

New Down Platform at Dunbar

Informal Network Change consultation

Background

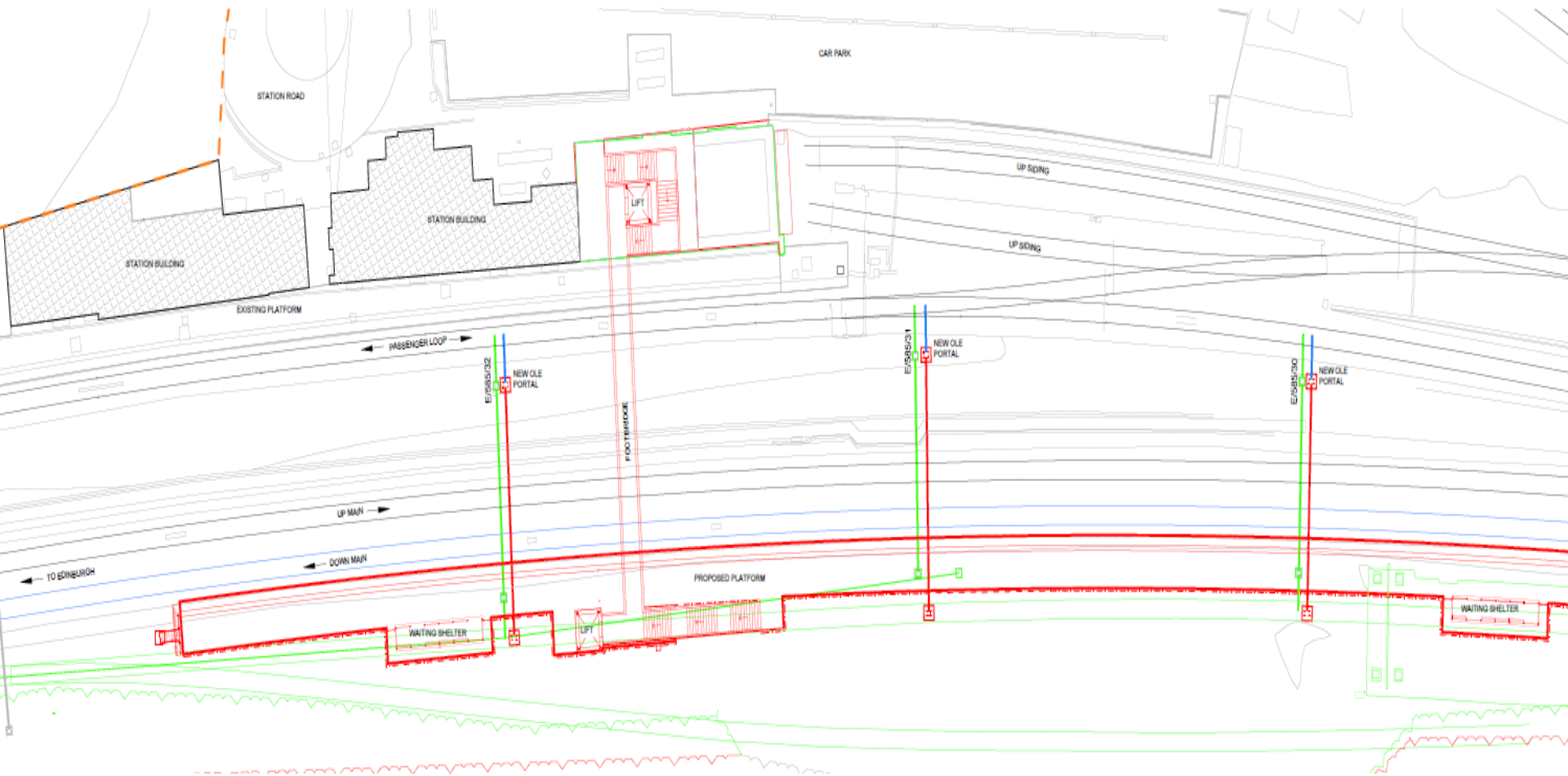
- Dunbar station is located on the East Coast Mainline
- The station has a single face platform on a Up track loop which serves stopping services for both Up and Down trains
- Northbound services must cross the Up Main to access the platform
- The ECML Route Utilisation Strategy (RUS) 2008, published by Network Rail indicates that this operation `restricts capacity and is a performance risk`
- The rail infrastructure capacity on the ECML is insufficient to meet the service aspirations of all operators
- Feasibility work has recommended a single face platform be constructed on the Down Main Line
- A GRIP 3 Option Selection and Outline Design was completed in May 2016

Project objective and key benefits

The objective of this enhancement is to relieve an existing capacity constraint on the East Coast Main Line caused by the single- platform layout at Dunbar.

- *Increased capacity through Dunbar to support an increase in quantum of services on the ECML as defined in the ECML 2020 and 2043 specifications*
- *Reduce journey times for services that call at Dunbar in the Down direction. Capability Analysis undertaken by Network Rail in October 2014 indicates that a platform on the Down main Line could provide a journey time saving of circa 1 minute for Northbound services*
- *Improve performance on the ECML due to the removal of a conflicting move (Northbound services crossing from the Down to the Up line via two sets of points)*

Scope of Construction works



Scope of work

- New Down platform to accommodate a future 11-car Super Express Train with a train length of 266 metres long and required platform length of 271 metres.
- New accessible footbridge, stairs and lifts of steel framed construction at the South end of the existing station building (with the demolition of the storage facility)
- Plain line renewal on the Down Main
- Realignment of the track including reduction of cant
- Replacement of head span structures with portals and re-tensioning of head span structures
- Introduction of an OFF indicator
- Introduction of new CCTV cameras to cover the new platform and footbridge
- Enhance the electrical supply to provide the load supply for the new platform and footbridge

Project Programme

- GRIP 4 (design) – July to December 2016
- Network Change to be issued in September 2016
- Station Change to be issued in October 2016
- Planning application to be submitted in October 2016
- Construction during beginning of Control Period 6 (March 2019 – March 2024)

Comments welcome

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