

TRAM Briefing Meeting

AGENDA

Date: 15 March 2012
Time: 8.00 am
Venue: Dunedin Room, City Chambers

Expected Attendees:

Sue Bruce	The City of Edinburgh Council	Sue.bruce@edinburgh.gov.uk
Vic Emery	The City of Edinburgh Council	vicemery@
Alastair Maclean	The City of Edinburgh Council	Alastair.maclean@edinburgh.gov.uk
Mark Turley	The City of Edinburgh Council	Mark.Turley@edinburgh.gov.uk
Dave Anderson	The City of Edinburgh Council	Dave.Anderson@edinburgh.gov.uk
Colin Smith	The City of Edinburgh Council	csmith@hg-group.co.uk
Ainslie McLaughlin	Transport Scotland	ainslie.mclaughlin@transportscotland.gsi.gov.uk
Lucy Adamson	Transport Scotland	Lucy.adamson@transportscotland.gsi.gov.uk
Bob McCafferty	The City of Edinburgh Council	Bob.McCafferty@edinburgh.gov.uk
Alan Coyle	The City of Edinburgh Council	Alan.coyle@edinburgh.gov.uk
Kelly Murphy	The City of Edinburgh Council	kelly.murphy@edinburgh.gov.uk
Neil Gibson	Big Partnership	Neil.gibson@bigpartnership.co.uk
Gavin King	The City of Edinburgh Council	Gavin.king@edinburgh.gov.uk
Julian Weatherley	Turner and Townsend	Julian.Weatherley@turntown.co.uk
Gary Easton	Turner and Townsend	Gary.easton@turntown.co.uk
Rob Leech	Turner and Townsend	Rob.Leech@turntown.co.uk
Shirley Mushet	Turner and Townsend	Shirley_Mushet/PM/Edi/TTGroup@turntown.co.uk
Martyn Ayres	Turner and Townsend	Martyn.Ayres@turntown.co.uk

- 1 Turner and Townsend Bullet Point Report** – Julian Weatherley to speak to the item (circulated)
- 2 Operational Date for Traffic Regulation Order** – Bob McCafferty to speak to the item (circulated)
- 3 Communications Update** – Kelly Murphy to speak to the item
- 4 AOCB**
- 5 Date of Next Meeting**

Client Meeting – 20 March 2012 at 8am in the Chief Executive's Board Room

Turner and Townsend Meeting – 5 April 2012 at 8am in the Chief Executive's Board Room



Edinburgh **Trams**



Edinburgh Tram Project
Interim Presentation 15th March 2012

FINAL

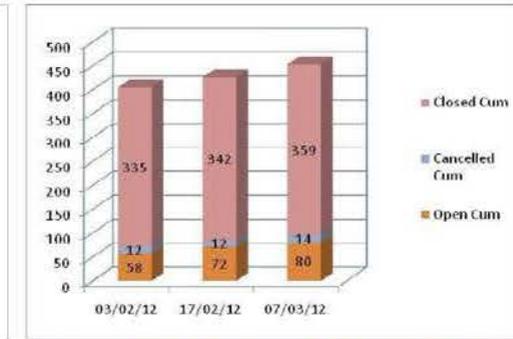
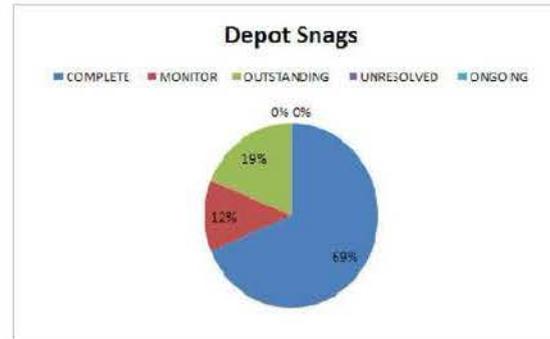


making the **difference**

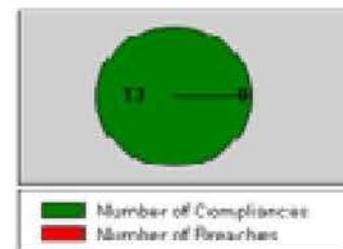
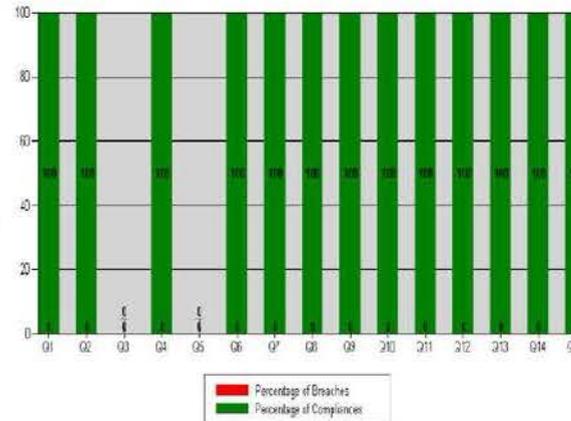
- A service strike took place on an 11kV cable at South St Andrews Street. This incident has been reported to the Health & Safety Executive as a Dangerous Occurrence under RIDDOR.
- The formal investigation into the Ingliston 11Kva incident has taken place. An action plan has been prepared by Farrans.

