



Transport Edinburgh
Trams for Edinburgh
Lothian Buses

Tram Project Board Report on Period 12 Papers for meeting 12th March 2008

09:00am – 11:00am

Distribution:

David Mackay (Chair)
Willie Gallagher
Bill Campbell
Andrew Holmes
Matthew Crosse
Donald McGougan
Graeme Bissett
Geoff Gilbert
Neil Renilson

Stewart McGarrity
Neil Wood
Steven Bell
James Stewart
Susan Clark
Andrew Fitchie
Alastair Richards
Jim Greeve
Miriam Thorne (minutes)

Brian Cox
Neil Scales
Ricky Henderson
Kenneth Hogg
Allan Jackson
Gordon Mackenzie
Phil Wheeler
Peter Strachan
Ewan Kennedy

TRAM PROJECT BOARD

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Agenda Tram Project Board

Brunel Suite – Citypoint II, 2nd Floor

12th March 2008 – 9.00am to 11.00am

Attendees:

David Mackay (Chair)	Stewart McGarrity	Brian Cox
Willie Gallagher	Neil Wood	Neil Scales
Bill Campbell	Steven Bell	Ricky Henderson
Andrew Holmes	James Stewart	Kenneth Hogg
Matthew Crosse	Susan Clark	Allan Jackson
Donald McGougan	Andrew Fitchie	Gordon Mackenzie
Graeme Bissett	Alastair Richards	Phil Wheeler
Geoff Gilbert	Jim Greeve	Peter Strachan
Neil Renilson	Miriam Thorne (minutes)	Ewan Kennedy

Apologies:

- 1 Review of previous minutes and matters arising
- 2 Presentation:
- 3 Project Director's progress report for Period 12 - Papers:
 - Phase 1b – Advance works
- 4 Health and safety
- 5 Change requests
- 6 Risk
- 7 Date of next meeting
- 8 AOB

Edinburgh Tram Network Minutes

Joint Tram Project Board / TEL Board

13th February 2008

tie offices – Citypoint II, Brunel Suite

Members:			
David Mackay (Chair)	DJM	Bill Campbell	WWC
Willie Gallagher	WG	Andrew Holmes	AH
Cllr Ricky Henderson	RH	Donald McGougan	DMcG
Cllr Allan Jackson	AJ		
Cllr Phil Wheeler	PW		
In Attendance:			
Steven Bell	SB	Gill Lindsay (part)	GL
Stewart McGarrity	SMcG	Duncan Fraser	DF
Andrew Fitchie	AF	Neil Wood	NW
Alasdair Sim (part)	AS	Graeme Bissett	GB
Susan Clark	SC	James Papps (for James Stewart)	JP
Alastair Richards	AR	Miriam Thorne (minutes)	MT
Peter Strachan	PS		

Apologies: Neil Renilson, James Stewart

1.0	REVIEW OF PREVIOUS MINUTES	
1.1	The previous minutes were taken as read and the outstanding actions from previous meetings were agreed as complete.	
2.0	MATTERS ARISING	
2.1	The Boards endorsed the delegation of authorities presented and approved at the previous TPB and tie meetings.	
3.0	OVERVIEW	
3.1	WG provided an overview of the progress towards Financial Close. He outlined the key issues and the plans for resolving them.	
3.2	DJM stressed to the Boards that all the information which was presented was highly confidential.	
4.0	SDS	
4.1	SB presented the progress on the SDS novation agreement, focussing on: <ul style="list-style-type: none"> - Changes to the SDS terms; - The SDS Disclosure statement; - The programme for delivery of the remaining design; and - The division of responsibility between BBS and SDS. 	
4.2	The issues now outstanding relate to the assignment of SDS's PCGs to BBS and the level of liability cap for failure to deliver to the agreed programme for	

	CEC Technical and Prior Approvals.	
4.3	SB confirmed that the timetable for delivery will be part of the contract and briefings have taken place with key stakeholders. He also confirmed that the final design packages are now expected in late 2008 and that the critical designs will be identified and dealt with in the programme.	
4.4	DMcG questioned whether it would have been possible to buy-out the design risk. The Boards heard that, throughout the negotiations pre-and post-preferred bidder, neither consortium was willing to accept this risk. The reasons were not related to design quality concerns but due to the dependency on the public sector approvals processes, and the fact of a mis-match in contracts, where SDS was not penalised for programme delays.	
4.5	WG explained that, in discussion with senior PB management, it was clear that SDS was less interested in incentives, but on the impact of the project on their reputation.	
4.6	The Boards requested a guidance document that set out the detailed programme for the next few months in terms of design delivery, tie's plan for managing this and quantifying the key issues, including risk transfer and potential programme slippage.	SB
5.0	Construction Programme	
5.1	SB presented the highlights of the proposed construction programme. The Boards were informed that it had been discussed with the emergency services and other stakeholders, who all were keen to ensure the swift completion of construction.	
5.2	PW enquired whether there was further opportunity to reduce the programme length. SB explained that although the programme did contain some float, it was too early to consider giving any of it up. Further, critical resource constraints would have to be considered when investigating measures such as 24 hour working.	
5.3	AR requested confirmation that the key issues for the next period highlighted in the period progress report were well understood and managed. This was confirmed.	
5.4	WG stated that he wished to communicate the programme to the wider public to meet the strong call for greater information on the project.	WG
6.0	Price, Budget and Risk	
6.1	SMcG presented the predicted budget at Financial Close, giving details on the Infraco budget and the movement on the risk allowances. He explained that the to-go costs in this budget represented the full programme and scope of works, with a risk allowance of approx £30m relating to £90m of non-firm future costs. However, the budget does not contain allowances for stakeholder changes to programme or scope.	
6.2	It was stressed that the Infraco price was a negotiated number, which included a premium for achieving price certainty on previously provisional items, as well as some contingencies for design issues.	
6.3	AF explained that the level of change in prices since the Preferred Bidder recommendation was expected and confirmed there was little likelihood of a procurement challenge from Tramlines. He highlighted that Tramlines had a large number of reserved positions at the selection stage which would have	

