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**EDINBURGH TRAM NETWORK
INFRACO CONTRACT**

**PERIOD REPORT No 3-4
TO 17 July 2010**

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1 EXECUTIVE SUMMARY

Note that the information reported has generally been prepared with a “cut-off” date of 2 July 2010.

90,556 hours were worked in period 3-03, of which 47,472 were site hours with no accident/incident(s) recorded.

Programme Rev 3A was initially developed in discussion with tie as a successor to the Accepted Programme Revision 1 which was generally regarded to be unrealistic for monitoring of progress, especially as there had been considerable change of scope and constraints over the life of the Programme Revision 1. The incorporation of design information from the SDS Provider, revised scope of works, notified and agreed Permitted Variations and known access dates provided by tie on 13 February 2010 for MUDFA/Utilities completion has been incorporated into the Programme Rev 3A. The programmed Section D completion date has been delayed from 6 September 2011 (Revision 1) to 20 November 2013 (Revision 3A).

Progress achieved up to 9 July 10 has been recorded against the Programme Rev 3A which indicates that the Section D completion date will be achieved on 10 December 2013.

Production of civil and building drawings in accordance with the revised planning and technical approvals is approximately 78% complete. In general earthworks, roads, track and structures drawings are available and drawings for the depot, substation and tramstops are being completed to support construction.

Civil drawings, revised to incorporate System engineering design (trackform including vibration isolation, OLE foundations, substations) are largely complete. Drawings are being prioritised to support construction. IDC workshops are being held during most of June and July 2010, and for most sections of the alignment.

System engineering design is substantially complete for all disciplines or system lots. Most of the system design re-submittals over the last months are addressing minor comments (vocabulary, additional reference notes etc.) requested or suggested by tie in their RoR of the previously submitted versions, or, resulting from finetuning design as part of the integration process.

Tram manufacturing is progressing well. Tram No.1 is currently at Wildenrath, where dynamic tests were scheduled for June 2010 but are currently rescheduled for later in the summer (detailed conversations Siemens/CAF are ongoing to achieve this as soon as possible). Tram No.2 was delivered to Edinburgh on 25 April 2010. Tram No. 3, 4, 5, 6, 7, 8 and 9 are ready for delivery to Edinburgh. Tram No. 10, 11 and 12 are at various stages of testing.

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A total of 673 Changes have been notified to *tie* with a submitted estimated value of £73,288,000. 76 of the 376 submitted Estimates have been agreed by issue of a *tie* Change Order. A further 90 *tie* Change Orders have been issued to Infraco which require to be re-issued by *tie* as a result of incorrect application of preliminary percentages and/or incorrect statements concerning Programme and performance impacts. The value of Change Orders issued by *tie* is £19,101,000.

Virtually all construction works are impacted by external issues which require resolution through the change process of the contract.

Dispute Resolution Procedure:

- Dispute A – Princes Street Works – “Settlement reached in Mediation.”
- Dispute B – 17.5% Uplift for Civil Engineering Works – “Settlement reached in Mediation.”
- Dispute 01 – Valuation of EOT1 (INTC No.1) – “Settlement reached in Mediation.”
- Dispute 02 – Hilton Car Park – “Adjudicator awarded redress sought by *tie*”.
- Dispute 03 – Gogarburn Bridge – “Adjudicator rejected redress sought by *tie*”.
- Dispute 04 – Carrick Knowe Bridge – “Adjudicator rejected redress sought by *tie*”.
- Dispute 05 – Russell Road Retaining Wall 4 – “Adjudicator awarded redress sought by Infraco”.
- Dispute 06 – Delays Arising from MUDFA Programme Rev 8 – “Adjudication ongoing”.
- Dispute 07 – Haymarket Viaduct – “Settlement reached during Internal DRP.”
- Dispute 08 – Baird Drive Retaining – “Settlement reached during Internal DRP.”
- Dispute 09 – Balgreen Road Retaining Wall – “Settlement reached during Internal DRP.”
- Dispute 10 – Section 7A Drainage – “Adjudicator rejected redress sought by *tie*”.
- Dispute 11 – Depot Access Bridge - Referred by Infraco 12 February 10.
- Dispute 12 – Tower Place Bridge – “Adjudicator completed the valuation of the Estimate and ordered that the responsibility for his fees and expenses be shared 50/50”
- Dispute 13 – Clause 80.13 Instruction - Referred by Infraco 21 May 2010.

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2 HSQE

2.1 Health & Safety

The Project has achieved the Healthy Working Lives Bronze Award from Lothian and Borders NHS.

Joint meeting with the Workers Consultation members from Balfour Beatty (Forth Rail Bridge Refurbishment) and BSC arranged for the 8 July 10. The purpose of the meeting is to share ideas and experiences.

Supervisors/Foreman meeting took place on the 28 June 10. Main focus was on responsibilities of Supervisors/Foreman.

As agreed since earlier in 2010, in addition to the contractual requirements, joint “Safety Tours” are being regularly conducted on the site between key management personnel of Infracore and tie.

2.1.2 Accidents, Incidents and Near Misses/Unsafe Conditions:

Period 3-3 and Period 3-4 records up to 2 July 10 are attached as Appendix 10.1

No reportable accidents recorded in Period 3-03.

The AFRs at the end of **Period 3-03:**

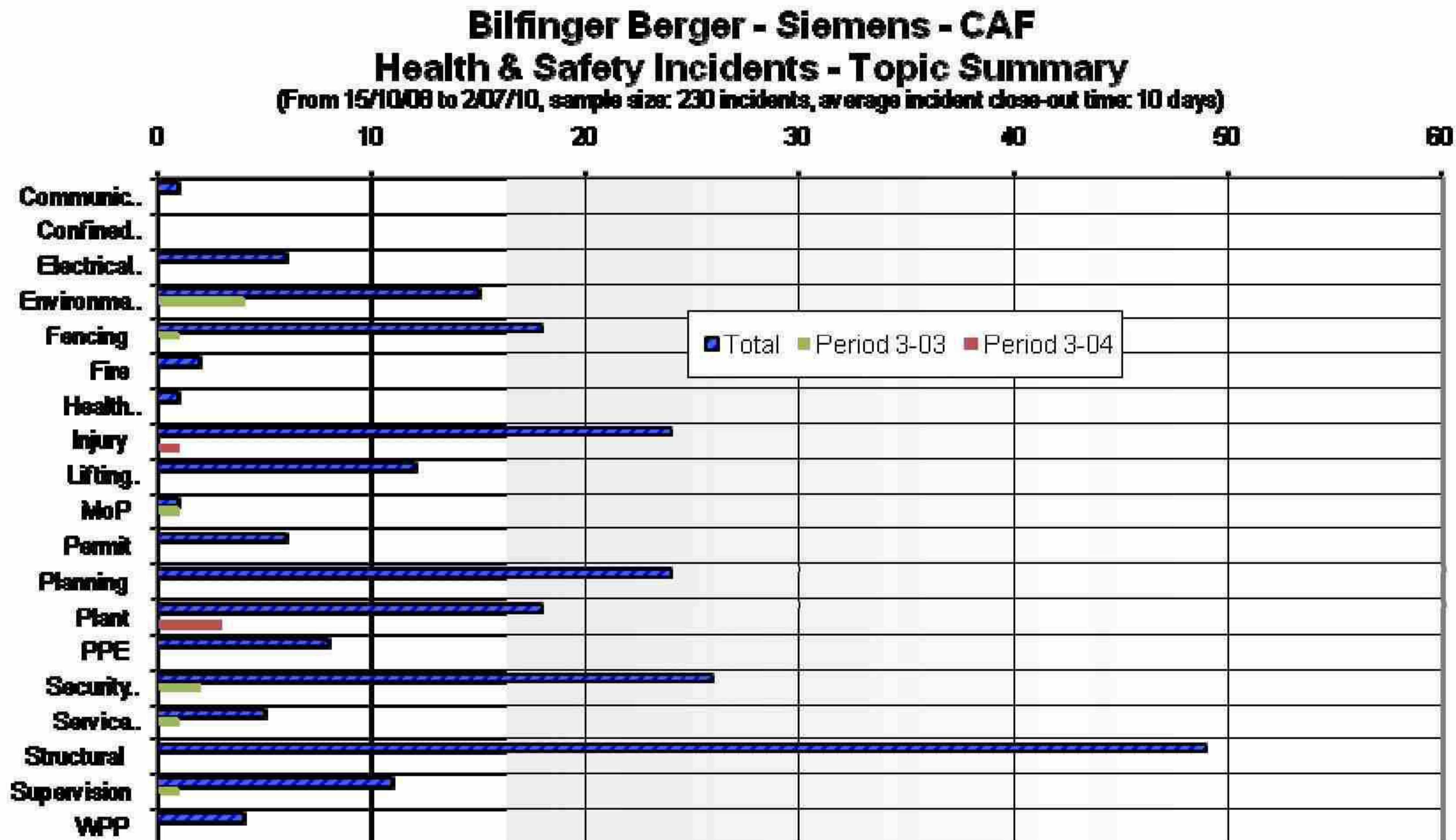
Project AFR:	0.13
Yearly AFR:	0.10

Total Hours worked in **Period 3-03:**

Total:	90,556
Non site hours =	43,084
Site Hours =	47,472

2.1.3 Rolling Trend Analysis for period 3-3 and 3-4 up to 2 July 2010 on safety and environmental related activities.

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2.2 Environment

2.2.1 Application for a Badger Sett Destruction Licence has been lodged and accepted by the Scottish Natural Heritage (SNH) for the Section 7 field sett. Sett destruction is scheduled to be carried out on 1st week of July.

