

## Q & A – Electrification

### Frequently asked questions by the community

<u>Question</u>	<u>Answer</u>
<b><u>Why are you electrifying the line?</u></b>	<p>Electric trains are better for the environment than diesel trains, and they're quieter for both those on board the train and those living close to the railway.</p> <p>We're making it possible for electric trains to travel on more areas of the rail network by electrifying railway lines that only diesel trains can run on at the moment.</p> <p>This will help support economic growth across many of our cities and towns and is a key part of the Government's rail strategy as electrification promotes cleaner, more reliable travel and will help reduce the cost of running and maintaining the railway.</p>
<b><u>What is overhead line equipment (OLE)?</u></b>	<p>Overhead line equipment (OLE) refers to the overhead wires and supporting infrastructure that carry electricity at 25,000 volts to power electric trains.</p>
<b><u>Is it safe to live next to an electrified line?</u></b>	<p>Safety is our number one priority – we place new equipment in a suitable location where access can be gained in the event of a failure.</p> <p>How the structures holding the overhead wires are spaced depends on design factors including the alignment of the track and how fast trains can travel on that line. Their positioning is critical to the safety and operation of the railway.</p> <p>We aim to keep local residents informed of our work by writing to those living close to the railway and, where relevant, we hold public information sessions to discuss the works with local communities.</p> <p>With around five million homes either backing onto or facing the railway in</p>

	<p>Britain, we are unable to consider individual requests from our lineside neighbours.</p>
<p><b><u>What is involved in the installation of overhead line equipment? (OLE)</u></b></p>	<p>Safety is our priority when working on any part of our railway infrastructure or installing new equipment. We take the utmost care to ensure the safety of our workers, lineside neighbours and rail users at all times.</p> <p>Installing new overhead line masts and wires for our programme of electrification also involves clearing vegetation from the railway, reconstructing any bridges that are too low to fit the OLE, and piling – drilling foundations for the overhead line masts.</p>
<p><b><u>What is piling?</u></b></p>	<p>Installing foundations to support overhead line equipment (OLE), which we call piling, is part of this preparatory work. Once the cylindrical steel piles have been installed, we then begin to erect trackside posts and overhead wires.</p> <p>Piling involves driving the piles deep into the ground. This is usually done at night-time on weekdays and weekends. We're aware of the inconvenience that piling can cause our lineside neighbours and do everything we can to minimise disruption.</p>
<p>• <b><u>What key work is taking place in 2021?</u></b></p>	<p><b><u>Colton Junction to Church Fenton:</u></b></p> <ul style="list-style-type: none"> <li>• OLE (Overhead Line Equipment) Foundation Piling between Colton Junction and Church Fenton is ongoing and due to complete early March 2021</li> <li>• OLE (Overhead Line Equipment) steelwork masts on the Normanton lines have started to be erected with work ongoing through Spring 2021</li> <li>• OLE (Overhead Line Equipment) steelwork masts on the Leeds lines are due to be installed in Autumn &amp; Winter 21/22</li> </ul>

	<p><u>Colton Junction to York:</u></p> <ul style="list-style-type: none"><li>• Lift &amp; Shift of cabling up until mid-Summer 2021</li><li>• Sheet Piling &amp; King Post Wall Installation from Summer 2021 to new year</li><li>• Christmas 2021 adjustments to existing OLE (Overhead Line Equipment)</li></ul>
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