

A better railway for the Cotswolds

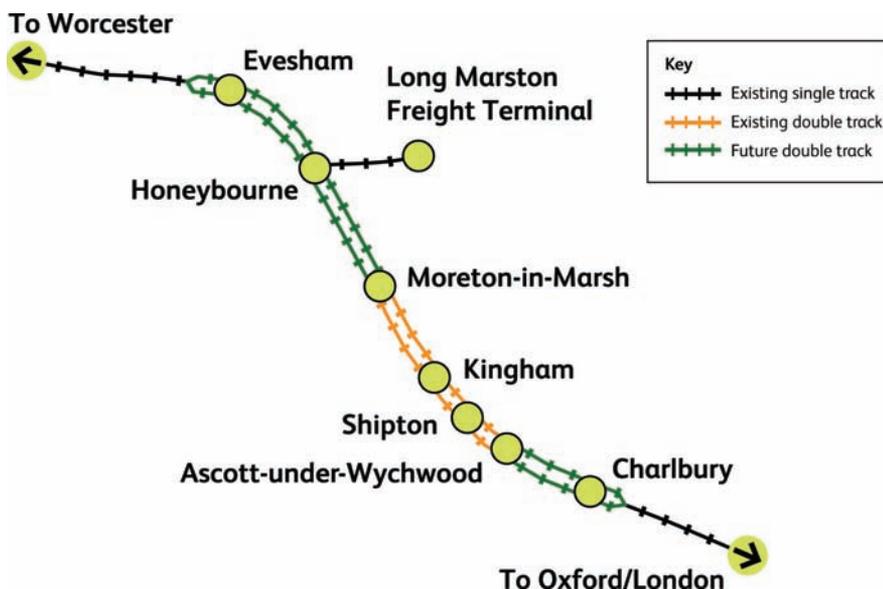
NetworkRail



Autumn 2010 update

More people are choosing to travel by train on the Cotswold line than ever before, and the railway line is very close to capacity.

We're investing in the Cotswold line railway network to sustain improved punctuality, provide extra capacity for more trains, and reduce the impact of delays.



New track

At the moment the Cotswold line is a single track railway along much of its length.

This means minor delays can escalate to affect other services, and there's not enough capacity to respond to increased demand for train services.

We're going to convert 20 miles of the Cotswold line to double track railway, making it easier for trains to pass each other and freeing up capacity on the line.

Better stations

We're also making improvements to stations along the length of the Cotswold line:

Building new platforms and footbridges; installing digital passenger information systems and making improvements to lighting, waiting shelters and other facilities.

"This project will help to encourage people to leave their cars at home and use trains instead as the services will be more frequent and more reliable."

"We also firmly believe that this will help to encourage inward investment and tourism in Gloucestershire, which in turn could lead to more local jobs and a growing economy."

*Clr Stan Waddington,
Gloucestershire County Council*



Honeybourne Bridge Paving the way for new track

The Cotswold project marked an important milestone on the weekend of 2nd October. Engineers worked through the night to replace a railway bridge in Honeybourne ready for new double track to be laid.

The existing bridge was installed in the 1970s and following cuts to the rail network was only wide enough for single track railway. The brand new bridge is wider, stronger and will have a life span of 120 years.

Rosie Majer was one of the project managers in charge of the Honeybourne work

"We had to plan the bridge works at Honeybourne very carefully to make sure we could get everything done in a weekend and minimise our impact on trains. Challenges we faced including shipping the bridge to site from Ireland and ensuring the delicate environment of the Cotswolds was not affected by our work."

"We used a "Self Propelled Modular Transporter" on site, a major advance in the technology of moving extremely heavy loads. It meant we didn't need a crane to lift the bridge, meaning we were less reliant on external factors such as the weather."

Rosie Majer has just completed the Network Rail MSc programme.



Community Relations Spreading the word

We're working hard to engage with the communities that are affected by our work.

- Network Rail and First Great Western joined forces at the Moreton Show in September, setting up an exhibition stand to provide local people with information on the scheme
- Back in June we ran a series of meet the manager events at stations along the route, giving commuters the chance to find out about our plans

- Whilst working on Honeybourne bridge we spent a Saturday morning in Honeybourne village hall taking questions from local people

"These improvements will bring great benefits to the communities served by the Cotswold line. This scheme will mean better journeys for passengers, and represents an important next step in the continuing improvements to services on the line."

*John Ellis, Chairman,
Cotswold Line Promotion Group*

The Future What's next for the Cotswold line?

Now that much of the preparatory work has been completed, the next big phase for the Cotswold project is the laying of the double track. This will start in December and we'll work at night to minimise disruption to trains.

We've recently awarded contracts to Amey and Amey Colas for the track, station and signalling upgrades associated with the project.

We'll employ a production line system to lay the new track, covering about a mile a week. The whole process will last until May 2011.

Network Rail and First Great Western are working together to make sure we complete the improvements to the Cotswold Line with the minimum impact on train passengers and people living near the railway.

In order to give us enough time to lay the track at night, it will be necessary to replace the last trains in each direction with buses.

Full information about how trains will be affected is available at firstgreatwestern.co.uk/northcotswolds.

Summer 2009

Double track laid in Chipping Campden Tunnel

Summer 2010

Preparatory work on track

Autumn 2010

Honeybourne bridge replaced

Winter 2010/11

New double track laid, work carried out at night to minimise disruption

Spring 2011

New platforms at Charlbury, Ascott & Honeybourne

Spring 2011

Stage 1 complete - Charlbury to Ascott-under-Wychwood

Summer 2011

Stage 2 complete - Moreton-in-Marsh to Evesham

Contact Details

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