stoke Gifford
Route proving loco	Loco and driver resourced

BOX TUNNEL, BOX ASHLEY, & MIDDLE HILL TUNNEL		
Scope	Track renewal, realignment and lowering and drainage works throughout tunnels	
Volumes	9000 yards total track renewal 133 engineering trains	860mm max lower in Box Tunnel
Notes	Critical path activity 2 8hr shifts p/day & option to extend	Listed structures inc. 2 bridges & both tunnels Preserved species (bats) – nightly shutdown
Time	Weeks 1-6 of 6 (throughout works)	