Date	Location	Detail	Contractor	Classification
24/02/2012	Princes St & The Mound	A section of AB barrier/fencing outside the Gallery blew over, a member of public was caught as the barrier toppled.	Crummock	Member of the public
05/03/2012	St Andrew Square	Member of Public fell on the temporary path, created because of tram works. The fall was outside the RBS headquarters on St Andrew Square	Crummock	Member of the public
07/03/2012	South St Andrew Street	Damage to a live 11 kV cable strike in an open excavation by an operative using a still saw who was attempting to cut the cable. Power disruption to Balmoral Hotel, General Register House and St Andrews House + customers along Canton Rd (123 customers affected).	McNicholas	Service damage
01/03/2012	Baird Drive	Issue regarding the movement of soil from Baird Drive and SEPA involvement.	Bilfinger Berger	Environmental
05/03/2012	Section 7	Vehicles parked in the Asset Team Offices car park as well as the CCRC walkway canopy and the taxi rank shelter have been subject to concrete / cement splashes.	Farrans	Member of the public
24/02/2012	Shandwick Street & Canning Street	Damage to fibre optic cable serving DLA Piper Collins House.	McNicholas	Service damage
29/02/2012	South St Andrew Street	90mm PE pipe to hydrant at South St Andrew Street (outside Vodafone & McDonalds) struck.	McNicholas	Service damage
22/02/2012	Ingliston Park & Ride	Diesel spill from generator set.	Siemens	Environmental
15/02/2012	Section 7a	Site worker tripped in trench and cut his arm on some steel mesh.	Farrans	Minor injury
05/03/2012	Section 7	Site worker was hit in the face following release of concrete materials under pressure from pile caisson.	Farrans	Minor injury
20/02/2012	Site compound 5C	Site worker suffered seizure in site compound when leaving work.	Coffey	Near miss
22/02/2012	Section 2a	The Hiab provided for unloading railway sleepers was not the specification as included in the WPP as it did not have a slew restrictor facility and was not operating in a failsafe manner adjacent to the railway corridor.	Bam Rail	Near miss
15/02/2012	Haymarket Yards	Air hose became disconnected from a breaker whilst charged with compressed air.	Grahams	Near miss
02/03/2012	South St Andrew Street	Scaffolding baton fell from adjacent construction site into McNicholas site.	McNicholas	Near miss
06/03/2012	Fredrick St & Castle St	CEC Control phoned stating that a number of frames had been blown over in the high wind and that tarpaulin also required to be secured at Fredrick Street & Castle Street.	Crummock	Near miss

- Close out of remaining snags for Section A (Gogar Depot) are being targeted for completion by end of June 2012.
- 27 NCR's were raised during the period and 17 NCR's were closed out during the period.
- 11 no open NCR's are greater than 6 months old. Total No of NCR's raised is 453.
- BBS have raised an NCR for the Murrayfield tram stop retaining wall, it has been agreed that the wall will be reconstructed.
- BBS continue to have discussions with the Scottish Environment Protection Agency (SEPA) regarding the interpretation of soil samples taken on site.
- CoCP compliance for the two week period since the last dashboard has increased and was recorded at 100%.



Note – NCR's relating to Forth Ports works can be closed as no longer in BBS scope.