	also resulted in price movements. Additionally, an internal review of the selection confirmed its robustness. AR subsequently confirmed that the price gap between the Tramcos was sufficiently large to make a challenge unlikely.	
6.4	The Boards were informed that the movement in the risk allowance related to utilisation of the pre-contract risk which had specifically been provided for. Further, no amounts had as yet been drawn down against the MUDFA risk which presented a significant proportion of the remaining risk allowance. SB stated that he was content with the current level of allowances and would not recommend further adjustments.	
6.5	WG stressed tie 's desire to retain as much of the risk allowance as possible to provide future funding for Phase 1b. Although there was currently no fixed price available from BBS for Phase 1b, the principles were agreed and a feasibility review based on further price discussions would be presented in Autumn 2008.	
6.6	SMcG stated that he would update Transport Scotland on the impact of the delay to Financial Close on the budget phasing.	
7.0	Contractual and Legal update	
7.1	AF presented the update on the contractual and legal status of the Infraco contract, the Tramco supply, maintenance and novation agreements and the SDS novation agreement and ancillary legal workstreams. He confirmed that the document language for all agreements was English. He also confirmed that the relevant PCGs had been reviewed by DLA and were currently for signing with the respective guarantee providers. These documents would be fully approved and signed by the time of contract signature.	
7.2	In response to questioning about timeframes, AF pointed out that although dependent on BBS support, most legal and contractual items were under tie 's control and he considered the proposed target dates as reasonable.	
8.0	3rd Party Agreements	
8.1	AS provided an update on the current status of agreements with Network Rail, Edinburgh Airport Limited, Forth Ports, the SRU and CEC for licenses.	
8.2	Forth Ports: SC confirmed that information on concluding the agreement with FP was expected Feb 13 th . This included Heads of Terms on the funding and relevant caps thereof.	
8.3	SRU: SC confirmed that she anticipated final feedback on the agreement from the SRU on Feb 13 th . PW stated that concerns had been raised with him by the Murrayfield Wanderers RFC about the level of stakeholder consultation from the SRU and that he would pass on any concerns directly to the project.	PW
9.0	Financial Close Programme	
9.1	SC presented the Financial Close programme and explained that the planned CEC briefings were intended to give CEC officials sufficient information to brief the councillors.	
9.2	WG suggested two sets of briefings to cover detailed technical briefing requirements as well as providing a more highlevel overview. DMcG suggested the latter could also be used to brief the CEC Tram sub-committee. PW and WG to discuss off-line	WG / PW

10.0	MUDFA – update	
10.1	SB gave an update on the key matters relating to the MUDFA programme and communications.	
10.2	WG stated that a major news piece was planned by the BBC for February 29 th .	
10.3	The Boards welcomed the distribution of the Tram factsheet, which would become a regular feature, providing a look ahead to planned activities.	
10.4	WG expressed his apprehension about the compounding impact of increased activity in MUDFA and the start of Infracore on stakeholder concerns. He stated it was his intention to undertake a root and branch internal review of the current processes relating to communication with stakeholders as part of the sign-off of sites as ready for construction and simplify the management structure of these. A report would be provided to the next TPB.	SB
10.5	AJ requested that stakeholder communications place greater focus on areas outside the city centre, such as Constitution Street. WG confirmed that the project was looking at higher profile signatures to be used on Leith Walk.	
10.6	DMcG requested that communications on MUDFA stressed the fact that, in many cases, the works included an element of upgrading, not just diversion of utilities.	SB
11.0	Tram Video	
11.1	The Boards welcomed the updated promotional video and requested that a) Information on future phases, particularly Phase 1b be incorporated; and b) The term “tram conductor” be replaced with “tram inspector”.	WG
12.0	Progress Report	
12.1	The report was taken as read.	
13.0	Peer Review Group – paper	
13.1	The paper was approved by the Boards with the request for a small amendment to the phrasing on technical expertise. SMcG also confirmed that a review of the use of Scott Montcrief as internal auditors would be undertaken and reported to tie’s Audit Committee.	
14.0	Letter from the Chamber of Commerce	
14.1	WG requested agreement from the Boards that the project could take advantage of a relaxation of the Code of Construction Practices based on a site-by-site assessment and agreement with local stakeholders. SB confirmed that the appropriate procedures would be followed in each instance and an assessment would be undertaken on cost and time implications.	
15.0	Change Requests	
15.1	The Boards approved the paper providing a summary of the currently outstanding change requests. SB confirmed that the ones relating to Forth Ports were focussed on design approvals at this stage.	
15.2	The Boards also noted that the design for Picardy Place was currently still the gyratory system and change to a T-junction would require a CEC change request. AH confirmed he would provide a definitive summary paper outlining the reasons for and impacts of the desired change, including discussions with	AH

	Henderson Global.	
16.0	TEL	
16.1	DJM / WWC provided an update on the major issues for TEL (Lothian Buses) in regard to the Scottish Government's plans for: <ul style="list-style-type: none"> - Not approving to refund fuel levies as in previous years; and - To cap the limit of concessionary fares. They highlighted that these measures posed significant threats to the whole of the bus industry in Scotland, and Tram and the TEL Business Plan in due course.	
16.2	The Boards approved the recommendation that lobbying of the Scottish Government should be left to the Confederation of Passenger Transport at this stage, instead of direct contact from the TPB / TEL.	
17.0	Operating Agreements	
17.1	GL confirmed that the tie-CEC operating agreement was in its final draft and was expected to be completed imminently.	
18.0	AOB	
18.1	The Boards noted with appreciation the efforts undertaken by tie and the stakeholders to progress the project.	
18.2	The TPB noted that full authority was delegated to SMcG during WG's absence.	
18.3	Date of the next TPB and TEL meeting – 12 th March 08.	

Prepared by Miriam Thorne, 19th February 2008

1 Executive summary

1.1. Previous period update

1.2.1 Commercial and procurement

Infraco / Tramco negotiations

During the period, negotiations continued with the Preferred Bidders, BBS and CAF. The primary areas of negotiation were:

- SDS novation: Key items outstanding are in relation to Prior and Technical Approvals, linkage of design submission to the approvals process and CEC requirements and the legal liability relationship between BBS and SDS. To address these issues, engagement has taken place at senior level in CEC and **tie** to finalise the full approvals programme and agree an aligned programme with all parties;
- Infraco Employers Requirements: Internal technical consistency checks and legal reviews were performed during the period and the final version is now with BBS for final review;
- Tramco novation: Significant progress was made during the month to align and close out contractual issues; and
- Other items relate to the payment milestone schedule and Phase 1b terms.

Senior **tie** engagement has been ongoing to ensure Contract Close during March. Progress has commenced through advanced mobilisation (progress outlined below).

Infraco advance works

A design / constructability meeting on the demolition of Caledonian Alehouse has been held and actions placed to conclude final details. Meetings have also been held with Forth Ports, BAA, The Gyle and NR to review the respective draft "Construction Code of Practice" documents prior to mobilisation at these sites.

Advance archaeological works in the Gogar / Ingliston area have commenced with an anticipated programme of six weeks work to complete.

Project Management Plans and the Construction Health and Safety Plan have been received from BBS and are being reviewed by **tie**. An audit programme is to be agreed with them that will include their management of their package contractors.

The **tie** Construction Management Plan and procedures are being reviewed and updated to ensure effective processes are in place that match the Infraco proposal.

Works on the 2008 programme for invasive species have commenced and the contractor has outlined his proposals for future works, which will be co-ordinated with Infraco works. Ongoing badger monitoring continues to ensure no new setts are created on the route.

MUDFA

- A joint review (**tie** / AMIS) of the required utility diversions to update the AFA, based upon the currently issued IFC and the issued for approval drawings in the period, is underway and will be completed by the end of Period 13. The joint review will be based upon approximately 90% of the design for the Project.
- An excavation along Leith Walk may have affected the adjacent existing structures. This is a potential OCIP insurance issue, the insurers have been informed and a structural engineer representing the insurers has visited the site and inspected the affected properties.

