



4 Week Period Reporting Pack 09/10

Project Title:

Edinburgh Tram Project

Reporting Period:

Period 11 2009/10

Transport Scotland Project Manager:

John Ramsay

Progress Meeting Date:

Report authorised by: **Steven Bell**

Signature

Date: 05/2/10

For and on behalf of **tie Limited**

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1 Executive Summary

Progress

The cost, programme and risk information in this Period 11 report continues to be based upon an unapproved forecast on the information reported in May 2009. This will be updated once agreement is reached with BSC on a new revised programme. Work is ongoing to this end, and the current expectation is that the first outputs from this will be available during week 1 of Period 12.

Overall progress remains behind the master programme, primarily due to:

- Finalisation of the agreement of change delaying the commencement of work;
- Incomplete utility diversions in the On-Street sections caused in part by traffic management constraints ;
- Slow mobilisation of INFRACO, including lack of formal sub-contracts being in place;
- Content i.e. Work Package Plans, Method Statements etc;
- Requirement for re-design of temporary works;
- Design slippage since novation of design to INFRACO (now recorded in v51A of the design programme);
- Design changes as a result of the Prior and Technical Approvals process; and
- Consortium integrated design programme and validation.

Dispute Resolution (Infraco)

Two further DRP's were commenced during the Period. Additionally a strategic review of the commercial and contract issues is underway with a recommendation targeted for the March Tram Project Board.

Commercial Update (MUDFA)

Agreement of the final account with Carillion is progressing and a summary of the items being address is below:

Changes - CUS still require to provide significant substantiation. Progress has been made in the period in respect of agreeing the value of changes and further meetings have been set up to conclude discussion in the next period. It is anticipated however that a number of entitlement issued will not be agreed and may require senior management discussions with Carillion to conclude.

Re-measurement of Works – Re-measurement of Work Sections is now complete and discussions and meetings are ongoing to identify and close the gap between **tie's** assessment of the value and Carillion's application for payment. The target for completion of this exercise is the end of February 2010. Again it is anticipated that some entitlement issues will remain and will require to be discussed separately.

Disruption Claim – Carillion have submitted further back up in the period and Acutus are concluding their assessment of entitlement for the St Andrews Square Section of the works. Their interim assessment reports that the value that is attributable to the disruption for this section of the work is a fraction of that claimed by Carillion.

Utility works

Progress on Utilities works during Period 11 may be summarised as follows:

- Following agreement and sign-off of final contracts and programme, planned and actual progress figures for remaining On-Street sections will be included from Period 13.
- Progress going forward will be concentrated around the Haymarket and the York Place to Picardy sections of the route.
- Carillion works (MUDFA) between Constitution Street and Newhaven are complete, and Farrans have been awarded the remainder of the Section 1A utilities diversions which re-commenced w/c 4/01/10.
- Clancy Docwra are progressing the remaining utility work scope in the City Centre to complete the remaining works at – Haymarket, Shandwick Place, and York Place to Annandale Street.

- Outstanding BT Cabling related works are underway in St Andrew Square and Leith Walk.
- Farrans started works on non MUDFA Utilities in the Forth Ports area, and Clancy Docwra are undertaking diversion works at Lindsay Road.
- SGN restricted commissioning works at Lindsay Road until collateral warranty in place. **tie** are working with SGN and the contractor to resolve.
- MUD works at Airport are 98% complete, and due to a BAA requirement a return visit will be required February 2010.

Tram works (INFRACO)

Progress in the Period for INFRACO works reflects a total cumulative completion of 13.8%, an increase of 0.7% against a plan of 4.1%, reflecting the lack of progress from BSC for on-street works. This is symptomatic of the ongoing dispute with BSC regarding agreement on the terms of a supplementary agreement for on-street works and commercial issues off street.

