

OnTrack

Edition 10: March 2010

www.bordersrailway.com

Search on for Borders Railway contractor

The process of identifying the contractor who will build and operate the new rail link to the Borders is now underway.

The notice for the construction contract has been submitted for publication in the Official Journal of European Union (OJEU) by Transport Scotland, the Scottish Government agency in charge of the scheme.

Delivery of the project was taken over by Transport Scotland in 2008 in partnership with the rail industry and local authorities. The official procurement process follows extensive market consultation and testing within the construction industry. This has assisted in measuring market appetite for the project, as well as identifying the various stages of work.

Stewart Stevenson, Minister for Transport, Infrastructure & Climate Change said: *"The Scottish Government has made clear its commitment to this key part of our programme of investment - we are now delivering on that commitment."*

"A fast, efficient rail link connecting communities from the Scottish Borders to Midlothian and Edinburgh will act as a catalyst for economic growth right across southern Scotland, supporting hundreds of jobs during its construction. A new link will increase business development and housing opportunities, and help promote inward investment."

"We're determined to deliver this project for people throughout Midlothian and the Scottish Borders and I'm delighted that we're on track to open up those regions to rail passengers again for the first time in over 40 years."



Stewart Stevenson, Minister for Transport, Infrastructure & Climate Change

In 2008, the Scottish Government accelerated funding for advanced works to commence, enabling work to start in 2009 on the Borders Railway Project and continue throughout 2010. All land required to construct the railway has already been assembled, and further preparatory stages will include diversion and protection of utilities as well as additional environmental work.

Bill Reeve, Head of Rail Delivery, Transport Scotland, said: *"Entering into the procurement process for the main works represents a major step forward for the Borders Railway Project. This has been further helped by our market consultation exercise."*

Expressions of Interest are due to be returned in early March 2010, and the Transport Scotland team will then begin the process of selecting and negotiating with a small number of bids, before appointing a contractor for the main construction contract. In the meantime, enabling work will continue, which will include movement of a number of utilities along the line.

STOP PRESS

ALL ABOARD, NO STOPPING UNTIL 2014!

As *On Track* was going to press the most significant milestone in the lifetime of the Borders Railway was about to be reached. In March 2010, utilities work will begin in Galashiels, marking the official start of work on the railway. The Waverley Railway (Scotland) Act 2006, which gives authority to build the rail link, states that once work has begun the Scottish Government must "construct the whole of the railway", meaning that once started, the railway line must be finished in its entirety from Edinburgh to Tweedbank, so this work truly marks the start of the project – there's no stopping for the Borders Railway now until all 49km and seven new stations are complete.

Borders Railway Progress

In December 2008, Scottish Ministers accelerated funding for advanced works to commence, enabling work to start on the Borders Railway Project in 2009, continuing throughout 2010. This key preparatory stage includes diversion and protection of a number of utilities that cross the line of the railway, such as gas and water pipes. Additional environmental work is also included in these advanced works. Some preparatory work has already been progressed, with vital work undertaken before the construction contract is awarded to ensure that the main contract is focused on building the railway and the new stations.

Testing the market

Transport Scotland has spent a lot of time working with the industry to ensure that the construction contract is achievable.

During this process, the UK entered into a period of recession, which ultimately required further scrutiny of the proposed contract to reflect the current market, therefore this stage took slightly longer than anticipated. This was seen as a worthwhile process however, to ensure that there is sufficient market interest in the contract for the construction of the Borders Railway and that it runs smoothly and costs are as robust as possible.

In January 2010, 58 companies sent just under 100 delegates to a market information day in Edinburgh, where potential contractors received detailed technical information and had the chance to ask questions of the Transport Scotland project team.

Minister for Transport, Infrastructure & Climate Change, Stewart Stevenson also attended the event to address potential bidders. Highlighting that the Borders Railway will play its part in the

Scottish Government's programme of investment in Scotland's trunk road and rail networks, which will help promote the sustainable economic growth of Scotland, he said:

"With such a wide range of organisations attending the successful Market Day, I am greatly encouraged by the response from the market. My officials at Transport Scotland look forward to continuing this dialogue with the industry towards identifying the right organisation to deliver a rail link for the people of the Borders



Redheugh Bridge

and Midlothian for the first time in over 40 years.

"This process marks a significant step forward in delivering a fast, efficient rail link connecting communities and acting as a catalyst for economic growth right across southern Scotland. It will support hundreds of jobs during its construction, increase business development and housing opportunities, and help to promote inward investment as well as contributing to our commitment to cutting carbon emissions."

Check the line online

Take a look at the new website, launched earlier this year, at www.bordersrailway.com. It features updated information about the Borders Railway, including detailed maps, frequently asked questions, latest news and facts and figures, and will continue to provide new information as the project progresses.



Location, location, location

Scottish Borders Council, on behalf of Transport Scotland, has over the last 12 months purchased the land required to construct the railway.

Buying up the land early will have a major impact on the construction contract, allowing the major works programme to begin almost as soon as the contract is awarded, with immediate access to all the land required.

Some of the land has been purchased outright, whereas some land has been purchased on a temporary basis, just to allow access during construction.

Gala Water work complete

Scour repair and protection works on a number of bridges along the Gala Water have been successfully completed as part of the advanced work on the route. Five sites were identified where scour repair was required to remove risk of high water levels undermining bridge foundations.