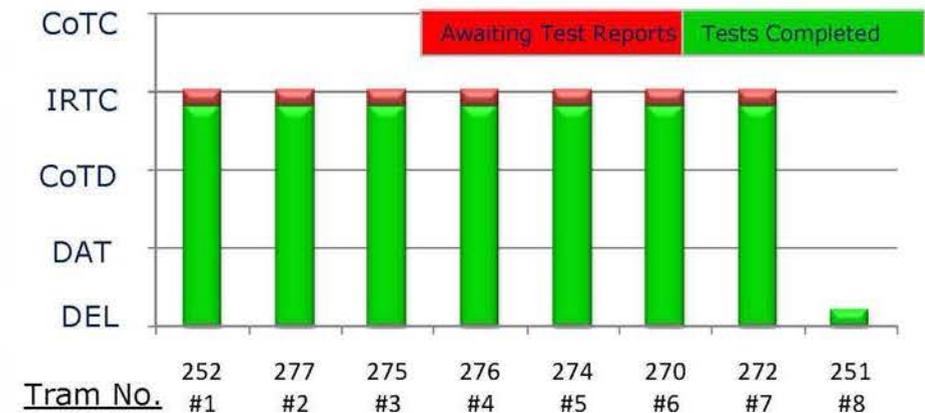
Q1. Hours of Work
Q2. Notification
Q3. Notices
Q4. Fencing and Hoarding
Q5. Noise
Q6. Waste Management
Q7. Waste Water and Run-Off
Q8. Water
Q9. Emergency Access
Q10. Parking
Q11. Litter and general housekeeping
Q12. Dust
Q13. Smoking
Q14. Members of the Public
Q15. PPE and Behaviours

making the **difference**

- Process has started to allow additional 2 trams to be vested in CEC.
- Interim Tram Commissioning Type Test Certificate is to be issued this has been agreed Inspector signature.
- Delivery of 9th tram due 13th March 2012.
- Routine Testing of 8th tram (251) to commence on 12th March 2012.



Tram Commissioning Progress



- ❑ CoTC - Certificate of Tram Commissioning
- ❑ IRTC - Interim Routine Test Certificate (MTT)
- ❑ CoTD - Certificate of Tram Delivery
- ❑ DAT - Delivery Acceptance Test
- ❑ DEL - Delivered

- Bus Lane on Princes Street closed and Mound re-opened.
- Scottish Water – Progress being made on drainage connections and relationship building.
- Delays in Haymarket 1 & St Andrew Street due to re-design of drainage.
- St Andrew Street south utility works on schedule but will be impacted in part by drainage re-design.
- Commercial position with Infraco regarding drainage re-design being finalised.
- Infraco piling completed in St Andrew Street and progressing in Shandwick Place.
- Detailed planning of York Place has commenced including strategy for Cathedral Lane sub-station.
- Forth Ports and Lindsay Road area – Target date of end April to commence works, some initial TM being removed.
- Legacy works within tram worksites – Possible delays, categorisation being finalised.
- 24th March - Commence utility works in Haymarket 2-5.
- Leith Walk – Legacy Works PQQ process ongoing.

Off Street - Key Issues

- Murrayfield Ground Improvement methodology proposals still to be submitted to Network Rail.
- Sheet piling at the Water of Leith bridge has caused the Network Rail track to displace vertically, continually being monitored daily, Tamper arriving 22nd March 2012 to re align the track.
- Breach of the ScotRail access protocol by BBS's subcontractor stopped works on site mitigation measures have been agreed with NR to allow works to continue.
- Wayleave signing between SGN and NIL outstanding.
- Design Issues; Murrayfield retaining wall movement and Eastfield Avenue rail alignment.
- Haymarket works, require to keep to revised programme.
- Medium pressure gas main at the airport hit by an excavator.
- Edinburgh Gateway instruction for the slope option to be issued.



Cost Summary (All figs £M)

Reporting Date:	27 Feb 12	8 Mar 12	Movement
Contract Price(s) - Infraco, Utilities, Trams	479.7	479.7	0.0
Add: Approved Changes	1.1	-0.1	-1.2
Add: Changes in Progress	3.6	9.6	6.0
Add: Anticipated Changes	15.2	15.9	0.7
Less: Funding contributions	-3.8	-8.6	-4.8
Less: Opportunities to secure	-7.3	-7.3	0.0
Current Forecast cost excluding risk	488.5	489.2	0.7
Budget Including risk allowance	500.2	500.2	0.0
Balance: original risk allowance	-11.7	-11.0	0.7

Commercial issues – principle to be agreed (Red status)

1.3



Edinburgh Trams

End.

Tram Traffic Regulation Order Briefing Note.

Background

Traffic Regulation Orders (TROs) are the means by which a Roads Authority manages — regulates — the use of the road network. The Orders comprise Schedules and Articles. The Schedules basically describe what, where and when, e.g. No Waiting between two points for whatever period of time. The Articles describe who the schedules apply to or who is exempt, e.g. they define what constitutes a “bus” in relation to a bus gate restriction. They’re a riveting read.

To address changes to the required regulations on the road network a Roads Authority may promote a new Order (to replace an existing Order) or vary an existing Order.

