

Report on Critical Issues raised by BBS

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Tram Route

2A Haymarket station change process

Update: The current status of the Haymarket Station Change Proposal is as follows:

- NR formally submitted the change proposal to FSR on 16/01/08
- This started the 45 day consultation period during which FRS and the other TOC's can make comments on the proposal. If no comments received – deemed consent is granted on 1/03/08
- **tie** held a workshop (24/01/08) on the station change proposals with NR, FSR and Cross Country present
- Comments from FSR were received and actioned – culminating in a response from **tie** to Steve Montgomery (FRS Deputy MD) on 01/02/08
- **Response to this is awaited.**

Source: Alasdair Sim

2A Caledonian Ale House Utility Diversion

Update: We are dealing with SP on the termination of the supply to the pub and reconnection to Haymarket station. Will give you an update on this when SP comes back to us. Have issued notice to SP last week. **Will confirm we require termination on 1/4/08 in our next discussion (today).**

Source: Graeme Barclay

5A Murrayfield Tram Stop Retaining wall

Update: SDS at V25 have currently programmed to issue IFC design on 2nd May 2008 which has slipped from 7th April at V22 that the agreed construction programme is based on. BBS have programmed to commence construction of these retaining walls from 7th May which leaves no time for preparatory works. The programme logic dictates that the retained wall is required prior to the commencement of track-works in the same area. There is also a further issue that SDS have recently advised that there is soft ground at the location of the Tram stop and therefore 4 options are being considered which will no doubt result in re-design and potentially later delivery of IFC design. There is however scope within the programme logic (dependant on any resultant delay to revised design) for this structure to be delayed without impacting the overall construction programme. **At the moment this structure is not critical to full programme delivery but it looks likely that it will be delayed from the currently agreed programme.**

Source: Tom Hickman

5A

Roseburn St Viaduct design

Update: SDS at V25 have currently programmed to issue IFC design on 27th May 2008 which has slipped from 5th March at V22 that the agreed construction programme is based on. However BBS cannot commence construction of this structure until after the Network Rail Pollution Prevention project is completed in Haymarket Sprinter Depot. This was due to be completed in November 2007 but was re-programmed by NR to commence January 2008 with a seven month duration. BBS have re-programmed to commence construction of this structure in November 2008 although current indications are that the NR programme may not complete by 31st July. **At the moment this structure is not critical to full programme delivery but is open to delay by late delivery of NR programme.**

Source: Tom Hickman

5A

Murrayfield Training Pitches Retaining wall

Update: SDS at V25 have currently programmed to issue IFC design on 16th July 2008 which is in line with 25th July at V22 that the agreed construction programme is based on. BBS have programmed to commence construction of these retaining walls from November 2008. The programme logic then follows on with Water of Leith Bridge and then track-works. **At the moment this structure is not critical to full programme delivery.**

Source: Tom Hickman

5A

Baird retaining wall

Update: SDS at V25 have currently programmed to issue IFC design on 23rd July 2008 which is in line with 21st July at V22 that the agreed construction programme is based on. BBS have programmed to commence construction from mid August 2008. The logic is also tied in to Water of Leith Bridge. There is a definite sequence of construction through-out this area due to restricted access which may be impacted by the slippage of one or more of the affected structures. **At the moment this structure is not critical to full programme delivery.**

Source: Tom Hickman

5A

Balgreen Rd Bridge design

Update: SDS at V25 have currently programmed to issue IFC design on 10th October 2008 which has slipped from 18th August at V22 that the agreed construction programme is based on. BBS have programmed to commence construction of this structure from March 2009. As this structure releases track-works and follow-on E&M works in this area we cannot afford for this structure to slip. **This structure is critical to the delivery of the current full programme.**

Source: Tom Hickman

5A

Earthworks design

Earthworks design to my knowledge is captured in the individual designs for retained walls and embankments along the route. I have no knowledge of separate "earthworks" design