Progress Off-street has continued or commenced at a number of locations:

- Works ongoing on Haymarket Viaduct and despite recent problems with the arrival on site of a non-compliant crane which was not secured in a failsafe manner, progress is to programme.
- Piling recommenced on W4 of RRRW and although obstructions have been encountered, 27 no piles have been successfully bored and concreted.
- Works to the Wanderers RFC Clubhouse commenced in the period.
- Weather conditions had a severe effect on progress to the Guided Bus Way, however BSC have now installed 1350m of rail and sleepers on the outer loop with 1300m welded, 500m installed to final line and level with 250m concreted.
- Both Carricknowe and Edinburgh Park Bridges are progressing and construction of the abutment No.5 of Edinburgh Park Bridge is now underway.
- A8 Underpass – piling rig was delayed as a result of adverse weather conditions. The rig will be set up start week commencing 01.02.10 with piling programmed for 4th February 2010.
- Little progress made at Depot due to weather conditions, however site now cleared and areas tidied to allow various sections to be tackled.
- Hilton Car Park works substantially complete (temporary conditions) with remaining work planned to commence after main corridor work.
- Commenced earthworks on the 11th January 2010 at Eastfield Avenue (Hilton Hotel) southwards towards Park and Ride. Good progress being made.
- Burnside Road works substantially completed although problem with wearing course delaying handover. Asphalt to be removed and replaced which will delay completion until week commencing 01.02.10.

Further points to note in the Period are:

- BSC were asked to review trackform in six areas, with initial response not being positive. BSC advised by **tie** to construct as IFC in Section 2A and to provide further detail on the remaining sections.
- A number of audits commenced under Clause 104. Topics being Design, Trackform, Structures, Programme, and Sub Contractor Procurement.
- Problems continue with BSC failing to provide necessary information in weekly / four weekly reports.



Gogar Depot Internal Works



Gogar Depot External Works



Gogarburn Bridge

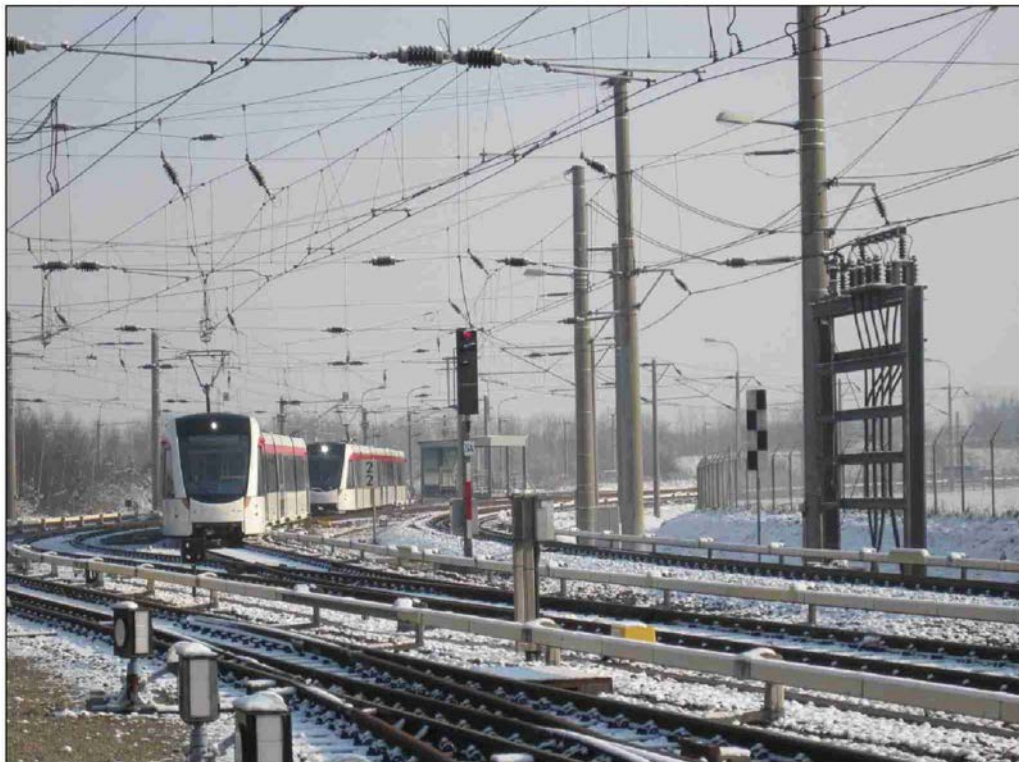


Edinburgh Park Viaduct

Tram works (INFRACO)

Good progress continues to be made with delivery of the trams by CAF in accordance with the tram delivery schedule. The first two trams are at the Siemens test track at Wildenrath in Germany undergoing dynamic testing, the third and fourth trams are in the factory undergoing factory acceptance testing and work is progressing at various stages on the production line on the remaining trams up to the 17th tram.

