

## **Network Rail (NR) Henley Branch Line Update – 12/04/16**

Hendy Review in late 2015 confirmed electrification of the Twyford-Henley Branch Line

Choice of preferred construction options & project engineering/financial case by June 2016 (GRIP stages 1-3 complete), with final project authorisation by government expected in autumn 2016.

Commence project mid- 2017 (estimated). Duration 6-12 months, dependent on implementation methodology. The amount of overnight working and line closures are key determinants and sensitive issues. A project as large as this has the potential to have a significant effect on the community.

Masts not gantries will be used (see image) generally positioned 50 – 60 metres apart

Vegetation clearance first task (in 2017) 6.6 metres from the outer rail and 3.5 metres from equipment e.g masts, power units etc. Sensitivity of current vegetation to the village environment is acknowledged and NR will discuss ways to mitigate impact as much as possible.

The line will be 'powered' from the main line, due to 'go live' by end of 2018, which reduces requirement for auto transformer power units along the branch line.

Track lowering under bridges, masts/stanchions on the viaducts is predominant methodology, increasing bridge parapets to 1.8 metres and piling for masts likely to be scheduled early in the project.

Piling anticipated to be shallower than main line due to lighter mast profile and, hopefully, less visually intrusive.

Construction vehicles to be 'kept' in local storage areas - to be identified.

Between Henley & Shiplake, we understand the line has been renewed with 'welded rail', which is quieter and requires less maintenance. NR maintenance staff feel track renewal between Shiplake and Twyford, at least to Wargrave, would reduce maintenance requirements and noise levels. This will be considered as part of the project planning prior to approval.

Electrical wiring will take place in later stages of project, followed by a testing and commissioning period of the installation prior to completion in late 2018.

Potential for Cycle Path next to the track will be responded to (Yes or No in principle) by mid-2017, following completion of NR's final project engineering and financial approvals and discussions with relevant stakeholders within NR e.g. maintenance, property management etc.

Requested that the clutter of signage and equipment at the crossing be reviewed and changes implemented during the electrification project, consistent with the recommendations of Ian Prosser, HM's Railway Inspectorate and ORR Director of Railway Safety.

Consistent with requirements of highest levels of safety at level crossings, request made for response to NR's past suggestion of implementation of double barriers as part of electrification project.