2.2.2 Archaeology issues have been discussed with CEC Archaeologist, John Lawson, on the Crawley Tunnel works. During these discussions, mitigation measures have been agreed and implemented.

2.2.3 An environmental site inspection was undertaken by BSC on Section 7. Issues identified were oil handling & storage and waste segregation. These two issues have now been addressed. Dust generation has always been prominent issue in this section however at the time of the site inspection, subcontractor’s mitigation measures were in order.

2.2.4 An Environmental Audit was undertaken by an external assessor last period and two NCRs were recorded: one from Section 1 regarding *oil storage bunding* and one from Section 7 on *displaying of the updated version of the pollution incident flowchart*. Both of these NCRs have now been closed out.

2.2.5 Any Other Business

2.2.6 Cable avoidance training commenced on 11 May 10. A total of 85 employees will undergo the training. This training will be completed mid September.

KPI spreadsheet for Period 3-03 is attached at Appendix 10.1.

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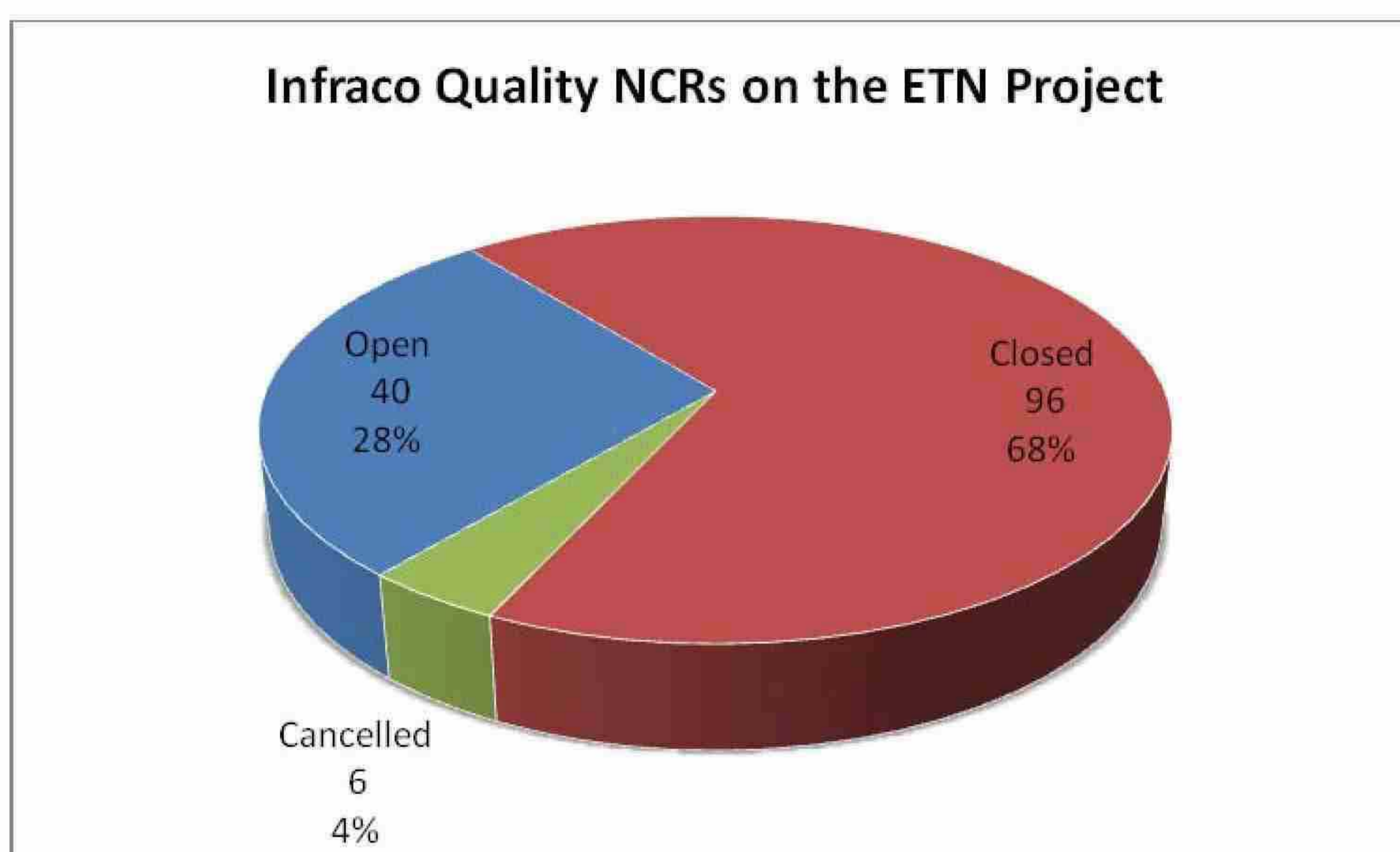
2.4 Quality

2.4.1 Quality Management System

31 Infraco ITPs have been submitted to *tie*. 26 are 'Level A – No Objection'. 1 of the remaining ITPs is 'Level B – Proceed with Comments' and has been resubmitted to *tie*. 2 with Level A have been reviewed and revised and are now resubmitted seeking Level A again, while 2 ITP's have been submitted for the first time.

Further ITP's are currently under development and shall be submitted upon completion.

2.4.2 NCRs



NCRs in Period 3-03

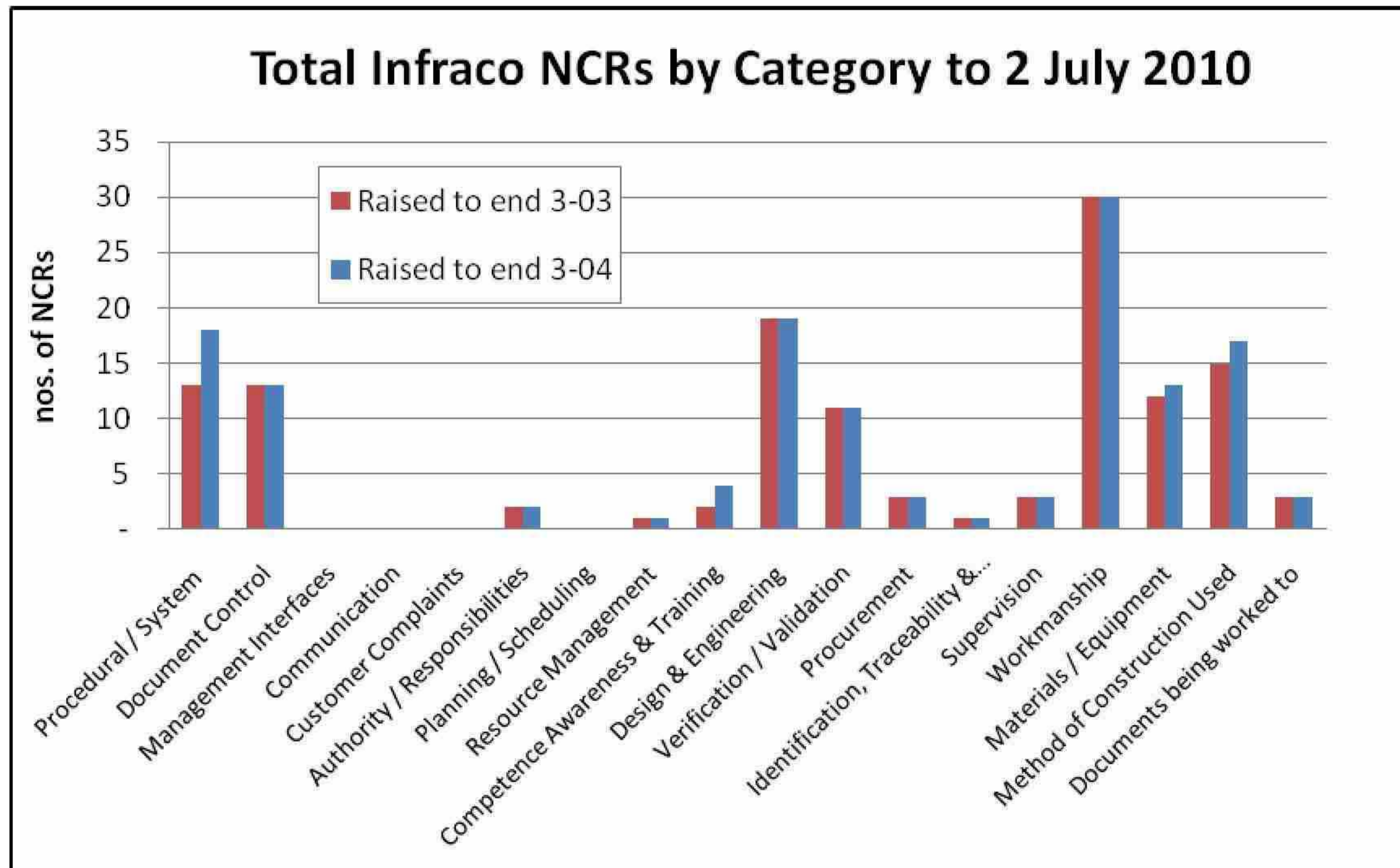
Raised in Period	20
Closed in Period	8
Cancelled in Period	-

NCRs in Period 3-04 to 2 July 2010

Raised in Current Period	10
Closed in Current Period	14
Cancelled in Current Period	-

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The latest trending histogram for Quality NCRs is shown below.