Draft Operations and Maintenance manuals have been received and are being reviewed.



Preparing for operations

The BROR committee is providing the governance for these activities, which has seen the TUPE transfer of the Transdev Edinburgh employees into the Edinburgh Trams team, and the

OJEU procurement launched for the ticketing equipment for the tram system, to link it with the existing Lothian Buses ticketing system.

Significant effort is being made on programming and planning the preparing for operations activities, including recruitment and training of both operations and maintenance staff.

The maintenance of completed infrastructure assets is being raised as an area that requires some focus for improvement.

Cost

We continue to reflect an outturn estimate of £533.3m, including £6.2m for the cancellation of Phase 1b. However, given the commercial uncertainties with Infraco and continuing delays to the project it is now considered unlikely that the full scope of Phase 1a will be completed within the available funding envelope of £545m. Until the key issues are resolved through the contractual and legal process, it will not be possible to accurately forecast a revised budget outturn.

A detailed costs and forecast briefing was presented to Transport Scotland on 18/01/10.

Key cost related items to note in Period 11 are:

- The budget for ETP in 2009/10 established in April 2009 is £150.1m (£153.3m inc 1b), which was produced linking the **tie** re-baselined programme to Infraco construction milestones. **tie** are now escalating all key issues to Dispute Resolution Procedure (DRP) and other contractual measures following the failure of mediation to provide an acceptable outcome.
- The P11 forecast outturn figure for 2009/10 is £114.5m – unchanged from P10.
- The latest forecast (£114.5m) 2009/10 includes costs of £3.2m which relate to the demobilisation of Phase 1b Infraco construction contract. A payment of £3.2m was made to the Infraco Contractor in August.
- Funding allocated by TS to the project in 2009/10 was £149m. The TS share of this year's updated forecast (£114.5m) is £105.0m, giving available headroom of £44.0m.

Actual YTD P11 & forecast P12-P13 FY09/10

£m	YTD P11	Forecast P12-P13,09/10	Total FY09/10
Infrastructure and vehicles	67.4	15.8	83.2
Utilities diversions	10.5	0.7	11.2
Design	2.0	0.6	2.6
Land and compensation	0.8	0.0	0.8
Resources and insurance	13.9	2.8	16.7
Base costs	94.6	19.9	114.5
Risk allowance	0.0	0.0	0.0
Total Phase 1a	94.6	19.9	114.5

Note: Base costs include £3.2m for ph1b in 2009/10.

- ETP COWD in FY09/10 to Period 11 is £94.6m (Period 10 - £87.7m) against budget £122.6m (excl 1b). The key drivers for the -£28.0m variance are: the timing of Infraco works costs planned in 2009/10 offset by MUDFA spend incurred over the original 09/10 budget plan.
- As previously reported and agreed with CEC and TS, initial milestones under the Infraco and Tramco contracts in the aggregate amount of £24.2m, in respect of advance material purchases, have been classified as prepayments. These will be reclassified as expenditure against funding in the periods when the related materials are delivered to site and incorporated in the works. The release will occur on the achievement of trackwork and structures milestones in 2009/10 and future years.

2 Progress

2.1 Overall

The cost, programme and risk information in this Period 11 report continues to be based upon an unapproved forecast on the information reported in May 2009. This will be updated once agreement is reached with BSC on a new revised programme. Work is ongoing to this end, and the current expectation is that the first outputs from this will be available during week 1 of Period 12.

