
From: Tom Hickman - TSS
Sent: 19 January 2007 10:00
To: Matthew Crosse
Subject: Proposals for Accelerating Design Information

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Matthew,
following on from our conversation earlier in the week the thoughts I had around accelerating design progress to inform our programme information / reducing pressure on SDS programme are as follows :

Progress

Our initial requirement for progress is to understand what timeframe's remain for not only the entire design programme but for the individual sub-sections, and the disciplines within, particularly at this moment for utility diversion information. This then allows us to update the design section of the Master programme which impacts directly on the subsequent activities.

This update can be done relatively quickly but would require SDS to re-visit their programme to complete the man-hours update.

The second part which is the man-hour update and provides us with the current percentage progress information against the baseline programme could be received in the current submitted timescales without presenting too much of a problem to tie. (we would just need confidence that the activities update with man-hour progress had the same start/finish dates as the first update.)

Programme

To give us a bit more confidence that the programme can be met we could relieve a bit of pressure on SDS by considering some of the following :

- Sections 3A-3B-3C which comprise the Roseburn to Granton Square section (Line 1b) are not programmed to commence INFRACO works until 29th June 2009 so other than for INFRACO bidders pricing requirements this could be delayed in the programme.
- The on-street sections of Line 1a (Newhaven to Haymarket) will be unable to commence INFRACO works until after the TRO process is complete in mid July 2008. Again, other than for INFRACO bidders pricing requirements this could be delayed in the programme.
- There are a set of particular structures that are required to have the design delivered by 1st March to allow the INFRACO bidders to update their bids accordingly so it is important that this is delivered.
 - Murrayfield set of structures
 - Carricknowe bridge
 - Haymarket Viaduct
 - Edinburgh Park bridge
 - A8 underpass
- Section 6 (Gogar Depot) - we have to maintain pressure on the sections of this design that are required for the pre-construction contract. This is essentially the A8 retaining wall piling, and earthworks associated with the Depot footprint.

All of the above would obviously let SDS out of their agreed baseline programme, but would undoubtedly assist us in receiving the design we require on the dates we require it.

Regards

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