Source: Tom Hickman

5A

ScotRail Depot Change Process and moving depot tanks

Update: This work is outwith our control and was originally programmed to complete by August 2007 then November 2007 and finally it was re-programmed to commence January 2008. BBS have has to re-programme in this area to accommodate the NR programme (see Roseburn Viaduct above) and by all accounts the NR programme is already suffering delay. Although the current programme for Roseburn Street Viaduct is not critical for full programme delivery we would not want to delay construction start again. **At the moment this structure is not critical to full programme delivery.**

Source: Tom Hickman

5B

VE Edinburgh park viaduct

Update: SDS at V25 have currently programmed to issue IFC design on 10th April 2008 which is in line with 21st April at V22 that the agreed construction programme is based on. BBS programme is to commence this structure in August 2008 and the construction programme has already been shared with Edinburgh Park representatives. This structure is also dependant on NR possessions to install bridge deck and again although not critical to full programme delivery could turn into a problem if construction is delayed and further possessions are required resulting in delays and additional cost. **At the moment this structure is not critical to full programme delivery.**

Source: Tom Hickman

5B

Carrick Knowe redesign

Update: SDS at V25 have currently programmed to issue IFC design on 22nd July 2008 which is in line with 16th July V22 that the agreed construction programme is based on. BBS are programmed to commence on 15th August so any delay to design will impact construction commencement. This structure is also dependant on NR possessions to install bridge deck and again although not critical to full programme delivery could turn into a problem if construction is delayed and further possessions are required resulting in delays and additional cost. **At the moment this structure is near critical to full programme delivery.**

Source: Tom Hickman

5B

Earthworks design

Update: Earthworks design to my knowledge is captured in the individual designs for retained walls and embankments along the route. I have no knowledge of separate "earthworks" design

Source: Tom Hickman

5B

Balgreen stop retaining wall

Update: SDS at V25 have currently programmed to issue IFC design on 15th September 2008 which has slipped from 18th July at V22 that the agreed construction programme is based on although BBS are not programmed to commence here until March 2009. As per the comment on Balgreen Rd Bridge **This structure is critical to the delivery of the current full programme.**

Source: Tom Hickman

5B

Constraint on guided busway

Update: It has always been a desire of CEC and TEL to retain usage of the guided busway for as long as possible to reduce the timescale between the removal of a dedicated public service with the replacement Tram. We have in the course of the programme development had lengthy discussions with CEC, TEL and Lothian and Borders Police on the best way forward with this and only agreed in December that this had to be constructed as late as possible following on from the construction works at the Gogar roundabout for the A8 Underpass. We reached a solution with the A8 Underpass taking place between July 2008 and May 2009 and the track-works for the guided busway section commencing in February 2009 (cannot sensibly be any later). **This was agreed to by all parties.**

Source: Tom Hickman

5C

A8 Underpass Sewer Divert

Update: A8 underpass (1500 sewer diversion) – Have met with SW regarding this. Will be holding a meeting week commencing 04/02/08 to go over the options. Diversion works (if required) are needed prior to commencement of Phase 3/4 of the underpass i.e. beginning of December'08. If we can persuade SW that an option to protect/divert within the confines of the u/p then I'll discuss the logistics (in more detail) with BBS. **This will not impact significantly on their programme for the u/p.**

Source: Graeme Barclay

5C

A8 Underpass BT Duct

Update: A8 underpass (1500 sewer diversion) – Have met with SW regarding this. Will be holding a meeting week commencing 04/02/08 to go over the options. Diversion works (if required) are needed prior to commencement of Phase 3/4 of the underpass i.e. beginning of December'08. If we can persuade SW that an option to protect/divert within the confines of the u/p then I'll discuss the logistics (in more detail) with BBS. **This will not impact significantly on their programme for the u/p.**

The design is shown on SDS drawing ULE90130-05-UTL-00524 which should be read in conjunction with schedule ULE90130-05-CAL-00009 v1.