1.2.2 Approvals / governance / funding

Council Financial Guarantee and Grant Award letter

- The CEC Guarantee requires CEC to stand behind **tie**'s financial obligations to BBS and is now in agreed form.
- The annual sums available from Transport Scotland for 08/09 and 09/10 are currently capped, putting some pressure on adhering to programme. Work is underway to quantify the impact on potential CEC borrowing requirements.

Delegated authority

- As reported last period, a sub-committee of the **tie** TEL and Tram Project Boards has been formed to whom authority is delegated to approve final execution by the **tie** Chairman of Notification to Award, the Infraco suite of contracts and any necessary related agreements on condition that :
 - The final terms of the contractual arrangements are within the terms of the Final Business Case, subject to slippage of up to one month in programmed revenue service in 2011; and
 - They unanimously conclude that it is appropriate to do so ; and
 - Approval has been received from the CEC Chief Executive to do so.

1.2.3 Design and engineering

Design Review

tie's Design Management Plan is in the process of being updated to accommodate the changes needed for the transition into Infraco-led design completion.

The design review of "work-in-progress" SDS design package elements has now finished. Approximately 10% of all design has been reviewed and the results discussed with SDS. Those results are being fed back into their ongoing design, as appropriate, and are intended to underpin fit-for-purpose, checked, compliant design that SDS will submit in the form of self-assured design packages. The first of these is due in March 2008.

As outlined above, engagement has taken place at senior level to finalise the full approvals programme and agree an aligned programme with all parties

In the period daily meetings were instigated to monitor the approvals process ensuring that priority approvals were submitted and returned as required. The first Technical Approvals were submitted during the period and CEC had a number of comments on them. These comments will be incorporated into future submissions.

Each of the 18 "self-assured" packages will have an associated Design Assurance (Verification) Statement (DAS), which will be the prime demonstration from SDS that the package fulfils all requirements. Each DAS and some full packs will be reviewed in detail. The reviews will be led by **tie**, assisted by TSS, and will involve all stakeholders.

The programme produced by SDS for the submission to **tie** of their self-assured design packages shows that the final package delivery will not be until the end of 2008. Also, SDS submissions to CEC for their approvals are now timed such that, in some cases, construction is programmed to commence before approval has been completed. **tie** Engineering is leading the process which will find a way through this impasse. The first manifestation of this issue has arisen with Haymarket station viaduct.

EMC

The Stray Current Working Group now has input from all potentially affected utilities. With their involvement and agreement a testing and monitoring programme will be derived.

System compatibility

A potential issue between tram vehicle and tram infrastructure is in the process of being resolved.

Roads design

Draft results from some Road Safety Audits (which review proposed roads design for user safety considerations) have revealed problems in Leith Walk and Haymarket junction. These are now being worked through in conjunction with CEC to determine a way forward.

Structures design

Ground conditions at the site of Murrayfield tramstop have necessitated a different approach to the construction of the retaining wall. The design team is working with BBS to agree a design solution.

System safety

Auditing for **tie**'s Safety Verification Scheme is ongoing. This is our means of demonstrating to **tie**'s Independent Competent Person (ICP) that the design will produce a safe tram system. Results from this work are fed into the Programme Safety Certification Committee, which is also the custodian of the projects Safety Hazard Log, so all elements of system safety can be managed effectively. Effective dialogue is ongoing with the ICP.

1.2.4 MUDFA

Progress

		Period 12			Overall Performance to Date		
		PLANNED	ACTUAL	Variance	PLANNED	ACTUAL	Variance
TOTAL	Metres	3169	1619	-1550	9754	7805	-1949
	Chambers	56	6	-50	79	44	-35
BT/Comm	Metres	1042	507	-535	2441	1783	-658
SGN	Metres	391	314	-77	649	455	-194
Scot W	Metres	1110	778	-332	3620	3169	-451
Scot P	Metres	330	10	-320	831	517	-314
Forth Ports	Metres	0	0	0	314	314	0
Gogar Comm	Metres	0	0	0	0	0	0
Gogar Scot P	Metres	0	0	0	0	0	0
Gogar Scot W	Metres	0	0	0	0	0	0

Current progress is three weeks behind programme. This is due to increasing workload being identified during the works and the number of live sections. Based on present outputs, this can be recovered by utilising 15 additional personnel over a period of three months. Key areas to be targeted are the north end of Leith Walk (output 33%) and The Mound / St Andrew Street (output 58%), which are substantially lower than the overall average output of 80%.

The skill base of workforce personnel has been reassessed and changes have been carried out accordingly, which has resulted in resource shortages in the interim. To ensure no ongoing impact on works elsewhere, additional suitably qualified resources have been identified internally and externally (subcontractors) to carry out works in Shandwick Place and in Constitution Street. Further resources supervision and labour are being recruited to address downturn in outputs.

A programme review is underway to ensure this remedial action can be effective within the current MUDFA programme and interface with Infracore.

Section 1A

A trial hole at Foot of the Walk demonstrated that a major telecom chamber can be located in the footway, as opposed to the carriageway, as originally proposed and approved by BT.

Works outwith the LOD around Constitution Street have commenced. Traffic management modelling of Foot of the Walk / Constitution Street is complete supporting the proposed traffic diversion routes.

Section 1B

Traffic Management is in place to accommodate all diversionary works from McDonald Road to Manderston Street. Progress in the period has been less than anticipated. A review of resource numbers and types of work practices is ongoing.

Section 1C

A trial hole at the top of Dublin Street has demonstrated that a major telecom chamber can be located in the footway as opposed to carriageway at this location as well. Traffic Management in place on York Place to allow duct runs to be installed in the carriageway

BTO diversionary works are ongoing in South St Andrew Street and St Andrew's Square. These commenced on the 8 January 2008 and will be ongoing for some 16 weeks.

Diversions between the Mound and South St Andrew Street are behind programme due to extent of existing services and requirements to alter / amend TM, impacting on progress. Work site was suspended for three weeks whilst location of SGN MP main in Hanover Street was confirmed.

The remainder of the utility road crossings in Princes Street, between the junctions of Frederick Street and Castle Street, are now complete.

A large trial excavation was completed on the SGN MP main in The Mound. Outside diameter measurements were recorded by a specialist connections contractor to allow long lead time items to be ordered.

Section 1D

The remaining 31 planned trial holes along Shandwick Place up to Haymarket Junction have been progressing since 7 January 2008. These were all completed in advance of the Phase 1 Shandwick Place closure.

Phase 1 Shandwick Place Closure

A two phase strategy has been approved and drawings have been issued to AMIS. The necessary TM design work for Phase 1 has been completed with the specific requirements of all the alterations to the traffic signals and appropriate signage detailed out. Traffic signal alterations were completed by 6am Saturday 1 March 2008.

The civil works to enable the closure of Shandwick Place (Phase 1) have been ongoing since 8 January 2008. These were completed by 1st March 2008. Continuation of further enabling works (Phase 2) will now continue.

Section 5A

Works by MUDFA have been completed and the remaining works transferred to Infracore.

Section 5B.

