Accountability, Reliability & Quality

Leading the charge in the decarbonisation of the UK rail network

EAST LOTHIAN

Dunbar Station

The Project

The new platform is being constructed on the Down Line (northbound) to provide increased capacity and improve operational flexibility on the East Coast Main Line (ECML) with the introduction of new Hitachi Azuma and Class 385 rolling stock by LNER and Abellio ScotRail (ASR) respectively. Step-free access is being provided between the platforms via the new footbridge and lifts.

Following appointment AmcoGiffen worked with its lead consultant, AECOM, to develop the finalised designs and secure all necessary technical approvals from Network Rail and other stakeholders, notably East Lothian Council.

Dunbar is currently a single platform Station located on a bi-directional loop adjacent to the ECML through lines and is 46km from Edinburgh Waverley. Passenger numbers are now approaching 500,000 per annum. It is staffed and operated by ASR.

Works are located not just in a busy station environment but also within a town centre location with a range of sensitive users including religious, commercial and occupied housing adjoining the working areas. Part of the existing car park has been temporarily closed to facilitate safe working with the compound established in the station yard.

Location: East Lothian

Clients: Network Rail, IP SNE, Abellio ScotRail

Project Value: £5.4 Million

Dates: May 2019 – February 2020

Scope of works

- Multi-discipline D&B contract including; Civils, Structures, M&E, P-Way, Telecoms
- New Down Platform: 4m wide and 271m long to accommodate 11 car Azuma trains
- Bridge & Lifts: a new 30m single span footbridge on piled foundations with lifts is to provide access between the existing and new platform
- Track: the existing track was on a significant curve through the Station and was over approximately 300m to reduce the existing cant to accommodate the new platform
- Alterations to OLE and S&T were undertaken, including new portal structures and foundations

info@arqrail.com

For further information visit
www.arqrail.com

Accountability, Reliability & Quality

Leading the charge in the decarbonisation of the UK rail network

Lessons Learnt

All works sequencing was planned to ensure safe working within the Station; protecting rail assets, passengers and incorporating train operating requirements into our methodologies. Staff and operatives were provided with training for work in the Station environment; recognising that there would be significant interface with the public.

AmcoGiffen collaborated with NR and ASR from the earliest stages of preconstruction planning. We developed a detailed understanding of the Station assets, passenger behaviour and the operational characteristics of the mechanical, electrical and physical infrastructure.

With our regional office in nearby Cumbernauld, time was invested by the team during the preconstruction phase to develop a detailed understanding of the station at ground level. Likewise our engagement and liaison was extended to include other train operators using the ECML and East Lothian Council who own and operate adjoining parking facilities. This understanding was used to develop effective operational controls that underpinned our ability to deliver safe working.

Significant work elements, including the bridge lifts and electrical infrastructure works, were undertaken during nightshifts with failsafe arrangements implemented for track closures and electrical isolations, and the meticulous demobilisation of working areas at the end of each pre-arranged working period. All works involving heavy equipment within the platform areas were undertaken overnight during normal station closure periods. All new and reinstated electrical infrastructure was inspected and tested in advance of re-opening. In addition, all passenger accessible areas were inspected to ensure they are clear of obstructions, damage free and ready for normal use.

info@arqrail.com

For further information visit
www.arqrail.com