Overall progress remains behind the master programme, primarily due to:

- Finalisation of the agreement of change delaying the commencement of work;
- Incomplete utility diversions in the On-Street sections caused in part by traffic management constraints ;
- Slow mobilisation of INFRACO, including lack of formal sub-contracts being in place;
- Failure of INFRACO to submit preparatory paperwork in a timely manner and of a suitable content i.e. Work Package Plans, Method Statements etc;
- Requirement for re-design of temporary works;
- Design slippage since novation of design to INFRACO (now recorded in v51A of the design programme);
- Design changes as a result of the Prior and Technical Approvals process; and
- Consortium integrated design programme and validation

Agreement was reached without furthering the DRP process on the MUDFA Rev 8 dispute and this comes with a commitment to develop a new mitigated programme. This will be prepared during the first quarter of 2010 with a first draft of this prepared by early February 2010. This is significant as it should deliver a programme upon which costs & programme can be re-baselined and give certainty for our Stakeholder communications.

The **tie** live programme currently predicts an Open for Revenue Service date in very early January 2013. This has slipped 13 calendar days since the last period. Progress continues at Haymarket viaduct although following site clearance activities during Period 10 between Haymarket & Roseburn further works for trackform has stalled.

There has been no further Infraco works on-street due to a lack of agreement on programme going forward. Utility Diversions continue at Haymarket, Leith Walk, York Place and Newhaven. Alternative delivery arrangements are in place to mitigate further slippage.

Section	Description	Contract Programme Rev.01	BSC Forecast (P10/11)	BSC Movement in Period (Cal Days)	tie Live Forecast (P11) Rev.01**
Section A	Depot completion	01-Jun-10	03-Jun-11	17	19-Apr-11
Section B*	Test Track Available	01-Jul-10	19-Dec-11	-42	11-Jan-12
Section C	All Phase 1a Construction complete	10-Mar-11	15-Aug-12	-50	05-Jul-12
Section D	Open for Revenue Service	06-Sep-11	11-Feb-13	-50	01-Jan-13

*The interpretation is that Sectional Completion "B" means that Test Track is available for Tram movements.

** V51A information used.

As per previous period reporting **tie** retain an unapproved recalibrated baseline programme which reflects an Open for Revenue Service date of 23 Feb 2012.

The table below remains as was previously reported and as well as the recalibrated baseline programme it also reflects a completely unmitigated programme as a control scenario only. This is an unapproved delay to the Open for Revenue Service date. On a section by section basis there are "swings and roundabouts" identified in terms of improvement / degradation of delivery dates.

Area	Description	Unmitigated Finish	Re-baseline Finish
Section 1A	Newhaven Road to Foot of the Walk	03-MAY-12	08-SEP-11
Section 1B	Foot of the Walk to McDonald Road	10-JAN-12	09-SEP-11
Section 1C	McDonald Road to Princes Street west	28-MAR-12	06-SEP-11
Section 1D	Princes Street west to Haymarket	19-OCT-11	17-MAR-11
Section 2A	Haymarket to Roseburn junction	14-FEB-11	28-JUL-10
Section 5A	Roseburn Junction to Balgreen Road	20-MAR-12	17-JUN-11
Section 5B	Balgreen Road to Edinburgh Park central	23-JUN-11	04-FEB-11
Section 5C	Edinburgh Park Central to Gogarburn	24-OCT-11	20-JAN-11
Section 6A	Gogar depot	28-MAR-11	15-OCT-10
Section 7A	Gogarburn to Ingliston Park and Ride	07-JUL-11	11-MAR-11
Section 7B	Ingliston Park and Ride to Airport	26-JUL-11	11-MAR-11
Section A	Depot (ready to receive trams)	21-JAN-11	15-OCT-10
Section B	Test track	07-JUL-11	27-DEC-10
Section C	All construction complete	20-APR-12	27-AUG-11
Section D	Open for Revenue Service	17-OCT-12	23-FEB-12

2.2 Dispute Resolution

Dispute Resolution (Infraco)

A summary on the DRP process at the end of Period 11 and outcomes is presented below:

DRP No	Subject	Nature of Dispute	Launched or planned	PD Mtg	Position Papers	CEO Meeting	Referral	Decision
5a	Gogarburn	BDDI to IFC	√	√	√	√	√	Decision made and under review
5b	Carrick Knowe	BDDI to IFC	√	√	√	√	√	
5c(B)	Russell Road	BDDI to IFC	√	√	√	√	√	Decision made and under review
A	MUDFA Rev 8	Programme	√	√	√	√	On hold	
5e	Tower Bridge	BDDI to IFC	P11					
5h	Bankhead Drive	BDDI to IFC	P11					Under Review
5m	A8 Underpass	BDDI to IFC	P11					
5l	Section 7 Drainage	BDDI to IFC	P11					
5k	A8 Underpass Piles	Ground Conditions	P11					
5i	Baird Drive	BDDI to IFC	√	√	√	√		
5j	Balgreen Road	BDDI to IFC	√	√	√	√		
11	Phase 1b	Payment	P11					