2.4.3 Audits

During the last period:

Internal audits are underway in accordance with the Infraco Internal Audit Schedule submitted to *tie* in period 3-1. 2 No carried out on Barr and Internal Purchasing Procedures.

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3. PROGRAMME

3.1. Programme

The programme at Appendix 10.2 to this report is the Infraco programme Revision 3A (sub revision 1) which was issued to *tie* under cover of Infraco correspondence reference 25.1.201/KDR/6083 dated 23 June 10 and is used as a baseline for reporting progress. This programme was initially developed in discussion with *tie* as a successor to the Accepted Programme Revision 1 which was generally regarded to be overdue for replacement being up to 20 months adrift from the Infraco projected completion date. Period 3-2 Progress report confirmed that the Programme Revision 1 Section D completion date of 06 September 2011 was by then reported to have slipped to 28 May 13. This made realistic monitoring of progress difficult, especially as there had been considerable change of scope and constraints over the life of the Programme Revision 1.

Progress achieved up to 9 July 10 has then been recorded against the above baseline including inputting the latest IFC dates received from SDS (V59).

The Programme identifies completion of MUDFA works in each Intermediate Section (1A, 1B, 1C, 1D, 2A, 5A, 5B, 5C, 6 and 7A) and uses these dates as a start milestone for the Infraco work. BSC have progressed (“progress to date”) the Programme in accordance with the Contract and the MUDFA completion dates have been extracted from the latest information received from *tie* (matrix of Utility Completions for Revision 3 Programme received 13 February 10). However this does not include the utilities works currently being under taken by others in Edinburgh Park in Intermediate Sections 5B and 5C. Some of these access dates have passed and the MUDFA works are incomplete and hence access not granted. The access date is hence defaulting to the programmes data date of 9 July 10.

It should be recognised that the Programme has only been progressed where noted in this report and does not include for all changes that we are aware of or have been notified to date.

The result is the following changes to Section Completion Dates:

	Progress to 11 June 2010 Revision 3A	Progress to 09 July 2011 Revision 3A	Programme Revision 1	Programme Revision 3A
A	23 Aug 2011	11 Jul 2011	01 June 2010	12 Aug 2011
B	14 Nov 2011	14 Nov 2011	01 July 2010	07 Nov 2011
C	17 May 2013	13 Jun 2013	10 March 2011	24 May 2013
D	13 Nov 2013	10 Dec 2013	06 Sept 2011	20 Nov 2013

The critical path driving the above Section C completion date is as follows; MUDFA completion in 1B and hence access to the works; road & track works Balfour Street Ch 630 to 920 phases 1 to 4; road and track works McDonald Road/Brunswick Road phases 1A part 1 to 3; catenaries line 7.

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3.2 4 Week Look Ahead Programme

This programme is provided for information and coordination purposes only; and without prejudice to the rights of the Infraco under the Agreement.

This programme constitutes a target programme and as such, contains durations that are based on a risk profile not consistent with the Accepted Programme.

This 4 Week Look-Ahead programme extends to cover the period 10 July to 1 Oct 10 and is an extract from the current construction programme updated with the IFC dates from the SDS V59 Programme and also updated with progress of The Works recorded and assessed to 9 July 10.

An assumed Start Date of 12 July 10 has been applied in the submitted Revision 3A programme (BSC letter 25.1.201/KDR/5678) for Sections 1A, 1B, and 1C(part) where agreement of design change has not been finalised. This is also visible in the Look-Ahead programme.

MUDFA/Utility activities are now scheduled in accordance with the site wide programme information provided by cover of *tie* letter 5408 and attached maps indicating available Works areas and/or planned possession dates which are the subject of ongoing correspondence. Infraco responses, accompanied by maps, dispute the availability of the site as notified therefore where appropriate the Infraco information has been used in order to provide an accurate plan of the intended Works. This information remains critical to the accurate planning of the Works. Where MUDFA/Utility Works are ongoing, the Completion Milestones will continue to default to the report date unless planned completion dates are later.

Section 1A

Infraco works at Tower Bridge commenced on 22 March 10. Divers commenced underwater works on 24 May 10 which are now complete. Demolition work started from the west abutment on 17 May 10 and is ongoing.

MUDFA/Utility works from Victoria Bridge to Ocean Terminal started w/c 16 November 09 and are ongoing with an indicated earliest Infraco possession date of 23 August 10 (*tie* letter 5408). Further utility works for the construction of side-entry manholes between Tower Place and the Mint Casino commenced on 24 May 10 and are ongoing with an indicated earliest Infraco possession date of 30 September 10 (*tie* letter 5408). Tower Bridge access ramp remains under review with FPA and CEC/*tie* (further review arranged for 5 July 10). These items continue to have an impact on the Programme.

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MUDFA/Utility diversion work on Lindsay Road was started by *tie* (Clancy Docwra) on 16 November 09. The current utilities information (*tie* letter 5408) indicates that Lindsay Road is available to the Infraco. MUDFA/Utility works re-commenced in the westbound carriageway cutting on 2 July 10. The programmed works cannot commence until MUDFA/Utility works are sufficiently complete on Old Port Road to allow Traffic Management and planned construction sequence to take place.

The Infraco continues to seek resolution to issues delaying the Infraco Permits to Commence Works BSC-PCW-119 and 122 which were submitted on 2 and 19 March 10 respectively. These permits were updated by BSC-PCW-133, issued at *tie's* request, to show a revised commencement date of 5 July 10 for retaining wall construction.

Following Agreement of Change, Infraco Works on Wall W1A and W1C commenced on 11 March 10. Wall 1A has been delayed due to works associated with an existing sewer which impacted progress on panels 2 and 3. This was resolved and panels 1 & 2 are now complete to underside of cope. The diversion of Scottish Power cables which delayed temporary works piling for panels 3, 4 and 5 is complete. Piling works re-commenced on 31 May 10 but obstructions considered to be an old sea wall are now under investigation. Wall 1C was initially delayed with ground condition, utility, and archaeology issues, but is now complete to underside of cope. Permit to Commence BSC-PCW-133 was authorised by *tie* on Mon 05 July 10. Construction of Walls W1A (panels 6 to A8) and W1D was anticipated to start on 07 July 10. The restricted area available to the Infraco allows partial possession of the merged TTM Phases 6 & 7 to enable construction of Wall 1A and 1D only. The ongoing MUDFA/Utility works on Old Port Road (grouting etc) continue to have an impact on the planned Infraco Works and consequently the Programme.

Infraco Works on Constitution Street continue to be delayed awaiting completion of MUDFA/Utility Works in this area (construction of Side-Entry Manholes / gas abandonment works / integrity of cemetery wall). *Tie* indicate (*tie* letter 5408) partial site availability to the Infraco with the remainder notified with varying earliest possession dates ranging from 1 July 10 to 30 November 10. Traffic Management issues preclude use of the restricted area currently available. Also large parts of the Constitution Street section are affected by a special floating track solution, for whose design *tie* has not yet agreed to Infraco's Estimate, nor issued a corresponding *tie* Change Order.

Outstanding CEC Planning Approval for the tramstops, Forth Ports Licence issues at Casino Access Road (Port/Border Control), proposed addition of utility works to the Infraco scope, and outstanding roads design issues are impacting Programme.

In summary, there are a number of issues in Section 1A which are causing delay to the Programme or may do so as time progresses. *tie* letter INF CORR 4704 suggests some opportunities to mitigate delay to the Programme in Section 1A, and this is has been adopted by the Infraco where appropriate e.g. Old Port Road Diversion. Ref. Section 4.1.3.1

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Section 1B/C – Foot of the Walk to Annandale Street

A re-start meeting was held on 19 October 09.

MUDFA/Utility Works were expected to be clear by 30 November 09. Utility Works (BT) are ongoing at this time. *Tie* indicate (*tie* letter 5408) partial site availability to the Infraco with the remainder notified with varying earliest possession dates ranging from 30 July 10 to 1 February 11. Traffic Management issues preclude use of the restricted area currently available. The delay in Section 1B is having an impact on the Programme, the full effect of which will be unclear until actual Infraco possession dates are achieved.

Outstanding CEC Planning Approval for the tramstops, proposed addition of utility works to the Infraco scope, and outstanding roads design issues will also impact Programme.

For reasons to which the Parties disagree, *tie* is delaying the issuance of Permits to Commence Works BSC-PCW-125 and BSC-PCW-126 which were submitted on 15 April 10. Ref. Section 4.1.3.2/3

Section 1C - Annandale Street to St Andrew Square

A detailed programme is being developed at this time but will remain in draft form until design at Picardy Place is resolved and TTM phasing is finalised. Earliest possession of the site due to ongoing MUDFA/Utility works is notified as ranging from 10 September 10 to 1 February 10 (*tie* letter 5408). Outstanding CEC Planning Approval for the tramstops, and proposed addition of utility works to the Infraco scope will also impact Programme.