IFC utility drawings were issued on 18 January 2008. MUDFA works were re-programmed and commenced on 25 February 2008. Traffic Management requirements for northbound South Gyle access need to be reviewed and will require removal of the central reservation.

Section 5C

IFA drawings issued 25 January 2008. Current forecast for IFC 6th March 08, delayed from 8 February 2008. The majority of the works in this section will be adjacent to the Gyle Roundabout and Gyle Broadway and in the South Gyle Access junction with Bankhead Drive. Drawings were issued to Edinburgh Park (IFA) on 30 January for approval.

Section 6

A hydrostatic test of the 250mm water main diversion has been completed and finalisation of acceptance with Scottish Water is progressing.

No works were carried out in depot over this period. Removal of final earthwork quantities is delayed by SGN IP main and BAA fence (which is sterilising the proposed route for 800mm water main). BAA has now agreed on the requirements for the amended fence line but no date has been provided.

800mm water main design drawings reviewed for discussion with SW w/c 28th January 2008. The delay in these drawings (issue was anticipated in latter part of December 2007) has exacerbated relations with SW and put these works on the critical path for the Gogar depot construction works. These drawings remain outstanding. These works, which were anticipated to commence in January 2008, will now start at the beginning of May 2008.

Section 7A and 7B

AMIS is in discussions with Grontmij regarding programme requirements. The first workshop was held with BAA on Friday 15 February 2008.

DLA draft of D&B contract has been issued to AMIS for review and acceptance. The Carillion takeover and consequential governance influence may affect the

planned construction start in April 2008. this is being escalated to address any potential impact.

1.2.5 Delivery

The BAA lease and licence agreements were executed by CEC and Edinburgh Airport Ltd on 25th February 08.

Network Rail has confirmed that acceptance of the station and depot change proposals have been received from First ScotRail and the relevant train operating companies (3rd March 08). Under the APA, this now allows the Infracore contractor to access all areas of NR land in order to construct the tramway and associated facilities.

The APA is in agreed form and is expected to be signed by 10th March 08. The suite of property agreements are also in the final stages of drafting, with the framework agreement expected to be executed by Financial Close.

The modelling support to inform the design process is proceeding well. Work continues on the layout of a small number of key junctions, the most significant of which are Picardy Place, Haymarket and Frederick Street.

1.2.6 Health, safety, environment and quality

There was one minor accident in the period; an operative received a cut to their hand. There was no lost time and the accident frequency rate (AFR) for the project remains 0.00.

One minor incident was reported in the period. Enabling works to support the utility diversion works at night were stopped due to noise complaints. The works have been re-planned and the CEC Environmental Noise Officer consulted. There were nine other minor and very minor incidents. Two safety tours and four site inspections completed in the period and action plans are agreed to address the issues raised.

There was one HSQE audit completed resulting in three minor audit findings and four observations. Corrective action responses are awaited from the auditee. Two NCRs were raised in the period; both of these have been closed.

1.2.7 Stakeholder and communications

Communications teams have contacted all the affected businesses and residences to obtain access / loading / special requirement needs along Shandwick Place to develop a support strategy which will be incorporated within the overall construction philosophy for this closed-off section.

The first of the construction update leaflets were produced and distributed, as well as the Trams for Edinburgh website being updated to reflect all MUDFA activity.

Inbound demand continued to rise and there were in excess of 160 inbound enquiries in the period.

The business support activity this period was the most intense since the project began with more than 109 businesses receiving support packs. The cumulative payout on the small business support scheme is £328,000.

1.2. Key issues for forthcoming period

General

- Progress to Financial Close in relation to the preferred bidder process – on price, programme, risk allocation, legals and contract elements;
- Progress of the novation agreements for SDS and Tramco;
- Achievement of Infraco mobilisation milestones; and
- Agreement on the design and approvals programme with CEC and SDS.

MUDFA specific

- MUDFA / Infraco programme interfaces;
- BT cabling and jointing programme – working with BT to explore ways of reducing the impact, although the impact on the Infraco construction programme has diminished. The programme aims to minimise potential interfaces between MUDFA and Infraco to maximise the window of opportunity for the BT works;
- SGN 30" gas main at the Mound – commercial resolution is being progressed with an agreement having been reached on the preferred solution;
- Latest IFC drawings are primarily based on drawings yet to have final approval from CEC – there is a potential problem if any of these are subsequently 'not approved';
- Design delays in the issue of IFC drawings. Trend beginning to show again. This is being escalated to address the problem; and
- 1,500mm sewer under proposed A8 underpass. Risk of not achieving alternative solution agreement to the proposed option to divert it under the A8. The latest information would indicate secondary diversions would be required over and above the underpass diversion. If this is confirmed, the probability of an alternative solution being accepted would be severely compromised. It is now a very likely that the diversion of sewer will be required.

1.3. Cost

	COWD Period	COWD (YTD)	COWD YTD + forecast to year end	AFC
Phase 1a	£4.1m	£57.5m	£85.5m	£498.1m
Phase 1b	£0.0m	£ 1.1m	£ 2.0m	£ 87.3m
Phase 1a+1b	£4.1m	£58.6m	£87.5m	£585.4m

The COWD to date in the year primarily comprises continued development of design, advance works at the Gogar depot, utilities works under both MUDFA and direct works by utility companies, project management costs and land costs.

The forecast outturn for the year has fallen from £88.8m to £87.5m reflecting a re-estimate of outturn costs across all categories and the removal of a £0.5m risk / contingency allowance included in the Period 11 report. The forecast outturn is highly sensitive to achieving Financial Close during the period – approximately £19.4m out of the total forecast would not be expended during FY0708 year in the absence of Financial Close during the current year.

The cost of land included in the year to date totalling £16.6m (comprising both land acquired under the GVD process and land injected into the project by CEC) is included in this report for completeness. However, all payments have and will be made directly by CEC.

Costs for Phase 1b relate purely to finalising design works, as previously agreed by the Tram Project Board.

