



<b>Title of Meeting</b>	<b>BSC/SDS Design Assurance</b>
<b>Location</b>	<b>McAdam Room</b>
<b>Date</b>	<b>16th September 2008 10.00-1.00 pm</b>

**Attendees:**

Tony Glazebrook	<b>TG</b>	Gavin Murray	<b>GM</b>
Alasdair Richards	<b>AR</b>	Duncan Fraser	<b>DF</b>
Lindsay Murphy	<b>LM</b>	Colin Brady	<b>CB</b>
Jason Chandler	<b>JC</b>		

**Apologies:**

None

**Circulation:** Attendees

**Purpose:** *To enable **tie**/CEC to understand how SDS will issue complete, coherent, assured design which will be ultimately acceptable. This is against the background of:*

- *Continuing programme slippage*
- *IFC design preceding full IDC and DAS processes*
- *The plethora of CEC comments still arising on approvals submissions*
- *Output from **tie**/Transdev's recently started operability reviews*
- *The need for demonstrable resolution of past design reviews by **tie** et al*
- *The need for visible evidence of risk assessment and hazard mitigation to fulfil the requirements of ROGS*

1.	<p>SDS V36 DAS dates issued 11 September 2008. JC said that these might change again due to e.g.:</p> <ul style="list-style-type: none"> <li>• Changes e.g. Picardy Place - if no more changes then dates hold</li> <li>• Forth Ports resolution (shouldn't change the 1A date though because it's well in the future)</li> <li>• SRU Agreement – SDS need to see a copy – plus there are changes to the design of Roseburn Street Viaduct due to VE noted that BSC has all information from <b>tie</b> needed to progress Roseburn Street Viaduct works). So section 5A's DAS date will change unless review is done on the basis of as-is and re-review VE'd bits later</li> <li>• CEC approvals and consents output especially on Section 1.</li> <li>• Scottish Water issues on discharge consents (Damian lading this issue)</li> <li>• St Andrews Square tie-in with CEC's Capital Streets project. CEC waiting for estimates to determine who is best to do this work. Unclear who in <b>tie</b> is leading this issue. DAS can be done regardless. <b><u>TG to speak to Frank McFadden to get works delineation/responsibility resolved asap.</u></b></li> <li>• Shandwick Place Tramstop move due to statue visibility. This is one of many changes sent by SDS to <b>tie</b> as a change request. They go to BSC then to Dennis Murray. Noted that</li> </ul>
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	change process is very slow and may further compound delays.
2.	DAS packs will be issued direct and in parallel by SDS on a “for information only” basis to tie. BSC will confirm to <b>tie</b> subsequently that the “formal” issued design is the same as that issued directly by SDS on the “for information only” basis.
3.	CEC comments on recent SDS submissions: <ul style="list-style-type: none"> <li>- North end of Constitution Street still shows old track alignment - which was changed over a year ago!</li> <li>- Reissued drawings still not visibly incorporating previous CEC comments. However, it was noted that SDS has met CEC recently to agree a way forward on how to deal with CEC comments. This was done by looking at route section 1B and agreeing that the principles of treatment for that section are transferable to all other sections. SDS to enact.</li> <li>- If SDS do what they've promised CEC has no problem!</li> <li>- CEC need to sign off before design is issued for construction</li> </ul>
4.	IFC design coming out before DAS might give rise to subsequent changes following IDC. SDS confirmed that full IDC is done before IFC.  BSC will determine what they actually build within the issued IFC packs – this is to take account of e.g. design detail still in development by Siemens. Noted that Haymarket Viaduct drawings at V8 yet <b>tie</b> has only been issued with V4, also:  Q. How is Technical Approval dealt with when design up-revved? A. Dealt with through further Technical Approval/Prior Approval discussions and any other approvals.
5.	Output of <b>Tie</b> /Transdev operability reviews – how dealt with? Can only be done against previous issued requirements.  Noted that the issue of Tram DKE delineation on the road has now been agreed.  <u><b>tie will issue the output of these reviews ASAP to BSC (after filtering these through TEL) for BSC/SDS to review/comment on.</b></u>
6.	What about the demonstrable resolution of past design reviews? SDS said that this is being handled in their DAS process which will include ROR closure.
7.	Need for visible evidence for ROGS/ICP purposes. <u><b>Agreed to take A8 underpass SDS arguments as first example and discuss it at a meeting for TG to arrange with John Dolan, Alan Dolan and Colin Brady.</b></u>
8.	Meeting feedback: <ul style="list-style-type: none"> <li>- AR i) Did we really get to the root of the agenda issues?</li> <li>- ii) DAS dates being underwritten by SDS is good</li> <li>- DF i) Need to see evidence of resolution of CEC issues following PA/TA review</li> <li>- JC i) Need to get changes resolved quickly</li> <li>- ii) Urgent need for Full Depth reconstruction issue resolution</li> <li>- GM i) Need to see issue closure</li> <li>- ii) How BSC design elements will be accepted by <b>tie</b>?</li> <li>- LM i) How to get SDS/BSC buy-in to <b>tie</b>/Transdev operability reviews?</li> <li>- CB i) What DAS's to be reviewed? Need to get confidence ASAP.</li> <li>- AG i) Sounds good - needs to happen</li> </ul>

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