The Infraco continues to seek resolution to issues delaying the Permit to Commence BSC-PCW-126 which was submitted on 15 April 10. Ref. Section 4.1.3.3

Section 1C – St Andrew Square to Princes Street (Waverley Bridge Junction)

Ongoing MUDFA/Utility (BT) works are now expected to continue until an earliest possession date of 4 August 10 (*tie* letter 5408). Outstanding CEC Planning Approval for the tramstops, and proposed addition of utility works to the Infraco scope will also impact Programme

The delays on Section 1C are having an impact on the Programme, the full effect of which will be unclear until actual Infraco possession dates are achieved. Ref. Section 4.1.3.3

Section 1C/D - Princes Street

Princes Street was re-opened to traffic on 29 November 09. Remedial and outstanding works are ongoing. Roadworks requiring traffic management are detailed on a revised programme of activities submitted to *tie*. These programmed activities incl Scottish Water works at the Mound which commenced on the 30 April 10 and are now planned for completion by 13 July 10. The failure of the Scottish Water system of works has resulted in

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a re-plan of the Infraco elements. Currently, as agreed with *tie*, BSC are monitoring items considered to be Safety Critical. Ref. Section 4.1.3.3/4. Safety critical road repairs were conducted at the rail/joint interface and around steelwork construction (manholes, drainage boxes etc.) in several areas of Princes Street during the weekend of 3 & 4 July 2010.

Section 1D - Haymarket Junction to Shandwick Place

A detailed construction programme for the Haymarket Junction from the viaduct through Shandwick Place to Lothian Road tie-in was issued on 11 March 10. Significant changes included are the infilling of the existing underground chambers and full depth construction with capping layer. This programme was scheduled with commencement on 9 March 10, and issued on 11 March 10.

Infraco possession of Shandwick Place is notified available to the Infraco (*tie* letter 5408) and the section "Atholl Crescent West to Haymarket Junction" is notified earliest possession of the site due to ongoing MUDFA/Utility works 9 August 10. Outstanding CEC Planning Approval for the tramstops, and proposed addition of utility works to the Infraco scope will also impact Programme

The Infraco updated the Permit to Commence BSC-PCW-103 at Haymarket Phase H1 for Works to commence on 6 April 10, and Enabling Works at Shandwick Place (BSC-PCW-123) to start on 13 April 10 with a view to commencing Works (BSC-PCW-124) on 4 May 10. The Infraco continues to seek resolution to issues delaying the Permits to Commence Works BSC-PCW-103 which was initially submitted on 05 January 10, and BSC-PCW-123 and BSC-PCW-124 which were initially submitted on 1 April 10. Ref. Section 4.1.3.4.

Section 2

Haymarket Viaduct

Construction ongoing.

W21 and related issues are now resolved.

Haymarket Corridor

Awaiting Agreement of Change / CEC Planning Approval for the tramstops / completion of roads design. These items are having a significant impact on Programme. Ref. Section 4.1.3.5. Construction ongoing.

Drainage works commenced on 24 May 10.

Russell Road Bridge

Form C submitted.

Awaiting Agreement of Change for design and utility works. This continues to impact Programme.

Section 5A

Construction continued during the period, but Agreement of Change (BDDI to IFC), change to Scotrail Car Park, piling works, design, CEC Planning Approval, Ground Investigation, additional utility works, and proposed addition

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of utility works to the Infraco scope are all issues which are affecting progress and impact Programme. Ref. Section 4.1.3.6.

Russell Road Retaining Wall W4

Construction ongoing.

Contaminated ground issues to be resolve - may impact Programme.

Section 5B

Construction continued during the period, but Agreement of Change (BDDI to IFC), existing sewer diversion at South Gyle Bridge, CEC Planning Approval, contaminated ground, and proposed addition of utility works to the Infraco scope are all issues which are affecting progress and impact Programme.

Ref. Section 4.1.3.7.

South Gyle Access Bridge

Tie letter 4647 clarifies the area not available to the Infraco from 22 February 10. Earliest completion of the MUDFA/Utility work (sewer diversion) is notified as 31 October 10 (*tie* letter 5408). Awaiting Agreement of Change (BDDI to IFC).

Section 5C

Construction continued during the period, but Agreement of Change (BDDI to IFC), grouting of the existing sewer which prevents continuity of piling, CEC Planning Approval, and proposed addition of utility works to the Infraco scope are all issues which are affecting progress and impact Programme.

Ref. Section 4.1.3.8

MUDFA/Utility works ongoing between tramstop and S28 (recovering cables and SGN Gas Main diversion) is complete but the area occupied by SGN has not, at the time of writing, been handed back to the Infraco.

Section 6

Although construction continued during the period, Agreement of Change (BDDI to IFC), track containment specification issues, impact of revised Tram Wash, and any delay with power supply will impact on Programme

Impact of proposed Gogar Interchange with Network Rail has yet to be assessed.

Ref. Section 4.1.3.9.

Section 7

Although construction continued during the period, Agreement of Change (BDDI to IFC), CEC Planning Approval, re-design of walls W14C and W15D, and CEC/BAA approvals are all impacting programme.

Ref. Section 4.1.3.10.

3.3 Tramco Programme Status

Updated tram design, procurement, manufacturing, delivery and commissioning programme is attached as Appendix 10.4.

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4 PROGRESS

4.1 CIVIL & BUILDING WORKS

4.1.1 Civil & Building Design

Programme update attached as Appendix 10.2.

4.1.1.1 Production IFC Design

Programme

Version 59 of the SDS Design Programme was issued to *tie* on 30 June 10.

Approvals

SDS is closing in on obtaining the final planning and technical approvals required.

Section 1C1 and 1C2 remain on hold until Picardy Place issues are resolved by *tie* and CEC. Infraco awaits Section 3 Approvals from CEC and Scottish Water.

SDS reporting progress as follows:

From a total of 262 planning and technical approvals:

79 % are approved (207)
7 % are pending approval (18)
14% are to be submitted (37)

Current status (5 July 10) is:

89 % Planning Approvals granted
71 % Technical Approvals granted

These submissions are recorded in the Approvals Tracker which has been issued to *tie* on when published.

4.1.1.2 Issues and Concerns

Fortnightly Design Changes Issues Meetings between Infraco, SDS and *tie* continue to seek resolution to Design Change issues. This is generally positive and has unblocked some long outstanding changes; however the following key issues are still to be resolved.

The issues described below are either requiring urgent attention or Infraco have been awaiting instruction or information from *tie* for a significant period of time:

- Section 1C2 Technical Approval (Current Design) – This was due to be resolved and approval granted by CEC on or before 7 July 09 but is still

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outstanding. *tie* has been requested through Approvals Taskforce and Design Changes Meeting to assist in resolving this issue with CEC. This is impacting on Scottish Water Approval for Section 1C1 and 1C2. It is noted that the TROs promoted by CEC are based on the “unapproved” SDS design for Section 1C2.

- Section 1C1 Scottish Water Approval – Infraco has formally requested *tie* to raise the issue of 1C1 approval being dependant on 1C2 with Scottish Water to see if this can be unlocked. Scottish Water has confirmed to Infraco that 1C1 cannot be decoupled from 1C2. *tie* informally advised Infraco this had been resolved; however, Business Stream advised Infraco on 2 June 10 that the Scottish Water position remains as above. Infraco await response from *tie*.
- Section 3 CEC Roads Approvals – this has been raised to *tie* at the Approvals Taskforce meeting. Infraco have concerns regarding the lack of resources within CEC to complete outstanding Section 3 Approvals and the close out of comments for other sections. This is impacting on completion of the Phase 1A/1B Interface design as outlined below.
- Section 3 Scottish Water Approvals – Infraco cannot progress Scottish Water approvals until *tie* resolve the utilities design issues in Section 3. This is impacting on completion of the Phase 1A/1B Interface design.
- Picardy Place Redesign (Section 1C2) – *tie* has instructed the Stage 1 design work of INTC 321. Letter issued by CEC on 18 September 09 identifying additional changes required. Further CEC changes need to be instructed to Infraco by *tie* to allow the overall Picardy Place redesign to be developed. This is holding up Section 1C2 Technical and Scottish Water Approvals for 1C1 and 1C2 as highlighted above. This has been with *tie* since November 09. Infraco await instruction from *tie* for Stage 2 (detailed design).
- Roseburn Viaduct – meeting with *tie* and CEC was held on 11 May 10 to discuss and attempt to resolve the key issues. A further meeting was held on 3 June 10 with CEC Planning and Structures. Further scoping work is required to identify solution that will be acceptable to CEC Planning and Structures. BSC are currently developing options for further discussion with CEC. This is outwith the VE design and Infraco will require instruction from *tie* for the additional works.
- Forth Ports Agreement - *tie* advised that the recently signed Forth Ports Agreement have no impacts on Infraco works.
- Section 1A Drainage Approval - Infraco have submitted design only Estimate and awaiting instruction from *tie*. We understand this is no longer required due to finalisation of Forth Ports – CEC Agreement. Infraco await formal notification from *tie*. This has been with *tie* since January 10.