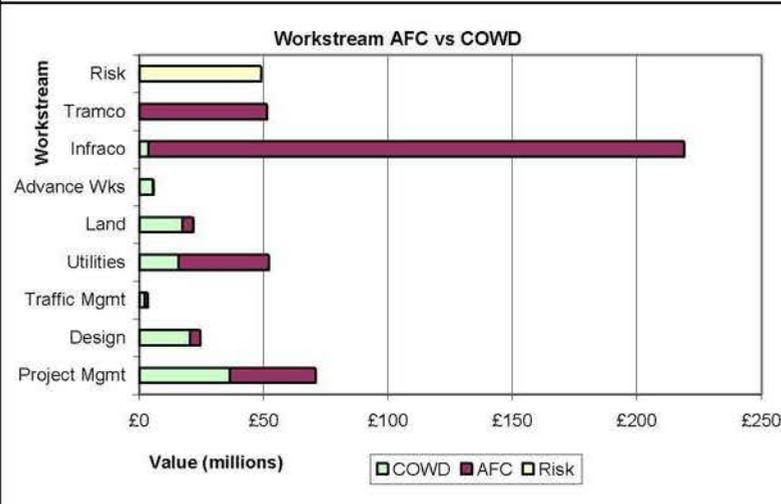
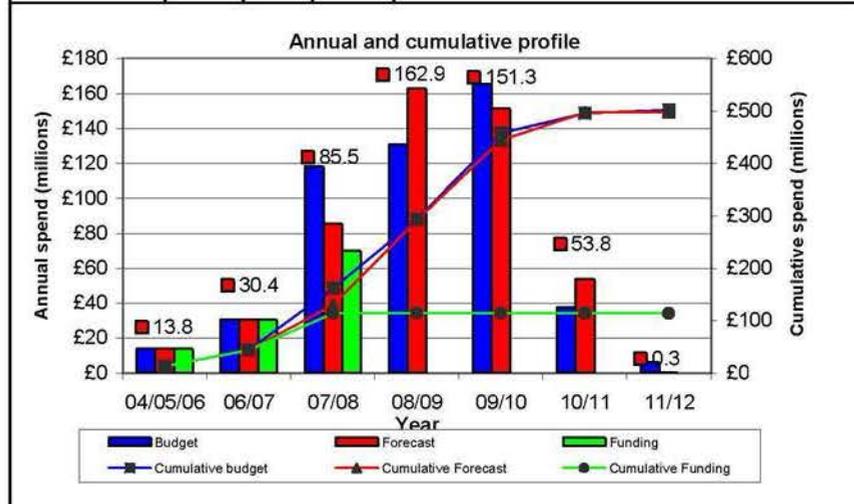
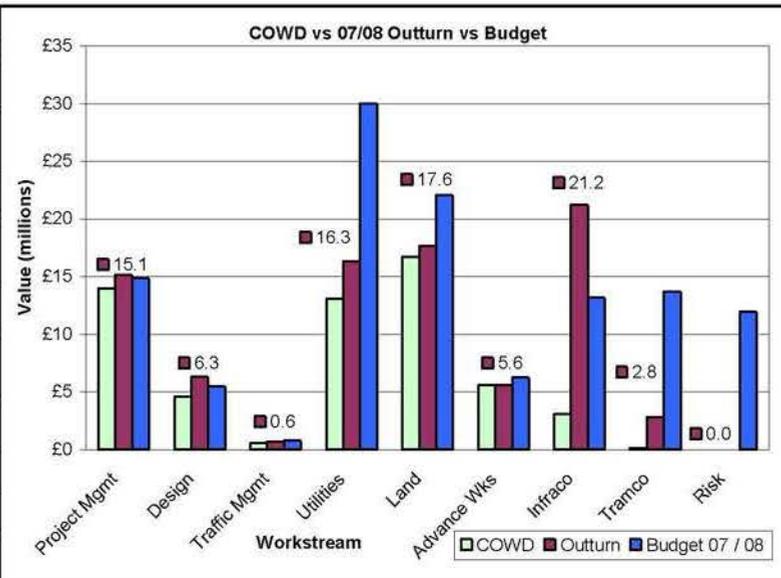
As previously reported, payments to be made in the current year for advance material purchases (£24.2m) will be treated as prepayments following discussion with TS. These prepayments would not be made until the start of the FY0809 in the absence of Financial Close before the end of March 08.

Forecast expenditure during FY 08/09 (now estimated at £162.9m on Phase1a) and subsequent years is subject to finalisation of tendered costs and related cost profiles with the Infraco and Tramco bidders and the element of the risk allowance allocated to that year. Cognisance is being taken of the current £120m cap on TS funding for FY 08/09 to the extent it makes commercial sense.

FOISA exempt

Yes
 No

Period 12 - 07/08 COWD (£000s)				
Workstream	F/cast	Act	Var	Comments
Project Mgmt	1,180	1,025	(155)	Release of accrual and saving in corporate overheads
Design	291	276	(15)	
Traffic Mgmt	79	79	0	
Utilities	2,167	1,669	(498)	3 weeks behind programme due to workload & high concentration of concurrent live work sites. Measures in place to recover slippage over coming 3 periods.
Land	105	101	(4)	
Advance Wks	6	21	15	
Infraco	1,045	838	(207)	Legal costs adjusted to reflect movement in Financial Close date
Tramco	70	70	0	
Risk	0	0	0	
Total	4,943	4,080	(864)	



1.4. Programme

The critical path has changed during the period as the as the agreed-in-principle construction programme is developed and modified to incorporate emerging issues.

Design

The delivery of design to meet the construction schedules for various structures is causing concern and detailed reviews and discussions are underway with SDS, CEC and BBS to provide solutions.

All design issues from V27 that are now directly impacting the agreed-in-principle Infraco construction programme have been reviewed and are being actioned.

Network Rail

Network Rail immunisation works are showing as near critical as the final stages are tied to pre-booked possession dates in late December 2008 and early January 2009. This will remain critical until such times that the scope and programme are confirmed. This work has to be completed prior to the depot energisation in November 2009.

MUDFA

There are only a few areas where MUDFA overlaps with the Infraco programme and in all these areas the overlap consists of localised BT cabling.

Infraco

Infraco areas showing critical are generally those impacted by design availability. There are other areas where some of the track and OHL works show as critical but this is down to resource availability.

The final phase of the advance works contract for mass excavation prior to Infraco commencement is dependant on Scottish Gas Network delivering to programme which is continuing to experience delays. This situation is being monitored and current indications are that the existing SGN Gas Main will be isolated ready for removal by 18th April 2008.

1.5. Risk

There have been reviews conducted of various risk registers including MUDFA, Land and Property, TROs and SDS. There have been a number of reviews of the risk allocation with the project directors to ensure that the risk allowance for the project reflects the current contractual position. The project risk register and risk allowance will be updated immediately prior to contract award notification to reflect the risk profile as at the end of the contract negotiations.

1.6. Approvals / decisions / support required

Decisions / support required from TS

- Cash availability in line with milestone schedule and prepayment for advance material purchases.

Decisions / support required from CEC

- CEC Chief Executive approval for **tie** Chairman to sign;
- Signing of CEC Financial Guarantee;
- Signing of operating agreements CEC-**tie** and CEC-TEL;
- Approval for formal publication to award contracts to BBS and CAF; and
- Confirmation on the opening of Frederick Street.

Decisions / support required by others

N/A

Appendix A – Headline Cost Report

1.1. Current Financial Year

	COWD (YTD)	COWD YTD + forecast to year end	Funding authorised current year
Phase 1a	£58.6m	£87.5m	£77.1m ²
Phase 1b	£ 0.0m ¹	£ 0.0m ¹	£0.0m ¹
Phase 1a+1b	£58.6m	£87.5m	£77.1m ²

Notes:

1. Phase 1b design costs are to be expended against Phase 1a budget as agreed by the Tram Project Board and as previously reported;
2. This comprises £60m grant for 07/08 plus £10.6m grant carried over from 06/07 for land purchases plus £1.8m grant funding from 05/06 in respect of a single property purchase plus £4.7m free issue land which is an injection of funding by CEC rather than TS; and
3. The above estimates are based on achieving Financial Close during period 13 (i.e. during March 2008).