Launched by tie

Launched by BSC

We continue in this report to reflect an outturn estimate of £533.3m (including Phase 1b). However, given the commercial uncertainties with BSC and continuing delays to the project it is now considered unlikely that the full scope of Phase 1a will be completed within the available funding envelope of £545m. Until the key issues are resolved through the contractual and legal process, it will not be possible to forecast accurately a revised budget outturn. It is also not possible at the present time to predict the conclusions of reviews of contingency option programme delivery options, including additional sources of funding.

tie has instructed works under a Clause 80.15 instruction for the 2 most recent DRP items; structures at Baird Drive and Balgreen Road Retaining Walls.

A strategic review of commercial and contractual options is underway and will be reported to the Tram Project Board in March.

The contract with the BSC consortium prescribes a timetable for resolution of contractual disputes and it is expected that the budget and programme implications will become increasingly clear during early 2010.

Regular briefings will be provided to both CEC and Transport Scotland to keep them updated on progress and implications for the project programme and finances of all the above matters.

Commercial Update (MUDFA)

Agreement of the final account with Carillion is progressing and a summary of the items being address is below.

Changes - CUS still require to provide significant substantiation. Progress has been made in the period in respect of agreeing the value of changes and further meetings have been set up to conclude discussion in the next period. It is anticipated however that a number of entitlement issued will not be agreed and may require senior management discussions with Carillion to conclude.

Re-measurement of Works – Re-measurement of Work Sections is now complete and discussions and meetings are ongoing to identify and close the gap between **tie's** assessment of the value and Carillion's application for payment. The target for completion of this exercise is the end of February 2010. Again it is anticipated that some entitlement issues will remain and will require to be discussed separately.

Disruption Claim – Carillion have submitted further back up in the period and Acutus are concluding their assessment of entitlement for the St Andrews Square Section of the works. Their interim assessment reports that the value that is attributable to the disruption for this section of the work is a fraction of that claimed by Carillion.

2.3 Design

IFC Design

V51A was submitted to **tie** on 25/01/10 approximately 12 weeks later than planned date of 02/11/09. It has been noted that there is a significant increase in the number of activities due to the inclusion of Siemens design. BSC issued a pdf. version of the V51A programme to **tie** on 15/01/10, however it was an additional 10 days before the primavera files were issued. The result of this delay has meant that **tie** has been unable to carry out a full detailed analysis of the programme for inclusion in this update. It has been noted that there is a significant increase in the number of activities due to the inclusion of Siemens design. The last issue of the IFC programmed is due for issue on 19Aug10 (OLE Poles Section 7)

V51A data has been used to inform the Live programme updates, except where additional design knowledge has become apparent. **tie** will include the additional activities in the Period 12 update.

- IFCs – Phase 1a: 93 issued out of 148
- Murrayfield Accommodation Works - 4 left to be submitted (the RBS Gogarburn Tramstop, Modifications to Murrayfield TS retaining Wall, Gogar Interchange, Canopy & Boundary Treatment at Airport Kiosk) and 4 left to be granted; (Additional PAA in v51a are not included in the figures above as there was not sufficient time to review them before the report needed to be compiled)
- There has been an increase to the number of Technical Approvals granted (from an increased no. of TAA's), three remaining to be submitted 11 left to be granted;
- Structures approvals are progressing well (from an increased no. of TAA's) – 7 to date remain to be approved and all but 1 of the original structures have been approved (Murrayfield Stop RW);
- Roads approvals - One area remains outstanding for Technical Approval in Phase 1a (1C2- Picardy Place to St Andrew Square);
- Scottish Water has sent formal acceptances to BSC for all sections with the exception of 1C2 (Picardy Place to St Andrew Square);) & 1C1 (McDonald Rd to Picardy Place).
- Sections 1B, 1D, 1C3, 5B & 5C close reports have been signed off by CEC, subject to BSC concluding any concessions included in the reports during construction. CEC are reviewing all other sections based on the prioritisation list provided by BSC.