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- RBS Gogarburn Tram Stop – **tie** confirmed a new scope of works at the end of May 10. BSC are reviewing the revised scope and have requested a meeting with **tie** to clarify and resolve outstanding issues.
- South Gyle Access Bridge Redesign – Formal confirmation is sought from **tie** on which option they wish to proceed with. This was expected by early February 2010. Meeting to be convoked by tie to discuss possible optimisation of Traffic Management to allow an early start of Infraco Works in view of the constraints expected for tie not having subcontracted the utility relocation works to others.
- MUDFA/Utilities Conflicts – Infraco have issued a schedule to **tie** of the potential conflicts to trackform to **tie** and await response. We note our concern in regard to the number and potential consequences of the utility conflicts identified to date. **tie** have issued a number of MUDFA as built and Infraco have concerns over the completeness, quality and accuracy of the as built provided by **tie** to date. BSC will arrange a meeting to demonstrate examples.
- Tram Stop Informatives – **tie** provided further clarification to Infraco on System Branding, Ticket Vending Machines and Validators to allow the tram stop design to progress discharge of tram stop Informatives with CEC. Meetings with RWS are ongoing. **tie** and CEC have been informed about progress in meeting on 1 July 10.
- Cathedral Lane Substation – Henderson Global Development – Infraco are awaiting response from **tie** on the Cathedral Lane Substation design only Estimate submitted. Infraco have carried out advance surveys at the request of **tie** and await formal instruction from **tie** for these works.
- Section 1D CEC Additional comments – CEC requested amendment to Lighting design within the previously approved Section 1D through Section 1A3 comments. This has been raised to **tie** and Infraco await instruction from **tie**. This has been with **tie** since October 09.
- Murrayfield Wanderers Clubhouse design changes – Infraco require instruction from **tie** in regard to late changes required by SRU and their tenant. Infraco has issued revised IFC design in advance of instruction from **tie** to allow the works to progress.
- Depot Access Road – turning head – **tie** proposed to restrict HGV access. Infraco require formal instruction of this from **tie**.
- Phase 1A/1B Interface – this design package requires CEC and Scottish Water to provide approval of all or part of at least the related Section 3A. **tie** are requested to assist in ensuring CEC have sufficient resources in place to provide this approval as soon as possible. **tie** need to resolve utility issues with Scottish Water to allow Scottish Water to approve Section 3A as detailed above.

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- Forth Ports – additional gate requirements (INTC 573) – Infraco await instruction from *tie* for the changes requested by Forth Ports.
- Tower Place Bridge – Infraco await an instruction from *tie* for changes requested to the downstand and ramp/stairs, and, tie’s agreement on the submitted Estimate and issuance of a Change Order to proceed with the design of the required special shallow trackform.
- TRO - IFC conflict at Grosvenor Street – BSC to submitted design only estimate to *tie* for changes required to the CEC Approved design to align with TRO drawings. This may require a significant OLE redesign.

4.1.1.3 Extended Construction Support and Design Support

Infraco have appended the proposed org charts for the period 18 July 10 to 14 August 10 for *tie* to approve.

tie have yet to instruct the org charts from the previous periods. This is required urgently to avoid demobilisation of resources.

4.1.1.4 Development Workshops

Meeting to close out development workshops with *tie* are held monthly.

4.1.1.5 Gogar Interchange (Design)

Infraco attended two design meetings in this period with *tie* and Network Rail. The SDS Provider also attended a further design integration meeting with Network Rail's designer.

Infraco has concerns that Network Rail has not provided formal minutes of previous design meetings that covered critical design issues and ongoing design assumptions. Infraco raised this to *tie* in November 2009 and await close out of this issue by *tie*.

Infraco continue to support *tie* in attending construction staging meetings with Network Rail.

4.1.1.6 Request for Information (RFI)

RFI issues have been transferred to the Design Change Issues meeting.

On status date 02 July 2010 – RFI summarise as follows:

RFI Civil

RFI's open:	10 total
RFI's open and unanswered:	9
RFI's responded to but require further clarification:	1
RFI's issued in June 2010:	3

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RFI's responded in June 2010:	0
RFI's closed in June 2010:	0

4.1.2 Civil & Building Procurement

4.1.2.1 Sub-Contractors

A Sub-Contract Procurement Schedule, showing status at 7 July 10, is attached as Appendix 10.6.

Section 1A

Section 1A has now been split into three areas, Newhaven to Ocean Terminal (1A1), Ocean Terminal to Port of Leith (1A2) and Port of Leith to Foot of the Walk (1A3).

BBUK intend to sublet Section 1A1 and 1A2 to McKean and Company (Glasgow) Ltd. BBUK are now concluding the terms and conditions of McKean subcontract order. They were issued with a Letter of Intent on 4 August 09 which was revised on the 8 March 10 to include Tower Place Bridge and Lindsay Road Retaining Wall.

BBUK intend to extend Crummock's involvement down from Foot of the Walk to Port of Leith (1A3).

Section 1B

BBUK are concluding terms and conditions with Crummock Ltd over Section 1B.

Section 1C

Crummock have submitted their price for 1C1 (MacDonald Road - London Road) and Infraco are currently reviewing this.

BBUK are concluding terms and conditions with Mackenzie Construction Ltd over section 1C3 (Castle Street - Waverley Bridge).

A prequalification process is underway to deliver the remaining works in Section 1C2 (London Road – Waverley Bridge).

Section 1D

Final negotiations are proceeding with MacKenzie to conclude a Sub-Contractor order.

Section 2A and 5A (Part)

Final negotiations have concluded with Grahams over the terms of their subcontract.

Section 5A (Part), 5B and 5C (Part)

BBUK intend to sublet the remaining structures on Sections 5A, B and C to Expanded Ltd. Discussions continue over finalising programme and terms and conditions.

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BBUK intend to subcontract the lining of the sewer at Water of Leith to McAllister Bros Ltd

BBUK intend to subcontract the drainage and ducting between Balgreen Tramstop and Carricknowe Bridge to Land Building Services Ltd

BBUK intend to sublet the OLE foundations between Balgreen Tramstop and Carricknowe Bridge to Border Rail Ltd.

Section 6

BBUK have concluded the procurement process for Section 6.

Section 7A

BBUK have concluded the procurement process for Section 7A.

General

Procurement of relevant key Sub-Contractors (Major Civil Works Contractors, Piling Contractors, Ground Stabilisation Specialists) includes the requirement for provision of a Collateral Warranty, in accordance with Clause 28.7 of the Contract.

All current Key subcontractors have agreed to provide a Collateral Warranty in advance of executing their subcontracts.

Infraco may need to offer *tie*, in some instances, alternative wording for their Collateral Warranty agreement, as Infraco have not as yet been able to agree with our Key Sub-Contractors using the template in Schedule 8 Part F.

We have requested adjustments to the Collateral Warranty for Barr and Grahams and we are working to conclude this with *tie*.

The length of time it has taken to either procure, negotiate and conclude any Sub-Contract has been affected by the complexity of the main contract negotiations and how Infraco and *tie* require step down into the subcontract, the necessity to operate a complex milestone schedule which can be adversely affected by progress and change on site and the overall uncertainty on an approved realistic Programme.

Infraco have concluded the procurement process for the supply and erection of Tramstop Shelters and equipment and a request under Clause 28.2 was submitted to *tie* on 9 September 2009. *tie's* positive response was received on the 28 May 2010 .

There are a number of ongoing issues raised by *tie* (and not agreed by Infraco) relating to Key subcontractors and the requirement to achieve approval pursuant to Clause 28.4 of the form of subcontract which is preventing BBUK from executing any key subcontract.

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4.1.3 Civil & Building Construction

Progress on site to 9 July 2010

Reported against Infraco submitted programme Revision 3A

Referenced against Accepted Programme Revision 1

Duration % Complete (workdays)

Section	Planned Progress programme Revision3A to 09-07-2010	Actual Progress to 09-07-2010	Actual Progress Change in Period	Anticipated Completion Dates - Infraco programme Revision3A Progressed to 09-07-2010.	Completion Dates - Infraco programme Revision3A	Completion Dates - Accepted Programme Revision1
1A	15%	3%	1%	17/06/2013	04/06/2013	07/03/2011
1B	22%	3%	0%	06/06/2013	10/05/2013	05/11/2010
1C	11%	1%	0%	13/06/2013	17/05/2013	11/03/2011
1D	55%	48%	0%	04/04/2013	02/04/2013	17/09/2010
2A	27%	25%	0%	18/09/2012	31/08/2012	03/03/2010
5A	13%	3%	0%	25/02/2013	24/05/2013	20/12/2010
5B	44%	39%	1%	05/10/2012	11/10/2012	31/08/2010
5C	15%	11%	5%	18/05/2012	21/05/2012	20/09/2010
6	27%	34%	2%	21/06/2013	05/07/2013	01/06/2010
7	37%	35%	5%	12/03/2012	23/04/2012	05/10/2010

Construction	27%	20%	1%	Section C 13/06/2013	Section C 24/05/2013	Section C 10/03/2011
				Section D 10/12/2013	Section D 20/11/2013	Section D 06/09/2011

Percentages shown are for all Infraco Works

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**Infraco Civil Works Commenced/Completed during the period
(programme Revision 3A)**

