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**From:** Julie Smith  
**Sent:** 15 July 2010 14:01  
**To:** Damian Sharp  
**Subject:** PD Report

### Gogar Interchange – exec summary

- Discussions with BSC in respect of wider ETN Project issues continue. Transport Scotland has expressed a desire that these discussions include agreement on Gogar Interchange. **tie** has reservations that inclusion of Gogar Interchange in the ongoing discussions could lead to disruption and delay in resolving the wider project issues. **tie** will continue to seek agreement on Gogar Interchange at the appropriate time.
- Prior Approval has been delayed as one of four issues raised by CEC has not been closed out to CEC's satisfaction. This relates to the type of Trackform to be used. Discussions are continuing between **tie**, BSC and CEC to resolve the matter and allow the committee to review the scheme on 28th July 2010. Efforts will be made to recover the delay associated with this by seeking to accelerate production of IFC once the Prior Approval has been granted. This will depend on availability of the SDS design team, which is a separate team from the core ETN team.
- **tie** have previously advised Transport Scotland that the potential impact of Gogar Interchange programme to ETN could be in the region of 6 months. Transport Scotland have sought and been given an assurance that this appraisal was one of several scenarios to be tested that **tie** will be investigating further scenarios with a view to improving this outcome. Following an initial discussion with Transport Scotland, **tie** held a Construction Staging meeting with TS, Network Rail and BSC. The primary aim of the Construction Staging meeting was to identify the actions required by all parties to allow BSC to meet high level milestones. The meeting focussed particularly on BSC scope, however **tie** would suggest similar discussions focusing specifically on Network Rails scope will be necessary. The target dates discussed would minimise the impact of Gogar Interchange works on the wider Edinburgh Tram Project; however there are significant commercial and legal matters that require to be overcome to achieve this. **tie** are now preparing a request for an Estimate from BSC that reflect the discussions held.
- **tie** have agreed to take responsibility for a revised road drainage design at the A8 which has arisen from Network Rail's sewer design. This is due to the optimum solution being likely to overlap with BSC construction activity. An Estimate has been requested from BSC for the design aspect of this work, but remains outstanding. A meeting was held with Scottish Water, where SW have agreed to pro-actively seek a more effective solution.
- **tie** have very little visibility of progress on legal agreements and remain concerned that progress will not be achieved by the agreed date of October 2010. **tie** will not accept responsibility for any delay associated with legal agreements not being reached in line with the needs of the construction programme. The land transfer from CEC to Network Rail cannot proceed ahead of other agreements being substantially complete because the land transfer needs to include servitudes in favour of **tie**/TEL to allow access to and through this land for the operation and maintenance of the ETN.

### Gogar Interchange

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- CEC/**tie** have a confirmed grant totalling £1,167k. Transport Scotland have provided a grant offer for additional funding to this level, subject to provision of supporting evidence, which will be provided in the next period.
- Costs associated with a redesign of the A8 road drainage are provisional within the **tie** forecast. This will be undertaken by **tie**, having arisen as a result of Network Rail having to divert the main 1500 sewer.
- A meeting between Transport Scotland / CEC and Network Rail legal teams was held on 4 June 2010. **tie** were not represented. Network Rail has now tabled the promised draft list of agreements to TS but this does not cover all agreements required as it only covers agreements to which NR is party. It also does not include the likely scope as originally promised. **tie** have provided a list of the agreements we believe to be required. **tie** have very little visibility of progress on legal agreements and remain concerned that progress will not be achieved by the agreed date of October 2010. **tie** will not accept responsibility for any delay associated with legal agreements not being reached in line with the needs of the construction programme. The land transfer from CEC to Network Rail cannot proceed ahead of other agreements being substantially complete because the land transfer needs to include servitudes in favour of **tie**/TEL to allow access to and through this land for the operation and maintenance of the ETN. Transport Scotland have proposed an exercise be carried out to identify where agreements can be integrated to reduce this workscope. **tie** supports this approach.
- Other agreements required include TEL/First ScotRail and Scottish Water Section 21's (Both for **tie** and NR).
- A meeting was held on 19th May 2010 between **tie**, Transport Scotland and Network Rail to review overall cost estimates with an objective of identifying any gaps in scope/ estimate between the parties, particularly in physical and management interfaces. A number of minor areas require updating, but no major issues were identified, however Transport Scotland have requested these minor areas be reviewed and this will be done in the next period.
- BSC now include a narrative on Gogar Interchange (Design and Construction staging activity) within their period report. The content and quality of reporting is limited. **tie** will seek to have this improved upon.
- The BSC/SDS Estimate for the revised scope which includes the requirement for the sewer protection wall introduced to **tie** by Transport Scotland / Network Rail has been agreed and these works have now been instructed. **tie** have agreed to provide a copy of the Estimate as part of the substantiation of additional costs agreed with Transport Scotland

**Forecast Cost to Complete Design**

Forecast outturn is now at £1,167k against an original £880k:

£880k Breakdown

SDS	£400k
JRC	£ 30k
<b>tie</b>	£100k
Siemens	£350k

£1,167k Breakdown

SDS	£540k
JRC	£ 45k
<b>tie</b>	£120k
Siemens	£327k
Const. Staging	£ 30k
ICP	£ 20k
Name Change	£ 15k
A8 Drainage	£ 20k
Legal Costs	£ 50k

Transport Scotland have agreed the required additional Grant funding subject to **tie** providing substantiation of these costs.