As previously reported and agreed with CEC and TS, Milestone payments under the Infraco and Tramco contracts for advance material purchases to be made before the end of FY 07/08 will be classified as prepayments. The aggregate amount of these payments for advance material purchases is £24.2m. These prepayments will be reclassified as expenditure against funding in the periods in future years when the related materials are delivered to site and incorporated in the works.

The forecast outturn expenditure for the year has reduced from £88.8m to £87.5m, reflecting a re-estimate of outturn costs across all categories and the removal of a £0.5m risk / contingency allowance included in the period 11 report.

The forecast expenditure in period 13 is summarised in the following table (NB - excludes payments for advance material purchases £24.2m, as explained above):

Nature of expenditure	P13 £m
SDS design	1.76
MUDFA and other utilities	3.23
Infraco	18.06
Tramco	2.71
Land	0.86
Other	1.41
Risk	0.00
Phase 1a total	28.03
Phase 1b (design)	0.90
Overall total	28.93

The forecast expenditure in period 13 is highly sensitive to achieving Financial Close during the period – approximately £19.4m out of the total forecast for period 13 of £28.9m would not be expended during FY0708 year in the absence of Financial Close during the current year. In addition the £24.2m advance material purchases described above would not be made until the start of the FY0809.

1.2. Next Financial Year

	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total FYF
Phase 1a	£38.8m	£31.4m	£41.9m	£50.8m	£162.9m
Phase 1b	£ 0.5m	£ 0.1m	£ 0.9m	£ 2.3m	£ 3.8m
Phase1a+1b	£39.3m	£31.5m	£42.8m	£53.0m	£166.7m

Note: Any variance in summation of table figures is due to rounding.

The forecast for FY 08/09 remains highly sensitive to:

- Award of the Infraco and Tramco contracts prior to the end of the FY0708;
- Treatment of advance material purchases as prepayments (see above);
- The final negotiation of the Infraco / Tramco expenditure profiles taking cognisance of the current £120m cap on TS funding for FY 08/09 to the extent it makes commercial sense; and
- The proportion of the overall risk allowance allocated to the year (the estimate for FY 08/09 includes £24.6m).

The profile for FY0809 reflects an advanced stage of agreement with the Infraco and Tramco Preferred Bidders and is unlikely to change materially except in regards to the profiling of the risk allowance.

1.3. Total project anticipated outturn versus total project funding

	FUNDING (total project)			Total COST (To Funders)
	TS	Other	Total	Promoter TOTAL AFC
Phase 1a	£500m	£ 45m ¹	£545m	£498.1m ²
Phase 1b	£ 0m	£ 0m	£ 0m	£ 87.3m ^{2,3}
Phase 1a + 1b	£500m	£ 45m	£545m	£585.4m
Phase 1a + 1b concurrent	£500m	£ 45m	£545m	£580.4m

Total anticipated outturn is as per the Final Business Case.

Notes:

1. If Phase 1b did not proceed then £3.0m of design costs for Phase 1b would require to be expended against Phase 1a funding.
2. Estimate is valid for Phase1b if the option under Infraco contract is exercised prior to 31st March 2009 as per the FBC.

Significant work remains through to Financial Close to ensure the current position is maintained including the pricing of provisional sections contained within the bid and realising the targeted savings from value engineering initiatives.

1.4. Change Control

The current change control position is summarised in the table below.

£m	Phase1a	Phase 1b	Phase 1a+1b
Project baseline (FBC)	498.1	87.3	585.4
Anticipated changes	-	-	-
Potential AFC	498.1	87.3	585.4

1.5. Summary Breakdown

Latest Estimate/AFC (including escalation)

	Base Cost	Risk	Opportunity	OB	(or)Contingency	Total
Phase 1a	£449.1m	£49.0m	£0	£0 ¹	£0 ²	£498.1m
Phase 1b	£ 77.7m	£ 9.6m	£0	£0 ¹	£0 ²	£ 87.3m
Phase 1a + 1b	£526.8m	£58.6m	£0	£0 ¹	£0 ²	£585.4m

Notes:

1. OB included in risk (QRA at P90 confidence level) as agreed with TS.
2. Contingency included as part of risk at present.

ETN Primary Risk Register - Period 12

ARM Risk ID	Risk Description			Risk Owner	Significance	Black Flag	Treatment Strategy	Previous Status	Current Status	Due Date	Action Owner
	Cause	Event	Effect								
286	Infraco lack of confidence in SDS designs or delivery programme	Infraco refuses to accept or fully engage in novation of SDS.	Possible delay to award; Damage to reputation; Possible extra costs or risk transferred back to tie.	B Dawson		Project	Complete designs and allow due diligence to be undertaken by bidders	On Programme	On Programme	1-Oct-08	B Dawson
							Consult with legal on options relating to due diligence to be carried out on design and availability of consents	On Programme	Complete	31-Dec-07	B Dawson
							Introduce and engage Infraco bidders to SDS as early as possible	Complete	Complete	28-Feb-07	B Dawson
916	CEC do not achieve capability to deliver	CEC are unable to honour their funding commitment	Potential showstopper to project if contribution not reached; Line 1B may depend on incremental funding from CEC	S McGarrity		Project	CEC has formed a multi discipline Tram Contributions Group to monitor identified sources of £45m contribution including critically developers contributions. tie are invited to that group. (see add info)	On Programme	Complete	30-Jan-08	CEC
							CEC to deliver necessary contributions for 1a	On Programme	Complete	30-Jan-11	CEC
							Tram Project Board to monitor progress towards gaining contributions	On Programme	On Programme	30-Jan-11	D MacKay
987	Unacceptable financial cost and/or risk	CEC do not agree to final negotiated contract	Potential cancellation of project	D Fraser		Project	Ongoing member engagement	On Programme	On Programme	Ongoing	W Gallagher
870	SDS Designs are late and do not provide detail Infraco requires	Infraco does not have detail to achieve a fixed price without provisional designs	Delay to due diligence and start on site and need to appoint additional design consultants	T Glazebrook			High - 23.00	On Programme	On Programme	Ongoing	T Glazebrook
							Monitor design progress and quality	On Programme	On Programme	Ongoing	T Glazebrook
							Obtain Design Progress Dashboard from SDS	Complete	Complete	15-May-07	T Glazebrook
							Review AIPs for Structural Information	Complete	Complete	2-Feb-07	S Clark