Scottish Borders Council undertook a series of site inspections to determine the defects and damage to the substructure at these locations.

Delivering these works in advance of the main railway construction will reduce the threat of further structural deterioration from floods. In addition, it will also reassure bidders for the design, build, finance and maintain (DBFM) contract that they will not have to complete this complex work as part of the main construction contract.

Scottish Natural Heritage and Scottish Environment Protection Agency are in favour of repair and protection works being undertaken in advance of



Gala Water

main railway construction, as a phased delivery will protect the Gala Water by reducing the potential impact on key areas that may occur through ongoing delivery of works at multiple sites.

Bridge solution at Cowbraehill

A vital piece of early work in advance of construction on the Borders Railway was completed in the summer of 2009, concerning a bridge built in 1849 which had fallen into disrepair and become a safety hazard.

Early road diversionary works adjacent to Cowbraehill Farm bridge, 8km south of the proposed Gorebridge Station and 16km north of the village of Stow, were undertaken as part of the advance programme. While the majority of the

advance works programme is due to commence in 2010, this piece of work was embarked upon early because of the special nature of the site.

The work involved construction of a temporary access road at the farm to stop traffic using the bridge, followed by the demolition of the bridge structure.

Located two miles east of Middleton between Edinburgh and Galashiels, the bridge had been in use by local residents



Cowbraehill Bridge

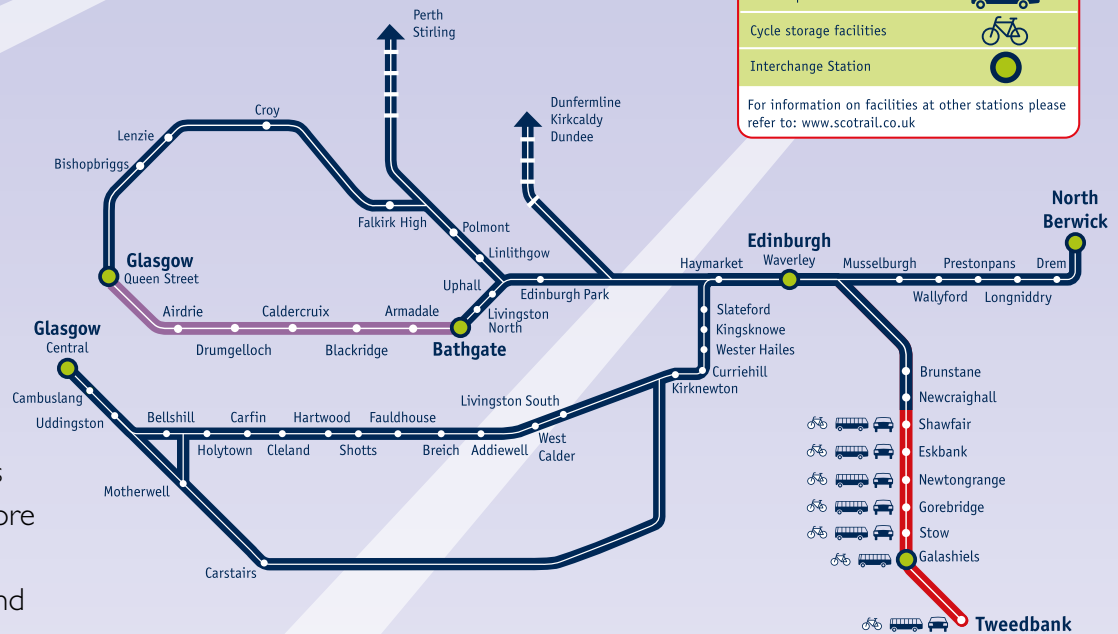
Photo supplied by James Young

since the closure of the railway line in 1969. The works will ensure safe access for local residents in advance of the reintroduction of the Borders Railway, when the bridge will be rebuilt as a road over rail bridge.

A new network map shows how the Borders Railway fits with the Central Scotland mainline network, connecting, for the first time in over 40 years, the Scottish Borders and Midlothian with the main Scottish rail network.

Borders Railway: Progress and Milestones

In terms of work on the ground, there are three key milestones that the Borders Railway will go through before we can hop on for the 55 minute or less journey to and from Edinburgh Waverley.



Preparation (complete)

All of the property and land required to construct the railway has been identified and purchased. In addition, some environmental work, such as scour protection and archaeological surveys, is complete as part of this stage, in preparation for the task of building the actual railway line and stations.

Enabling (starting 2010)

Enabling works are being undertaken separately, throughout 2010, and will prepare the railway route for full construction. This includes diverting or protecting utilities that may interrupt the main build, and undertaking more invasive environmental work.

Construction (2011 onwards)

The main construction contract, which is currently at the stage of identifying potential bidders, is to establish a contractor to Design, Build, Finance and Maintain the Borders Railway. It is expected that the contractor identified through this process will start work in 2011, with completion in 2014.

Borders Railway in numbers

- 10** number of stops between Edinburgh and Tweedbank
- 1969** the year the Waverley Line was closed, shutting off the Borders and Midlothian from mainline rail
- 200,000** number of people in the Scottish Borders and Midlothian area currently without easy access to mainline railway
- 435,000** reduction in tonnes of carbon dioxide emissions over 60 years
- 10** less accidents on the A7 and A68 predicted, per year
- 30** minutes frequency at peak times
- 50** percentage of line that is 'twin-track'

Contact Us

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