These documents were delivered to tie on Monday 28 January and so can be accessed on the shared site we have with BBS. **BBS have been asked to clarify issue with Pile Redesign?**

Sources: Graeme Barclay Damian Sharp

5C

HP water main at Depot

Update: 800mm SW water main – we require the BAA fence to be moved to allow construction of the 800 p/line. It will take approximately 8 weeks to complete this line. Still awaiting confirmation back from BAA for date to move fence line but could be end March. BAA fencing s/c ready to commence. **Presently we are now programming for an end March start which would mean we are out by beginning June earliest (this is critical to works proceeding at the depot)**

The MP gas main (**not noted in your brief**) is presently being diverted and latest info is that SGN are targeting a completion by end March/ start of April – again this could become critical if this slips.

Source: Graeme Barclay

6

Location drawings

Update: SDS are currently finalising the revised drawings for the depot location. These drawings will include the change to the depot location and will take account of design improvements suggested by BBS such as bringing the tracks closer together to improve the alignment of the depot bridge. SDS expect to issue drawings by 8 February. In the meantime Ian Brown is happy to take relevant BBS personnel through changes since the last drawings issued to BBS.

6

Complete service divers

Update: Completion of diversions (refer to above comments on 800 w/main and SGN MP gas main – all others complete)

Source: Graeme Barclay

6

Pump and clean out

It would take approximately 2 days to pump out depot area. Dewatering facilities already in place and in operation. **Non critical item.**

Source: Graeme Barclay

6

Design for Depot Access X 2

Update: SDS at V25 have currently programmed to issue IFC design on 15th September 2008 which has slipped from 18th July at V22 that the agreed construction programme is based on. Due to programme logic constraints around access the construction of this structure does not commence until after the completion of the A8 Underpass in May 2009. The design therefore should be delivered in time but the structure is in a critical sequencing path. See A8 Underpass. **This structure is critical to the delivery of the current full programme.**

Source: Tom Hickman

6

Earthworks design

Update: The remaining earthworks at the Gogar Depot site. SDS at V25 recorded the Depot earthworks design as being complete in September 2007. BBS have programmed to commence this works from 29th Feb (predicated on contract award on 28th January). There is a dependency on the removal of an existing Scottish Water main as earlier, which in itself is dependant on the re-alignment of the BAA Airport fence line and as such is not expected to be complete now until beginning June, and also the isolation of an existing Scottish Gas Networks HP main which is scheduled to be isolated by the end March 2008. As mentioned

BBS have allowed until mid-July to complete earthworks. **At the moment this structure is not critical to full programme delivery.**

Source: Tom Hickman

7A

Airport retaining walls x 2

Update: Assume this refers to Gogarburn Retained Walls 1 & 2? SDS at V25 have currently programmed to issue IFC design on 17th November and 3rd November 2008 respectively which has slipped from 18th and 15th August 2008 respectively at V22 that the agreed construction programme is based on. BBS are programmed to commence in this area in both cases from mid September 2008 and although there is programme scope to absorb the design slippage, this section contains the test track. **At the moment these structures are not critical to full programme delivery.**

Source: Tom Hickman

7A

Earthworks design

Earthworks design to my knowledge is captured in the individual designs for retained walls and embankments along the route. I have no knowledge of separate "earthworks" design

Source: Tom Hickman

7A

Gogar Landfill

Update: This is at the location of the Gogarburn Bridge and is due to commence February 2008 (assuming contract award of Jan 2008) with the bridge abutments commencing in June 2008 (current design delivery 21st May from 26th March at V22). Following the bridge construction the track-works move progressively towards the airport eventually combining with the track-works constrained by the Gogarburn retained walls above. There is minimal scope for delay in this area and therefore **at the moment this structure is near critical to full programme delivery.**

BBS have been asked to clarify query on vertical alignment

Source: Tom Hickman