139	Utilities diversion outline specification only from plans	Uncertainty of Utilities location and consequently required diversion work/ unforeseen utility services within LoD	Increase in MUDFA costs or delays as a result of carrying out more diversions than estimated	G Barclay	High: 25.60	Carry out GPR Adien survey	Complete	Complete	31-Oct-07	J Casserly
						Identify increase in services diversions. MUDFA to resource/re-programme to meet required timescales.	Complete	Complete	23-Nov-07	J McAloon
						In conjunction with MUDFA, undertake trial excavations to confirm locations of Utilities and inform designer	On Programme	On Programme	31-Mar-08	A Hill
164	Utilities assets uncovered during construction that were not previously accounted for; unidentified abandoned utilities assets; asbestos found in excavation for utilities diversion; unknown cellars and basements intrude into works area; other physical obstructions; other contaminated land	Unknown or abandoned assets or unforeseen/contaminated ground conditions affect scope of MUDFA work.	Re-design and delay as investigation takes place and solution implemented; Increase in Capex cost as a result of additional works.	I Clark	High: 25.60	Carry out GPR Adien survey	Complete	Complete	31-Oct-07	J Casserly
						Identify increase in services diversions. MUDFA to resource/re-programme to meet required timescales.	Complete	Complete	23-Nov-07	J McAloon
						In conjunction with MUDFA, undertake trial excavations to confirm locations of Utilities and inform designer	On Programme	On Programme	31-Mar-08	A Hill
47	Poor design and review processes; cumbersome approvals process; reiterative design/approvals process.	Completion of MUDFA works is delayed (due to late design/approvals) - late utility diversions in advance of Infracore works.	Increase in price and time delay in the Infracore contract; Infracore could end up delay to commencement or with utility diversion and would have to price for or have to carry out unplanned re-sequencing; Claims from MUDFA as a result of being unable to proceed with works.	G Barclay	High: 23.60	Incentivisation of SDS	On Programme	Complete	28-Sep-07	M Crosse
						Micro management of design	On Programme	On Programme	1-Mar-08	J McAloon
						Review design timescales	Complete	Complete	30-Apr-07	J McAloon
						Review tie design review	On Programme	On Programme	1-Mar-08	J Casserly
						Revise design process	On Programme	On Programme	1-Mar-08	J Casserly

48	Two stage tender pricing does not achieve price certainty for works at first stage.	Price certainty is not achieved	Price creep post tender (during pre-construction period). Tender evaluation period exceeds 2 months currently planned. Bidder may attempt to price low at first stage.	B Dawson	High - 23.00	Close principal contract conditions prior to preferred bidder selection	Complete	Complete	28-Aug-07	B Dawson
						Infraco to undertake due diligence on SDS design	On Programme	Complete	1-Oct-07	G Gilbert
						Minimize Infraco qualifications to price and assumptions	On Programme	On Programme	Ongoing	B Dawson
44	SDS contractor does not deliver the required prior approval consents before novation	Late prior approval consents	Delay to programme with additional resource costs and delay to infraco. Impact upon risk balance.	T Glazebrook	High - 23.00	Evaluation of prior approval programme	On Programme	On Programme	31-Oct-08	D Sharp
						Hold fortnightly Roads Design Group	On Programme	On Programme	31-Dec-08	T Glazebrook
						Hold weekly CEC/SDS liaison meetings	On Programme	On Programme	31-Jul-08	T Glazebrook
						Informal consultation prior to statutory consultation	On Programme	On Programme	31-Jul-08	T Glazebrook
						Integrate CEC into tie organisation/accomodation (office move)	Complete	Complete	4-Jun-07	T Glazebrook
						Tram Design Working Group	On Programme	On Programme	31-Jul-08	G Murray

Appendix C Milestone summary

Board date	Milestone	Due date	Delivered date	Comment
12 th July	Conclude initial review	03/07/07	05/07/07	Complete
	Return of Update Package 3	06/07/07	07/08/07	Complete
	Initial normalisation of price	15/06/07	29/06/07	Complete
	Draft evaluation	10/07/07	14/09/07	Complete
9 th Aug	Conclude negotiation of key contract terms for Preferred Bidder recommendation	17/07/07	12/10/07	Complete
	Infraco final bid proposals	07/08/07	07/08/07	Complete
	Updated evaluation	09/08/07	12/09/07	Complete
5 th Sept	Conclude negotiations with bidders	27/08/07	14/09/07	Complete
	Presentation of evaluation to evaluation panel	02/10/07	12/10/07	Complete
	Presentation of evaluation to TPB Procurement sub committee	02/10/07	12/10/07	Complete
26 th Sept	TPB update on Procurement and FBC	26/09/07	26/09/07	Complete
	OGC 3 Gateway review – final report	05/10/07	05/10/07	Complete
15 th Oct	TPB Endorsement of preferred bidder recommendation and FBCv1	10/10/07	15/10/07	Complete
31 st Oct	Conclusion of final facilitated negotiations	25/10/07	March 08	
	Conclusion of negotiations for final deal and contract	25/10/07	March 08	
	CEC Council meeting to endorse recommendation	25/10/07	25/10/07	Complete
	Conditional Award – mobilisation	01/11/07	20/12/07	Complete
7 th Dec	Conclusion of due diligence on critical design items	19/11/07	12/12/07	Complete
	Conclusion of negotiations for Phase 1b option	27/11/07	March 08	

- **Impact on Phase 1b delivery date if decision delayed** – Treatment could be delayed until 2009 but treatment may not be as effective.

Badger Relocation

According to earlier surveys two social groups of badgers live in the Roseburn Corridor. Following a survey in 2005 work, advisers have recommended that four setts should be destroyed and that two artificial setts should be created. Based on previous work done it is estimated that the anticipated work in the Roseburn Corridor could cost around £40k to take forward. The phase 1b budget assumes £64k.

To have the badgers excluded from the setts in question before main construction work starts means that planning and gaining statutory approvals for this work needs to start in July 2008. Actual construction works would not start until October/November 2008.

- **Impact on Phase 1b delivery date if decision delayed** – if planning and construction was delayed then the 1b programme would be impacted by up to one year

Key Issues / Risks

Funding / costs

Currently no funding is available for Phase 1b apart from that for design costs. If the advanced works identified are to be carried out, then circa £3m of funding will be required in 2008/09. If funding was found and these works completed under the banner of advance works, there is a risk that these would be abortive costs if Phase 1b did not go ahead.

PR

There are PR risks associated with starting any of these works in advance. In particular, the Roseburn corridor contains some of the strongest objectors to the project, some of whom have recently been asking about when a decision on Phase 1b will be made.

Statutory

However it has been suggested that SNH are highly unlikely to grant a licence until they have been convinced that the Line 1b works are actually going to proceed. A licence application would not be made until 2009 in line with these timescales.

Recommendation

It is recommended that:

- 1) TPB take this paper for information only; and
- 2) The subject is put on the agenda for a full debate in April.

Proposed

Name Susan Clark
Title Deputy Project Director

Date: 12 March 2008

Recommended

Name Steven Bell
Title Project Director

Date: 12 March 2008

Paper to: TPB Meeting date: 12/3/2008
Subject: Period 12 – Project changes
Agenda item:
Preparer: David Carnegie

Executive Summary

Introduction

This paper is intended to provide the Tram Project Board with details on the following criteria in terms of change management for Period 12:

1. Project changes tabled for TPB approval that require additional funding;
2. An update on potential changes likely to be firmed up for issue next period; and
3. Notification of changes that are within the Project Director's delegated authority and have been funded within the project budget (FBC).

A tabular summary of Sections 1, 2 and 3 is included in Appendix A.

Section 1 – Changes requiring TPB approval

1.1. SRU training pitches move (Funder – CEC / Tram)

To accommodate the tram alignment at Murrayfield Stadium and the CEC flood defence scheme, it is necessary to alter the SRU outfield practice pitches. The current scope involves re-configuring the existing 6 pitches to 4 pitches (3 grass and 1 synthetic).