ID	Section	Activity
	Section 1A	
1A-24-W1A-120 1A-24-W1A-130		Ongoing (by others) – MUDFA/Utilities Work. <u>Wall W1A Phase 1</u> <ul style="list-style-type: none"> • Hold – Base (Panel 1 & 2) • Hold – Wall (Panel 1 & 2)
1A-24-7-W1A-100		<u>Wall W1A Phase 2</u> <ul style="list-style-type: none"> • Started – Mobilisation 05 July 10
1A-24-5A-W1C-120 1A-24-5A-W1D-130		<u>Wall W1C</u> <ul style="list-style-type: none"> • Finished – RW Foundation 04 June 10 • RC Wall – 07 June 10 to 24 June 10
1A-24-5A-W1D-100		<u>Wall W1D</u> <ul style="list-style-type: none"> • Started – Mobilisation 05 July 10
1A-24-5B-1000 1A-24C-6-1000		<u>Roadworks</u> <ul style="list-style-type: none"> • Ch.0000-0300 - Not Started – awaiting Permit to Commence • Ch.0450-0600 - Not Started – awaiting Permit to Commence
1A-1-S17-1230 1A-1-S17-1360 1A-1-S17-1140		<u>S17 Tower Place Bridge</u> <ul style="list-style-type: none"> • Ongoing – Demolition to expose reinforcement • Ongoing – Demolition of existing abutment • Ongoing – Demolition of existing abutment
	Section 1B	
		Ongoing (by others) – MUDFA/Utilities Work – BT cabling. Not Started – awaiting Permit to Commence
	Section 1C (McDonald Road to South St Andrew Street)	
		Ongoing (by others) - MUDFA/Utilities Work.
	Section 1C/D (Princes Street)	
		<ul style="list-style-type: none"> • Ongoing - Princes St – Scottish Water and outstanding/remedial works.
	Section 1D (Shandwick to Haymarket)	
		Ongoing (by others) – MUDFA/Utilities Work. Not Started – awaiting Permit to Commence
	Section 2A	
2A-13-S19-50 2A-13-S19-60		<u>S19 Haymarket Viaduct</u> <ul style="list-style-type: none"> • Ongoing – East Abutment • Ongoing – Superstructure
2A-13-TRMS-90		<u>Haymarket Tram Stop</u> <ul style="list-style-type: none"> • Started – Civil Engineering and Building Works 31 May 10
2A-13-TRCK-30 2A-13-TRCK-50		<u>Haymarket Corridor</u> <ul style="list-style-type: none"> • Hold – Bulk Excavation - Awaiting tie Change Order • Ongoing - Drainage
5A-12-S20-25(3)		<u>S20 Russell Road Underbridge</u> <ul style="list-style-type: none"> • NR Form C Submitted

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Section 5A	
5A-12-W3-53(3)	<u>Walls W3 & W4</u> <ul style="list-style-type: none"> • Ongoing – Wall 4. <u>Murrayfield Stadium Underpass</u> <ul style="list-style-type: none"> • NR Form C Approved <u>S21E Water of Leith Bridge</u> <ul style="list-style-type: none"> • NR Form C Submitted • Agreed - Tie Change Order • Start – Sewer Diversion
5A-11-S21C-25(3)	
5A-11-S21E-25(3)	
5A-11-S21E-01(3)	
5A-11-S21E-01(3)	
Section 5B	
5B-10-S23-55N(3)	<u>S23 Carrick Knowe Bridge</u> <ul style="list-style-type: none"> • Ongoing - Bearing Gallery • Ongoing - Bearing Gallery • Ongoing - Concrete Diaphragms • Concrete Deck 30 May 10 • Concrete Parapet Beam 14 June 10 <u>Trackwork</u> <ul style="list-style-type: none"> • Ongoing – Earthworks - Subbase. <u>Guided Busway –</u> <ul style="list-style-type: none"> • Finished - Track laying. • Finished - Track laying. <u>Edinburgh Park Station Buslanes (Ch.523550-523830)</u> <ul style="list-style-type: none"> • Ongoing – Civil Engineering. • Ongoing - Earthworks-Subbase. <u>S27 Edinburgh Park Bridge</u> <ul style="list-style-type: none"> • Ongoing - Bridge Finishes. • Finished - South Approach Ramp 25 May 10
5B-10-S23-56S(3)	
5B-10-S23-67	
5B-10-S23-65	
5B-10-S23-66	
5B-10A-TRCK-30	
5B-10C-TRCK-70	
5B-09-TRCK-70	
5B-08-TRMS-90	
5B-07-TRCK-30	
5B-07-S27-80	
5B-07-S27-59	
Section 5C	
5C-03-W28-90(3)10	<u>S28 A8 Underpass</u> <ul style="list-style-type: none"> • Ongoing – Phase 1/2 Deck Construction • Ongoing - North Portal • Ongoing – Phase 4 Deck Construction
5C-03-W28-90(3)20	
5C-03-W28-92(3)10	
5C-03-S32-10(3)	<u>S32 Depot Access Bridge</u> <ul style="list-style-type: none"> • Finished – Pile Caps 29 June 10 • Ongoing - Temporary Works • Started – NA Walls 18 June 10
5C-03-S32-40(3)	
5C-03-S32-15(3)	
Section 6A	
6A-01-TRCK-50(3)	<u>Depot</u> <ul style="list-style-type: none"> • Ongoing – Drainage • Ongoing – Additional Drainage. • Ongoing – Pits. • Ongoing - Building Envelope • Ongoing – Fitting Out and Finishes • Ongoing - Complete Access Road & Finishes <u>Depot Substation</u> <ul style="list-style-type: none"> • Started - Civil Engineering and Building Works 10 May 10
6A-01-TRCK-51(3)	
6A-01-BLDS-55	
6A-01-BLDS-65	
6A-01-BLDS-71	
6A-01-ROAD-95(3)	
6A-01-SUBS-90	

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Section 7A	
7A-04-S29-60	<u>Gogarburn Bridge</u> <ul style="list-style-type: none"> Finished – Bridge Deck Finishes 07 June 10
7A-04-TRCK-30	<u>Gogarburn to Ingliston P&R</u> <ul style="list-style-type: none"> Ongoing – Earthworks Ongoing - Additional Drainage Finished - Place Surcharge 30 June 10
7A-04-TRCK-51(3)	
7A-04-TRCK-100(3)	
7A-05-W14B-25(3)	<u>Ingliston P&R to Edin Airport</u> <ul style="list-style-type: none"> Started – Phase B Earthworks 05 July 10 Finished - 15a Brick faced RC Wall 12 May 10 Finished - 15c RC Wall 12 May 10 Finished - Earthworks (Ex 670m3, Fill 1100ms) 07 June 10 Finished – Drainage 17 June 10 Finished - Earthworks and Subbase 21 June 10 Ongoing - Additional Earthworks Ongoing - Additional Drainage
7A-05-W14A-20(3)	
7A-05-W14A-25(3)	
7A-05-W14A-10(3)	
7A-05-W14A-40(3)	
7A-05-TRCK-30	
7A-05-TRCK-31(3)	
7A-05-TRCK-51(3)	

4.1.3.1 Section 1A Newhaven Road to Foot of the Walk

Lindsay Road Retaining Wall

Wall 1A – Phase 1

Progress

Concreting of foundation and wall panels 1 & 2 has been completed in the period.

Issues and Concerns

Access to allow construction of panels 3 & 4 was provided by *tie* on 5 July 2010.

Rev 3A planned completion 20 July 10.

Rev 3A anticipated completion date is 30 Sep 2010, assuming access provided on 5 July 10.

Wall 1A – Phase 2

Progress

No activities carried out during the period.

MUDFA works were completed on 24 June 10.

Issues and Concerns

Access to allow construction to commence has not been provided by *tie* on 5 July 2010.

Rev 3A planned commencement date was 2 June 10.

Anticipated commencement date is 5 July 10.

Wall 1B

Progress

No activities carried out during the period.

Issues and Concerns

Commencement date is dependent on completion of utility diversions by *tie*.

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Commencement date is dependent on agreement of change to road works on Lindsay Road.

Rev 3A planned commencement date of 7 December 10 may be delayed as a consequence of *tie* not providing access to Lindsay Road westbound.

Wall 1C

Progress

Waterproofing behind wall has been completed. Cope concreting completion dependant on commencement of Wall 1A.

Rev 3A planned completion 09 July 2010

Anticipated completion date is 10 Sep 2010.

Issues and Concerns

None.

Wall 1D

Progress

No activities carried out during the period.

MUDFA works were completed on 24 June 10.

Issues and Concerns

Access to allow construction to commence was provided by *tie* on 5 July 2010.

Rev 3A planned commencement date was 29 March 10.

Anticipated commencement date is 5 July 10.

Lindsay Road Realignment

Westbound

Progress

No activities carried out during the period.

MUDFA works completed at Old Port Road on 24 June 10.

Issues and concerns

Access to allow construction to commence has not been provided by *tie*.

Rev 3A planned commencement date of 12 July 10 may be delayed by non availability of site and non agreement of change.

Eastbound

Progress

No activities carried out during the period.

Issues and concerns

Commencement date is dependent on agreement of change to road works.

Commencement date is dependent on completion of westbound.

Trackwork - Lindsay Road to Ocean Terminal

Ch 100000 -100160

Progress

No activities carried out during the period.

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Issues and Concerns

Commencement date is dependent on agreement of change from BDDI to IFC.

Ch 100160 -100450

Progress

No activities carried out during the period.

Issues and Concerns

Rev 3A planned commencement date of 1 June 10 has not been achieved. Access to allow construction to commence has not been provided by *tie*.

Commencement date is dependent on agreement of change from BDDI to IFC.

Redesign of carriageway pavement incomplete.

Change estimates on utility transferred by *tie* have not been agreed.

Ch 100450 -100600

Progress

No activities carried out during the period.

Issues and Concerns

Rev 3A planned commencement date of 12 July 10 may not be achieved. Commencement date is dependent on completion of utility diversions by *tie*.

Completion date is dependent on completion of utility diversions by *tie*.

Commencement date is dependent on agreement of change from BDDI to IFC.

Redesign of carriageway pavement incomplete.

Change estimates on utility transferred by *tie* have not been agreed.

Ch 100600 -100685

Progress

No activities carried out during the period.

Issues and Concerns

Commencement date is dependent on completion of utility diversions by *tie*.

Completion date is dependent on completion of utility diversions by *tie*.

Commencement date is dependent on agreement of change from BDDI to IFC.

Redesign of carriageway pavement incomplete.

Change estimates on utility transferred by *tie* have not been agreed.

