
From: Damian Sharp
Sent: 31 January 2008 15:47
To: Tom Hickman; Jim McEwan
Cc: Steven Bell; Susan Clark; Dennis Murray; Willie Gallagher; Alasdair Sim; Graeme Barclay; Jim Johnston - TSS
Subject: RE: Advanced Mobilisation actions

Jim

Worth noting also that we will be looking at the programme for the critical structures tomorrow with SDS and the situation may improve following that (but no promises until the session is run)

Damian

From: Tom Hickman
Sent: 31 January 2008 15:20
To: Alasdair Sim; Graeme Barclay; Jim Johnston - TSS; Damian Sharp
Cc: Steven Bell; Susan Clark; Dennis Murray; Willie Gallagher
Subject: RE: Advanced Mobilisation actions

Jim,
Updates as noted below.

Regards,

Tom Hickman
Programme Manager
tie Limited
Citypoint
65 Haymarket Terrace
Edinburgh EH12 5HD


Email: tom.hickman@tie.ltd.uk

www.tramsforedinburgh.com

www.tie.ltd.uk

From: Jim McEwan
Sent: 30 January 2008 14:12
To: Tom Hickman; Alasdair Sim; Graeme Barclay; Jim Johnston - TSS; Damian Sharp
Cc: Steven Bell; Susan Clark; Dennis Murray; Willie Gallagher
Subject: Advanced Mobilisation actions

Dear All

At yesterday's meeting with Infraco, BBS raised a number of critical to understand/complete issues. Willie Gallagher asked that these be placed into the bailiwick of the Advanced Mobilisation Programme to resolve and asked that we expedite a report back to BBS by beginning of next week.

In the Advance Mobilisation Project meeting which ensued afterwards I asked that BBS apply appropriate energy to resolving and completing the actions allocated to them at the meeting and that I would ensure that TIE fulfilled its actions similarly, accordingly I have detailed below the points of issue which are now TIE's to resolve and the nominated actionee from TIE side to follow through.

Could I ask that all actions are progressed timeously and that you supply me with a brief report on progress by Monday 4th February noon. Please advise if any of these actions give any difficulty in meeting the required timeframes.

Regards

Jim McEwan

Infraco Project Director

Tram Route Section Actionee	Description	Action
2A Alasdair Sim	Haymarket station change process	Confirm status
“ date/status	Caledonian Ale House Utility Diversion G.Barclay/Jim Johnston	Completion

5A
path Tom Hickman

Murrayfield Tram Stop Retaining wall Confirm date + if on critical

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.

“ “ “ Roseburn St Viaduct design “ “

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.

“ “ “ Murrayfield Training Pitches Retaining wall “

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.

“ “ “ Baird retaining wall “

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 throughout 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.

“ “ “ Balgreen Rd Bridge design “

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.**

“ 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

“ ScotRail Depot Change Process and “
“ “ “
moving depot tanks

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 had 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.

5B VE Edinburgh park viaduct Confirm date + if on critical path Tom Hickman

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.

“ Carrick Knowe redesign “

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.

“ 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

“ Balgreen stop retaining wall “

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.**

“ Constraint on guided busway “

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.

5C A8 Underpass Sewer Divert Discuss and resolve design with BBS Graeme Barclay

Can I comment that the IFC design for this structure (A8 Underpass) is due to be delivered within 1 week of the programmed commencement date and any delay will have a direct impact not only on this part of the programme but also dependant activities (guided busway, depot access bridge, section track-works etc) There is also a desire to

accelerate the start of this construction by 3 weeks to commence immediately the Royal Highland Show is complete at Ingliston to reduce the overlap with the guided busway by a further 3 weeks. This structure is critical to the delivery of the current full programme.

“ design/methodology A1 Underpass BT Duct Damian Sharp What for diverting is being employed
 “ complete Graeme Barclay HP watermain at Depot When will diversion be
 =====
 =====

6 Location drawings Supply
 same Damian Sharp
 “ Complete service diverts Date by which + if on crit
 path Graeme Barclay
 “ Pump and clean out Date by which + how long?
 Graeme Barclay
 “ Design for Depot Access Bridge Confirm date + if on critical
 path Tom Hickman
 X 2

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.

“ Earthworks design (ADDED) “
 “ “ “
 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 (following expected contract award on 28th January although they have allowed for 19 weeks work which I feel is adequate duration to absorb contract award delay). There is a dependency on the removal of an existing Scottish Water main, which in itself is dependant on the re-alignment of the BAA Airport fence line and as such is not expected to be complete until mid-April, and also the isolation of an existing Scottish Gas Networks HP main which is scheduled to be isolated by the end March 2009. As mentioned BBS have allowed until mid-July to complete earthworks. At the moment this structure is not critical to full programme delivery.

7A Airport retaining walls x 2 Confirm date + if on critical
 path Tom Hickman
 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.

“ 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

“ Gogar Landfill “
 “ “ “
 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.

I have to qualify all of the above by noting that the construction programme has been generated to provide as smooth a resource profile as possible and should the sequencing require revision through whatever reason then additional resources (and associated costs) may be required to maintain programme delivery.

Also it is still unclear to what extent MUDFA "Utilities" remain for Infracore to deal with prior to commencement of works in section 5 and any programme impact although should they be completed to the MUDFA Rev.06 programme dates then there is no impact.