- Funding – CEC will fund the majority of the cost via the Council's Flood Prevention Scheme budget. The tram project will contribute £150k based on the original intention to move the existing six pitches several metres northwards on a like-for-like basis.
- Current Estimate – CEC commissioned an independent report (STRI) which has reviewed two options on scope, specification and construction budget for the works. Based on this report, the estimate for the works ranges between £2.3m - £2.9m. This depends on the preferred option and includes £300k for project management and design plus a 15% risk provision. It should be noted that the upper cost estimate range is above the £2.5m funding level contained in the CEC letter of 19th February 2008.
- Procurement – options under review include design and build to a specialist contractor or the issue of a variation to the Infraco contract (BBS). These options require further investigation by **tie** and full consultation with CEC prior to progressing with an approved strategy.
- Programme – commence construction early June 2008. Full details tba.

- Risk – the availability of a specialist contractor and the delay in approval of the CEC flood defence works planning application are two primary risks regarding cost and programme.

Recommendation – Approve the inclusion of these works into the tram project scope on the basis of the aforementioned funding arrangement with CEC, with a view to tie progressing, through consultation with CEC, an agreed procurement strategy, programme and specification prior to commencing tender / contract pricing negotiations.

1.2 Traffic calming measures (Funder – CEC)

There is a requirement for traffic calming measures north of Haymarket Terrace to treat the unique impact of vehicle penetration both during the construction and operation of the tram network.

It has been recognised for some time that the streets to the north of Haymarket Terrace are being used to avoid traffic congestion at the Haymarket junction. It is further recognised that this situation will deteriorate during the tram works and will remain so, throughout tram operations.

The proposal is to implement a 20mph zone traffic calming scheme with the introduction of speed cushions to the affected streets (Project Change Order refers). It should be noted that this work is not part of the wider area modelling exercise (COP014) approved in Period 11.

- Funding – proposed that funding provided from CEC as this is already an aspirational scheme.
- Estimate – design costs are £35k. The construction costs are estimated at £150k and will be confirmed upon design completion.
- Procurement – under discussion. Given that this work is not within the LOD there is the option for CEC to procure and undertake this work via their highways framework contractor, without impacting Infracore.
- Programme – no impact to the tram construction programme as the scope of works is remote to the tram works.

Recommendation – The authorising of a project change to allow SDS to complete detailed design, prior to establishing a firm price for construction.

Section 2 - Potential Changes – Update

2.1 Public Realm Works (Funder CEC)

A programme of Public Realm works are anticipated for the city during the construction of the tram project. Consideration has been given to constructing these works as part of the tram scope.

There are potential benefits associated with combining this work with tram in terms of coordination, reduced construction overheads and risk.

The areas of work that are being reviewed in terms of scope, price and programme are:

- St Andrews Sq – (£4.5m construction funding from CEC / SEEL) – for hard landscaping from the perimeter of the gardens to the surrounding buildings. A package of drawings, spec and BoQs will be passed to BBS for pricing post Infraco contract award.
- Bernard Street – (£1m from National Lottery funds) – for widening footways and installing natural materials. In addition to the possible cost benefits, the completion of this work by Infraco should provide good public relations for the tram project in terms of the betterment being perceived to be related to the introduction of the tram network. An outline specification has been passed to BBS for pricing. Confirmation of price is not envisaged prior to Infraco contract award.
- Leith Walk footways (£2m CEC funding for design and construction) – to refurbish the footways along the full length of Leith Walk. It is intended to issue SDS with an instruction to progress the design with a view to negotiating a fixed price with BBS.

Section 3 – Changes funded within project budget (FBC) – No Board approval required.

3.1 Frederick Street Re-opening (Funder – Tram specified risk)

The change request from SDS relates to the re-design work necessary to solve the traffic and pedestrian problems at The Mound / Princess Street junction. To assist traffic flow in gaining access to George Street as a permanent solution, it is proposed to re-open the Frederick Street junction with Princes Street.

- Funding – from the project specified risk provision (item 279).
- Estimate – design costs are agreed at £53k, which includes the design associated with moving the stop eastwards away from the junction. There is no anticipated increase to the construction cost, given that BBS have priced on the basis of re-opening the junction as part of the traffic management requirements during construction.
- Programme – The design programme deliverable is impacted four weeks, however there is no impact on construction.

3.2 Additional modelling to support MUDFA and Infraco (Funder – Tram specified risk)

To support the TTRO process during tram construction, JRC have been asked to provide modelling support which includes testing temporary diversions, layouts and traffic signalling in the JRC VISSUM models.

This work is additional to COP014 approved last period which related to traffic modelling work as a consequence of the tram network post construction.

- Funding – from the project specified risk provision
- Estimate – costs agreed with JRC at £330k, based on 11 packages (work sites)
- Programme – No impact to the existing TRO and construction programme
- Risk – reduces the timescale between commencement of construction and approval of the TRO

Appendix A

Summary Section 1 - Changes Funded by a Third Party.

TPB Paper Ref.	Change Ref	Description	Wkstream Affected	3rd Party Funding		Forecasted AFC		Potential FBC Impact / funding shortfall	FBC Spec. Risk	Comment
				Reqd ?	Current Provision	Design	Constrn			
1.1	COP016	SRU Training Pitches Move	Infraco	Y	2,350	150	2,750	400	N	3rd Party Funding excludes £150k from Tram Budget.
1.2	COP017	Traffic Calming Measures (N of Haymarket Terrace)	SDS/Infraco	Y	tba	35	150	0	N	
					2,350	185	2,900	400		
	Figs in 000's									

Summary Section 2 - Potential Changes Update

TPB Paper Ref.	Change Ref	Description	Wkstream Affected	3rd Party Funding		Forecasted AFC		Potential FBC Impact / funding shortfall	FBC Spec. Risk	Comment
				Reqd ?	Current Provision	Design	Constrn			
2.1	tba	Public Realm - St Andrews Sq	Infraco	Y	4,500	tba	tba		N	Issue pricing docs to BBS
2.1	tba	Public Realm - Bernard Steet	Infraco	Y	1,000	tba	tba		N	Await pricing and programme return from BBS
2.1	tba	Public Realm - Leith Walk Footways	SDS/Infraco	Y	2,000	tba	tba		N	Design to be progressed.
					7,500	0	0	0		
	Figs in 000's									

Summary Section 3 - Changes Funded within Project Budget (FBC)

TPD Paper Ref.	Change Ref	Description	Wkstream Affected	3rd Party Funding		Forecasted AFC		Potential FBC Impact / funding shortfall	FBC Spec. Risk	Comment
				Reqd ?	Current Provision	Design	Constrn			
3.1	COP009	Frederick Steet Re-opening	SDS	N		53			Y	Risk Item 279
3.2	COP015	Modelling support for MUDFA/INFRA CO	JRC	N		330			Y	Risk Item ref tbc by AS
					0	383	0	0		
	Figs in 000's									