Ch 100685-100830

Progress

No activities carried out during the period.

Issues and Concerns

Commencement date is dependent on completion of utility diversions by *tie*.

Completion date is dependent on completion of utility diversions by *tie*.

Commencement date is dependent on agreement of change from BDDI to IFC.

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Redesign of carriageway pavement incomplete.
Change estimates on utility transferred by *tie* have not been agreed.

Ch 100830 -101080

Progress
No activities carried out during the period.

Issues and Concerns

Commencement date is dependent on completion of utility diversions by *tie*.
Completion date is dependent on completion of utility diversions by *tie*.
Commencement date is dependent on agreement of change from BDDI to IFC.
Redesign of carriageway pavement incomplete.
Change estimates on Utility transferred by *tie* have not been agreed.

Leith Sands Sub Station

Progress
No activities carried out during the period.

Issues and Concerns

None.

Ocean Terminal Tram Stop

Progress
No activities carried out during the period.

Issues and Concerns

CEC planning approval outstanding
Commencement date is dependent on completion of utility diversions by *tie*.
Commencement date is dependent on agreement of change from BDDI to IFC.

Newhaven Tram Stop

Progress
No activities carried out during the period.

Issues and Concerns

CEC planning approval outstanding.
Commencement date is dependent on completion of utility diversions by *tie*.
Commencement date is dependent on agreement of change from BDDI to IFC.

Trackwork - Ocean Terminal to Port of Leith

Ch 101080 - 101200

Progress
No activities carried out during the period.

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Issues and Concerns

Commencement date is dependent on completion of utility diversions by *tie*.

Completion date is dependent on completion of utility diversions by *tie*.

Commencement date is dependent on agreement of change from BDDI to IFC.

Redesign of carriageway pavement incomplete.

Change estimates on utility transferred by *tie* have not been agreed.

Ch 101200 - 101400

Progress

No activities carried out during the period.

Issues and Concerns

Commencement date is dependent on completion of utility diversions by *tie*.

Completion date is dependent on completion of utility diversions by *tie*.

Commencement date is dependent on agreement of change from BDDI to IFC.

Redesign of carriageway pavement incomplete.

Change estimates on utility transferred by *tie* have not been agreed.

Ch 101400 - 101650

Progress

No activities carried out during the period.

Issues and Concerns

Commencement date is dependent on completion of utility diversions by *tie*.

Completion date is dependent on completion of utility diversions by *tie*.

Commencement date is dependent on agreement of change from BDDI to IFC.

Redesign of carriageway pavement incomplete.

Change estimates on utility transferred by *tie* have not been agreed.

Ch 101650 - 101880

Progress

No activities carried out during the period.

Issues and Concerns

Commencement date is dependent on completion of utility diversions by *tie*.

Completion date is dependent on completion of utility diversions by *tie*.

Commencement date is dependent on agreement of change from BDDI to IFC.

Redesign of carriageway pavement incomplete.

Change estimates on utility transferred by *tie* have not been agreed.

Victoria Bridge

Progress

No activities carried out during the period.

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Issues and Concerns

Commencement date is dependent on completion of utility diversions by *tie*.
Commencement date is dependent on agreement of change from BDDI to IFC.

Completion date is dependent on completion of utility diversions by *tie*.

Tower Place Bridge

East Abutment

Progress

Excavation to pile cap has been completed.

Issues and Concerns

Buildability and geometry issues with reinforcement details have yet to be resolved.

Centre Piers

Progress

Erection of pile cap support platforms to West and Centre piers has been completed with the East pier ongoing

Issues and Concerns

Buildability and geometry issues with reinforcement details have yet to be resolved.

West Abutment

Progress

Blinding to pile cap has been completed.

Issues and Concerns

Buildability and geometry issues with reinforcement details have yet to be resolved.

Demolition

Progress

Removal of existing copes has been completed in the period.

Issues and Concerns

None.

Superstructure

Progress

No activities carried out during the period.

Issues and Concerns

Rev 3A planned erection date for PC beams of 5 July 10 has not been achieved. No tie Change Order to proceed with special design of a shallow trackform.

Anticipated erection date is 2 Sep 10

Casino Access Road

Progress

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No activities carried out during the period.

Issues and Concerns

Commencement date dependant on completion of MUDFA works and resolution of LOD/licence issues with Forth Ports.

Port of Leith Tram Stop

Progress

No activities carried out during the period.

Issues and Concerns

CEC planning approval outstanding.

Trackwork – Port of Leith to Bernard Street

Ch 101880 – 101957

Progress

No activities carried out during the period.

Issues and Concerns

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

Change estimates on utility transferred by *tie* have not been agreed.

Commencement date is dependent on completion of utility diversions by *tie*.

Ch 101957 - 102012

Progress

No activities carried out during the period.

Issues and Concerns

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

Change estimates on utility transferred by *tie* have not been agreed.

Commencement date is dependent on completion of utility diversions by *tie*.

Ch 102012 - 102103

Progress

No activities carried out during the period.

Issues and Concerns

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

Change estimates on utility transferred by *tie* have not been agreed.

Commencement date is dependent on completion of utility diversions by *tie*.

Ch 102103 - 102145

Progress

No activities carried out during the period.

Issues and Concerns

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

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Change estimates on utility transferred by *tie* have not been agreed.
Commencement date is dependent on completion of utility diversions by *tie*.

Bernard Street Tram Stop

Progress

No activities carried out during the period.

Issues and Concerns

CEC Planning approval outstanding

Commencement date is dependent on completion of utility diversions by *tie*.

Commencement date is dependent on agreement of change from BDDI to IFC.

Trackwork – Bernard Street to Foot of the Walk

Ch 102145 - 102296

Progress

No activities carried out during the period.

Issues and Concerns

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

Change estimates on utility transferred by *tie* have not been agreed.

Commencement date is dependent on completion of utility diversions by *tie*.

Commencement date is dependent on completion of archaeological works by *tie*.

Ch 102296 - 102367

Progress

No activities carried out during the period.

Issues and Concerns

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

Change estimates on utility transferred by *tie* have not been agreed.

Commencement date is dependent on completion of utility diversions by *tie*.

Commencement date is dependent on completion of archaeological works by *tie*.

Ch 102367 - 102442

Progress

No activities carried out during the period.

Issues and Concerns

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

Change estimates on utility transferred by *tie* have not been agreed.

Commencement date is dependent on completion of utility diversions by *tie*.

Commencement date is dependent on completion of archaeological works by *tie*.

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Ch 102442 - 102645

Progress

No activities carried out during the period.

Issues and Concerns

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

Change estimates on utility transferred by *tie* have not been agreed.

Commencement date is dependent on completion of utility diversions by *tie*.

Commencement date is dependent on completion of archaeological works by *tie*.

Ch 102645 - 102710

Progress

No activities carried out during the period.

Issues and Concerns

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

Change estimates on utility transferred by *tie* have not been agreed.

Commencement date is dependent on completion of utility diversions by *tie*.

Commencement date is dependent on completion of archaeological works by *tie*.

Foot of the Walk Tram Stop

Progress

No activities carried out during the period.

Issues and Concerns

Rev 3A planned commencement date of 10 July 10 may not been achieved.

CEC Planning approval outstanding.

Commencement date is dependent on completion of utility diversions by *tie*.

Commencement date is dependent on agreement of change from BDDI to IFC.

Section 1B Foot of Leith to McDonald Road

Foot of the Walk to Balfour Street

Ch 110000 - 110350

Progress

No activities carried out during the period.

Issues and Concerns

Rev 3A planned commencement date of 12 July 10 may not been achieved.

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

Change estimates on utility transferred by *tie* have not been agreed.

Commencement date is dependent on completion of utility diversions by *tie*.

Ch 110350 - 110630

Progress

No activities carried out during the period.

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Issues and Concerns

Redesign of carriageway pavement incomplete.
Track work & carriageway changes from BDDI to IFC have yet to be agreed.
Change estimates on utility transferred by *tie* have not been agreed.
Commencement date is dependent on completion of utility diversions by *tie*.

Balfour Street to McDonald Road

Ch 110630 - 110920

Progress

No activities carried out during the period.

Issues and Concerns

Rev 3A planned commencement date of 12 July 10 may not be achieved.
Redesign of carriageway pavement incomplete.
Track work & carriageway changes from BDDI to IFC have yet to be agreed.
Change estimates on utility transferred by *tie* have not been agreed.
Commencement date is dependent on completion of utility diversions by *tie*.

Balfour Street Tram Stop

Progress

No activities carried out during the period.

Issues and Concerns

CEC Planning approval outstanding
Commencement date is dependent on completion of utility diversions by *tie*.
Commencement date is dependent on agreement of change from BDDI to IFC.

Leith Walk Substation

Progress

No activities carried out during the period.

Issues and Concerns

Commencement date is dependent on agreement of change from BDDI to IFC.

4.1.3.3 Section 1C Brunswick Road to Princes Street West

Brunswick Road to Annandale Street

Ch 120000 - 120200

Progress

No activities carried out during the period.

Issues and Concerns

Redesign of carriageway pavement incomplete.
Track work & carriageway changes from BDDI to IFC have yet to be agreed.
Change estimates on utility transferred by *tie* have not been agreed.
Commencement date is dependent on completion of utility diversions by *tie*.

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Annandale Street to London Road

Ch 120200 - 120375

Progress

No activities carried out during the period.

Issues and Concerns

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

Change estimates on utility transferred by *tie* have not been agreed.