For an Order to be enforceable it is essential that what is actually on the ground — the geometric layout, the signing and lining — matches what is described in the Order. It is also essential that the signing and lining are both clear and legal. Legal means that they are as “*prescribed*” in *The Traffic Signs Regulations and General Directions 2002 (TSRGD)*. If a Roads Authority wishes to use something not identified in the TSRGD they can apply to the Scottish Government for approval for the use of any such “*non-prescribed*” signs. We have done this for tram and approval, which we expect to get, is pending.

TRO1

We promoted a set of Orders — designated “TRO1” — for the “*on-road*” section (Haymarket to Newhaven) and they are now “*made*”, i.e. they have been through the required statutory consultations, they are approved and they may now be applied on street. We are promoting a variation order to address the decision to terminate the tram at York Place. As this deals with the road network beyond where we’re building there are no implications for the tram project.

TRO1 generated a number of objections, as anticipated, and one of the actions identified to address them requires a variation Order. If we are successful in promoting that variation it has implications for tram (see below).

We are in the process of promoting a variation Order to change the “*Operative Date*” cited in TRO1.

TRO1 Operative Date

An Order must cite an “*Operative Date*”, that being the date on which the Order will come into effect, i.e. the date of implementation of the project. The date cited in TRO1 when it was made was superseded by events, or lack of events, so in August 2011 we extended the date forward to 8 October 2012, that being the conjectural earliest tram-opening date at that time.

That date is now also obsolete so we must repeat the exercise to extend the date forward again. **This process needs to begin now** and will take the form of notification to statutory consultees. This will be followed in due course by advertisement in newspapers. The process is concluded by reporting to the Transport Infrastructure and Environment Committee detailing objections and recommending actions to deal with them in order to confirm the operational date.

As the current operational date expires in October 2012 the revised operational date must be reported prior to that date. **It is proposed to report in June 2012.**

Edinburgh Tram Network Variation to Traffic Regulation Orders

**Report authorised by Director of Services for Communities
under Delegated Powers**

Date: 5 March 2012

Purpose of report

To amend the 'Operational Date' of the Traffic Regulation Orders (TRO1) which governs the "made" orders for the on-street section of the Edinburgh Tram Network (ETN), so as to reflect the earliest possible completion date of the Tram works on-road.

Main report

1. TRO 1 was made with the operational date of 3 October 2011 and amended to 8 October 2012 by a Variation Order last year. This date was chosen as the contract process required the Orders to be made. At that time it was not possible to be definitive about the completion date.
2. It is necessary to review the 'Operation Date' again to prevent the Order being implemented and revoking the existing waiting restrictions etc. A Variation Order will require to be promoted, to come into effect prior to the 8 October 2012. It is proposed to set the new implementation date to coincide with the earliest possible ETN (including shadow running) completion date, taking into account the current circumstances. This will enable the Council to manage the Road Network until the tram can operate on-street.
3. It is therefore proposed that the new 'Operation Date' should be 7 October 2013.

Financial Implications

4. None other than the costs of processing the Traffic Regulation Orders.

Recommendations

5. To commence the statutory procedure to vary the relevant Traffic Regulation Orders to alter the 'Operation Date'.

Marshall Poulton
Head of Transport

Appendices None

Contact / Tel John Richmond - 0131 [REDACTED]

Wards affected 4 – Forth
11 – City Centre
12 – Leith Walk
13 – Leith

Background
Papers None

«Name»
«Position»
«Organisation»
«Address_Line_1»
«Address_Line_2»
«Address_Line_3»
«City»
«County»
«Post_Code»

Date 12 March 2012

Your Ref

Our Ref TRO/12/20/ADY

Dear Sir / Madam

TRAMS - EDINBURGH
PROPOSED AMENDMENTS TO TRAFFIC ORDERS

In accordance with the terms of the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, I write to inform you that the City of Edinburgh Council proposes to promote an order which will amend the Traffic Regulation Orders governing Edinburgh Tram Network.

It is proposed to change the commencement date from 8 October 2012 to 7 October 2013.

The purpose of this letter is to consult with you on the proposed orders. I would welcome any comments you may have to offer within 4 weeks of the date of this letter.

Formal objections are not invited at this stage, as a further period will be allowed for the submission of objections when the proposals are formally advertised. It is intended to advertise the proposals later this year.

If you have any queries, during this consultation period, please contact John Richmond on 0131 469 3765 or e-mail TrafficOrders@edinburgh.gov.uk.

Please note that all formal responses must be addressed to:

Edinburgh Tram Network
c/o Dundas and Wilson
Saltire Court
20 Castle Terrace
Edinburgh EH1 2EN

Yours faithfully

MARSHALL POULTON
HEAD OF TRANSPORT

Mark Turley, Director, Services for Communities

Transport, City Chambers, High Street, Edinburgh EH1 1YJ



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