

**Edinburgh Tram Project**  
**Programme Evolution and Development**  
**Sep 2006 – Sep 2007**

The Edinburgh Tram Project master programme has evolved in the twelve months from September 2006 from an outline programme of 2246 activities based around conceptual durations and logic to a much more robust and detailed programme of 4708 activities enhanced with the multitude of information received from various sources in the intervening period.

The main development in the last twelve months has been in the following area's

**Commercial**

Detailed schedules have been developed for both Infraco and Tramco to ensure that all the required steps were captured and included in the programme logic covering items such as

- ITN Updates
- Employers Requirements
- Consistency Reviews
- Definition
- Contract Responsibilities
- Facilitated Negotiations

resulting in a systematic approach to the review and analysis of the submitted bidders responses.

**Design**

SDS (Parsons Brinkerhoff) have developed their programme over the period from V5 to the current V19 which includes detailed logic through preliminary and detailed design to approvals and consents.

There has also been a great deal of development and interface with JRC around Traffic modelling and the incorporation and resultant impact in the design programme.

This information has been shared with the Infraco bidders and the delivery of for construction design incorporated into their submitted programmes.

**Utility Diversions**

Through consultation with CEC/TEL/tie and other 3<sup>rd</sup> party stakeholders a construction programme was developed in conjunction with Alfred McAlpine which met the requirements of city centre construction and is supported by a design programmed dovetailed to deliver in the correct sequencing.

The logic developed throughout the Tram Master programme avoids any area of Infraco being programmed prior to the completion of Utility diversions in the same area.

### **Advanced Works**

Recognising that some works would have to be carried out prior to the award of the Infraco programme due to either the timescales involved or time limited periods a series of contracts have been awarded or budgets sanctioned to allow 3<sup>rd</sup> parties to carry out works on behalf of the Tram Project

- Earthworks removal from location of Gogar Depot site - timescale
- Treatment of Invasive Species – time limited
- SGN Gas Main works - timescale
- Relocation of Badgers/Otters – time limited

### **Infraco**

Following the submission of the SDS (Parsons Brinckerhoff) construction programme based on their preliminary design, which was submitted to tie in October 2006, a much clearer understanding was provided on the anticipated durations for the construction of the Infrastructure especially around the construction of structures. This allowed the Infraco section of the programme to be revised and provided more confidence in the logic and durations.

In January 2007 the Infraco bidders returned their first submissions which included their outline construction programmes incorporating all the known construction constraints as included in the Employers requirements as part of the bid. This again provided more information and helped to strengthen the confidence in the overall programme as much of the logic and durations submitted was similar to that already developed by tie.

A second submission was received from the Infraco bidders during May 2007 which included more construction detail and the Tram master programme was again updated.

Through the period from May 2007 to date, further detail has been developed through tie/CEC/TEL on City Centre construction constraints down to a level of detail of

- which junctions can be closed
- which junctions have to remain open for traffic flow
- which junctions cannot be progressed in parallel

this has again been taken on board by the Infraco bidders and their respective programmes have been updated to reflect these requirements and are currently being reviewed as part of the preferred bidder process from which the Tram master programme can again be refined.

### **Network Rail**

During the Infraco evaluation process discussions were held with both bidders on their requirements for access to Network Rail property. This resulted in a matrix of disruptive and non-disruptive possessions being identified which were fed into the Network Rail Disruptive Access Summary which was submitted in June 2007 identifying disruptive possessions required in the eighteen months to December 2008. This ensures that we have pre-planned access to network rail property to allow the successful contractor to build the structures that transpose the railway.



### **Tramco**

Following the selection process to reduce the number of Tram bidders from four to two, the remaining programmes were reviewed in order to provide a realistic manufacture and delivery schedule which has been incorporated into the Tram Master Programme.

### **General**

Development continues on a daily basis as information becomes available or solutions are reached and the next stage is following Infracore preferred bidder status is to agree the Infracore Construction programme to allow a baseline programme to be set and progress reports generated.