Commencement date is dependent on completion of utility diversions by *tie*.

London Road to Picardy Place

Ch 120375 - 120500

Progress

No activities carried out during the period.

Issues and Concerns

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

Change estimates on utility transferred by *tie* have not been agreed.

Commencement date is dependent on completion of utility diversions by *tie*.

IFC design incomplete for carriageway and track work construction.

Picardy Place to Broughton Street

Ch 120500 - 120700

Progress

No activities carried out during the period.

Issues and Concerns

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

Change estimates on utility transferred by *tie* have not been agreed.

Commencement date is dependent on completion of utility diversions by *tie*.

IFC design incomplete for carriageway and track work construction.

Broughton Street to North Street Andrew Street

Ch 120700 - 121000

Progress

No activities carried out during the period.

Issues and Concerns

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

Change estimates on utility transferred by *tie* have not been agreed.

Commencement date is dependent on completion of utility diversions by *tie*.

IFC design incomplete for carriageway and track work construction.

Picardy Place Tram Stop

Progress

No activities carried out during the period.

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Issues and Concerns

CEC Planning approval outstanding

Commencement date is dependent on completion of utility diversions by *tie*.

Commencement date is dependent on agreement of change from BDDI to IFC.

Cathedral Substation

Progress

No activities carried out during the period.

Issues and Concerns

Commencement date is dependent on agreement of change from BDDI to IFC.

North St Andrew Street to Waverley Junction

Ch 121000 - 121375

Progress

No activities carried out during the period.

Issues and Concerns

Rev 3A planned commencement date of 28 June 10 has not been achieved.

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

Change estimates on utility transferred by *tie* have not been agreed.

Commencement date is dependent on completion of utility diversions by *tie*.

IFC design incomplete for carriageway and track work construction.

St Andrew Square Tram Stop

Progress

No activities carried out during the period.

Issues and Concerns

CEC Planning approval outstanding

Commencement date is dependent on completion of utility diversions by *tie*.

Commencement date is dependent on agreement of change from BDDI to IFC.

Waverley Junction to Castle Street

Ch 121375 - 121980

Progress

Safety critical, remedial and outstanding works have continued in the period.

Scottish Water works at The Mound have continued in the period.

Issues and Concerns

Anticipated completion is now 16 July 10.

Numerous elements of construction have yet to be completed.

Princes Street Tram Stop

Progress

No activities carried out during the period.

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Issues and Concerns
CEC Planning approval outstanding

4.1.3.4 Section 1D Princes Street to Haymarket

Castle Street to Lothian Road

Ch 130000 - 130380

Progress

Safety critical, remedial and outstanding works have continued in the period.

Issues and Concerns

Numerous elements of construction have yet to be completed.

Lothian Road to Coates/Atholl Crescent

Ch 130380 – 130670

Progress

No activities carried out during the period.

Issues and Concerns

Rev 3A planned commencement date of 14 July 10 may not been achieved.

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

Change estimates on utility transferred by *tie* have not been agreed.

Commencement date is dependent on completion of utility diversions by *tie*.

Coates/Atholl Crescents

Ch 130670 - 130813

Progress

No activities carried out during the period.

Issues and Concerns

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

Change estimates on utility transferred by *tie* have not been agreed.

Commencement date is dependent on completion of utility diversions by *tie*.

Crescents to Manor Place

Ch 130813 - 130850

Progress

No activities carried out during the period.

Issues and Concerns

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

Change estimates on utility transferred by *tie* have not been agreed.

Commencement date is dependent on completion of utility diversions by *tie*.

Manor Place to Palmerston Place

Ch 130850 - 130960

Progress

No activities carried out during the period.

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Issues and Concerns

Redesign of carriageway pavement incomplete.
Track work & carriageway changes from BDDI to IFC have yet to be agreed.
Change estimates on utility transferred by *tie* have not been agreed.
Commencement date is dependent on completion of utility diversions by *tie*.

Palmerston Place to Grosevener Street
Ch 130960 - 131100

Progress

No activities carried out during the period.

Issues and Concerns

Redesign of carriageway pavement incomplete.
Track work & carriageway changes from BDDI to IFC have yet to be agreed.
Change estimates on utility transferred by *tie* have not been agreed.
Commencement date is dependent on completion of utility diversions by *tie*.

Grosevener Street to Haymarket
Ch 131100 - 131250

Progress

No activities carried out during the period.

Issues and Concerns

Rev 3A planned commencement date of 18 May 10 has not been achieved.
Redesign of carriageway pavement incomplete.
Track work & carriageway changes from BDDI to IFC have yet to be agreed.
Change estimates on utility transferred by *tie* have not been agreed.
Commencement date is dependent on issue of Permit to commence by *tie*.

Shandwick Place Tram Stop

Progress

No activities carried out during the period.

Issues and Concerns

CEC Planning approval outstanding
Commencement date is dependent on completion of utility diversions by *tie*.
Commencement date is dependent on agreement of change from BDDI to IFC.

4.1.3.5 Section 2A Haymarket to Roseburn Junction

Haymarket Station Viaduct

Progress

Reinforcement, formwork & concreting of parapets has continued in the period.

Approach retaining wall construction has continued in the period.

Reinforcement, formwork and concreting of crew relief wall has recommenced.

Issues and Concerns

Rev 3A planned completion date of 25 November 10 may not be achieved.

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**Trackwork Haymarket to Russell Road
Haymarket Viaduct to Haymarket Yards**

Progress

Site Investigation works have been carried out during the period.

Issues and Concerns

Redesign of carriageway pavement incomplete.

Track work & carriageway changes from BDDI to IFC have yet to be agreed.

Haymarket Yards to Russell Road

Progress

Track work drainage works has continued in the period.

Issues and Concerns

Change Order for treatment of soft below track form required.

Track work changes from BDDI to IFC have yet to be agreed.

Haymarket Station Substation

Progress

No activities carried out during the period.

Issues and Concerns

None.

Haymarket Station Tram Stop

Progress

No activities carried out during the period.

Issues and Concerns

CEC Planning approval outstanding

4.1.3.6 Section 5A Roseburn Junction to Balgreen Road

Russell Road Bridge

Progress

Form C/WPP under review by CRE. Planned submission to TPE by 7 July 10 to allow construction to commence 30 August 10, 3 days later than indicated on Rev 3A Programme

Issues and Concerns

Changes from BDDI to IFC are yet to be agreed.

Change order required for soil nailing temporary works.

Scope of protection works has not been agreed with Scottish Gas Networks.

Change order for protection of services required.

Russell Road Retaining Walls W3 & W4

Progress

Wall pours to panels 10, 11, 12 & 13 have been completed in the period.

Base construction has continued on panels 14, 15 & 16.

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Issues and Concerns

Estimate for removal of contamination has yet to be agreed.
Change for Scotrail car park has yet to be agreed.
Change for alternative piling has yet to be agreed.
Change for redesign of pile cap has yet to be agreed.
Change from BDDI to IFC has not been agreed for W3.
Non agreement of estimate for contamination and car park will delay completion of W4/W3 east half.
Non resolution of HV diversion will delay completion of W4 west half.
Non agreement of Plot 97 issues will delay completion of W4 west half.
Rev 3A completion date 17 April 12.
Anticipated completion date 10 May 12

Murrayfield Tram Stop Retaining Wall

Progress

No activities carried out during the period.

Issues and Concerns

No IFC drawings for construction-tied to issue of IFC Roseburn viaduct.
Changes from BDDI to IFC are yet to be agreed.
Rev 3 commencement date of 09 Aug 2010 is dependent on issue of IFC.

Murrayfield Stadium Tram Stop

Progress

No activities carried out during the period.

Issues and Concerns

CEC Planning approval outstanding.

Track work Russell Road to Murrayfield Stadium

Progress

No activities carried out during the period.

Issues and Concerns

Track work Changes from BDDI to IFC have yet to be agreed.

Roseburn Street Viaduct

Progress

No activities carried out during the period.

Issues and Concerns

IFC design incomplete. Planning issues with CEC on detailed design.
Rev 3 commencement date of 9 August 10 may not be achieved.

Murrayfield Retaining Wall 21B

Progress

No activities carried out during the period.

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Issues and Concerns

Changes from BDDI to IFC have yet to be agreed.

Temporary works redesign has continued in the period.

Redesign of soft ground treatment may delay commencement of construction activities.

Rev 3 commencement date of 9 August 10 may not be achieved.

Murrayfield Stadium Underpass

Progress

Installation of trial soil nailing has commenced in the period.

Issues and Concerns

Commencement is dependent on agreement of changes from BDDI to IFC.

Rev 3 Networkrail submission date of 21 July 10 may be delayed pending resolution of trial soil nails.

Murrayfield Retaining Walls 21D

Progress

No activities carried out during the period.

Issues and Concerns

Changes from BDDI to IFC have yet to be agreed.

Redesign of soft ground treatment may delay commencement of construction activities.

Water of Leith Bridge

East Abutment

Progress

No activities carried out during the period.

Issues and Concerns

Changes from BDDI to IFC have yet to be agreed.

Redesign of soft ground treatment may delay commencement of construction activities.

Centre Pier

Progress

Form C for piling platform has been issued to CRE.

Rev 3 Submission date for Form C to Networkrail is 21 July 10.

Issues and Concerns

Changes from BDDI to IFC have yet to be agreed.

Change order for protection of existing utilities has yet to be agreed.

West Abutment

Progress

WPP/Form C has been resubmitted to CRE in the period.