## Design progress

At the end of Period 4 **tie** assesses the design phase as 85% complete for the increased scope.  
Cost reporting

Cost of work done to date is £950k versus the £880k originally forecast and the £1167k revised AFC.

## Period 4 Progress

Finalisation of the sewer location has allowed the design to progress. The Prior Approval application was completed and submitted on 18 March 2010. Additional information as requested by CEC has been provided discussions are being prioritised to close out the one final issue with respect to the type of trackform proposed.

SDS has submitted revised runtime analysis incorporating the Gogar Interchange. The runtime analysis will be used to support revised patronage calculations for the Edinburgh Tram Network. **tie** have received Transport Scotland approval to progress this with JRC.

Detailed design continued for the tram stop structure and the northern retaining wall. With respect to the Retaining Wall, information on loadings remains outstanding from Network Rail and **tie** has asked both TS and NWR to push their designer for this information urgently. CEC has agreed to review the design as a priority but it is not realistic for that review to be complete within 3 weeks. The SDS forecast will be revised upon receipt of the required Network Rail information.

## Programme milestones

Activity Planned	Period 6 forecast	P4 forecast / Actual
Complete prelim design of additional tram stop	10/8/09	18/9/09 30/9/09 (A)
Submit Structures Technical Approval application	19/11/09	8/1/10 TBC
Submit Prior Approval application	26/11/09	15/1/10 18/3/10 (A)
Receive Prior Approval	5/2/10	12/3/10 28/07/10
Receive Structures Technical Approval	5/2/10	8/3/10 TBC
IFC by SDS of civils design and outline systems design	26/2/10	22/3/10 TBC
IFC by Siemens of detailed systems design	-	- TBC

## Overall design co-ordination

Project management meetings have continued between **tie**, TS and NR and fortnightly conference calls have taken place between **tie**, NR and the respective designers.

Design co-ordination is now largely dealing with detailed engineering issues rather than issues of principle.

The issue with the proposed supplier of the Tram Stop roofing material, who was unable or unwilling to respond to BSC/SDS timescales and requirements has been resolved, and a solution on this matter has been agreed.

## Tram design issues

BSC previously identified a need to discuss the reduced headroom for the OLE through the tramstop with the Independent Competent Person. The **tie** engineering team have discussed this further with BSC and have received confirmation that this is no longer an issue. Final confirmation will be sought during the Design Review carried out in accordance with the Infraco Contract.

## Scope of tie works

The scope of **tie** works now includes an allowance for external legal costs in relation to land or agreements. It is likely that **tie** will need legal advice in relation to agreements with Network Rail. **tie** expects that the extent of this will become clearer once Network Rail tables some draft agreements for review. Note that to date, no draft agreements have been received from Network Rail.

## Long-lead items / abortive works

**tie** has reviewed the long-lead items/abortive works previously identified against latest programme forecasts and presented a paper to Transport Scotland on options for dealing with long lead items and associated costs and risks. Transport Scotland has confirmed that **tie** should take steps to minimise the abortive costs on the basis that the Gogar Interchange will go ahead. CEC and Transport Scotland are discussing terms of a grant extension that will also cover abortive costs.

**tie** has confirmed to BSC the OLE pole heights to be ordered through the Gogar Interchange area in order to minimise abortive costs.

**tie** has confirmed to BSC that the turnout required as part of the Gogar Interchange scheme are to be procured, and the ETN scheme turnout for this area will not now be procured, to minimise abortive costs.

Drainage for the earthworks at the Depot is currently being installed to the west of the Depot Access Bridge. There is no option that does not involve some abortive cost if Gogar Interchange goes ahead as drainage must **tie** into the sewer that will be relocated by Network Rail. **tie** has identified ways of minimising the cost of those abortive works.

**tie** is continuing with the implementation of the existing ETN scheme unless otherwise instructed by Transport Scotland.

### **Construction Staging**

**tie** have previously advised Transport Scotland that the potential impact of Gogar Interchange programme to ETN could be in the region of 6 months. Transport Scotland have sought and been given an assurance that this appraisal was one of several scenarios to be tested that **tie** will be investigating further scenarios with a view to improving this outcome. Following discussion with Transport Scotland, **tie** held a Construction Staging meeting with TS, Network Rail and BSC on 12 July 2010. The primary aim of the Construction Staging meeting was to identify the actions required by all parties to allow BSC to meet high level milestones. The meeting focussed particularly on BSC scope, however **tie** would suggest similar discussions focusing specifically on Network Rails scope will be necessary. The target dates discussed would minimise the impact of Gogar Interchange works on the wider Edinburgh Tram Project; however there are significant commercial and legal matters that require to be overcome to achieve this. **tie** are now preparing a request for an Estimate from BSC that reflect the discussions held.

**tie** have advised Transport Scotland of areas of work which would require to be implemented immediately to minimise/mitigate delay to the Gogar Interchange works and the impact on ETN. This is very minor work, however Transport Scotland have requested further detail on costs associated with this work. **tie** will provide this, however this will delay commencement of these works. **tie** would suggest contingency funding should be agreed between **tie** and Transport Scotland that will allow similar issues to be actioned immediately by **tie** in future

### **Julie Smith**

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