Design approvals status in Period 11 is summarised below:

Phase 1a only	Number required		Number	
	v31	V51A*	Submitted	Granted
Prior Approvals	49	56	53 (95%)	52 (93%)
Technical Approvals	71	88	85 (97%)	77 (89%)

* The additional Approvals from V50 have been included, however additional activities from v51a are not included in the figures above as there was not sufficient time to review them before the report needed to be compiled)

There is little evidence of better management of SDS by BSC, and the lack of support in supplying the Design programme only helps to strengthen this opinion coupled with the poor design performance. The approvals task force has been supplemented by a Design Progress and Design Issues meeting to provide additional management focus on design resolution.

It should be noted that this is a consortium issue to manage and **tie** will provide support in this respect. **tie** has implemented an extensive programme of site based monitoring to validate & verify the installation of works in line with an integrated design assured construction.

Reasons for design slippage are being reviewed and recorded twice monthly at the design taskforce meeting; which is focused on resolving outstanding design issues. **tie** is identifying and implementing opportunities to mitigate the impacts of this slippage.

2.4 Utility works

Remaining Utilities works re-commenced during Period 11 following the December embargo. (this excludes the remaining utility works being undertaken outwith the MUDFA contract between Constitution Street and Newhaven).

Progress remains as reported at the end of Period 10 as agreement still required on Clancy Docwra programmes to allow progress to be calculated. This will be reported on in full in Period 12.

Progress on Utilities works during Period 11 is as follows:

- Following agreement and sign-off of final contracts and programme, planned and actual progress figures for remaining On-Street sections will be included from Period 13.
- Carillion works (MUDFA) between Constitution Street and Newhaven are complete, and Farrans have been awarded the remainder of the Section 1A utilities diversions which recommenced w/c 4/01/10.
- Clancy Docwra are progressing the remaining utility work scope in the City Centre to complete the remaining works at – Haymarket, Shandwick Place, and York Place to Annandale Street and Lindsay Road.
- Outstanding BT Cabling related works are underway in St Andrew Square and Leith Walk.
- SGN restricted commissioning works at Lindsay Road until collateral warranty in place. **tie** are working with SGN and the contractor to resolve.
- MUD works at Airport are 98% complete, and due to a BAA requirement a return visit will be required February 2010.

2.5 Tramworks (INFRACO)

Progress in the Period for INFRACO works reflects a total cumulative completion of 13.8%, an increase of 0.7% against a plan of 4.1%, reflecting the lack of progress from BSC for on-street works.

The only on-street works in progress are related to snagging items along Princes Street and the surrounding area. There has been no further Infraco works on-street due to a lack of agreement on programme going forward.

Progress Off-street has continued or commenced in the following locations (%'s are for full structure).

Item	% Comp Rev 1
Haymarket viaduct –	38.0%
Russell Road Retaining Wall (W4) (piling works)	15%
Carricknowe bridge (both North and South abutments)	40%
Edinburgh Park viaduct – approach ramps	85%
Depot building steelwork and cladding erection.	16%
Gogarburn bridge – bridge deck finishes and approach ramps	84%
Hilton Hotel Car park	100%

- Works progressing at Haymarket viaduct with Pier 4 and internal retaining wall for completion of bridge piers and superstructure
- Site clearance and earthworks for Trackworks between Haymarket and Roseburn completed but no start made for excavation to trackform.
- Trackworks continue to progress at the Guided Busway.
- Works continues off street on a number of sites inc Edinburgh Park Bridge, Carrick Knowe Bridge, and the Depot.

Success in the Period/Progress in Period 11

- Works ongoing on Haymarket Viaduct and despite recent problems with crane progress is as programmed.
- Piling recommenced on W4 of RRRW, obstructions being encountered however 27 no piles have been successfully bored and concreted.
- Works to the Wanderers Club house commenced in the period.
- Weather conditions had a severe effect on progress to the Guided Bus Way, however BSC have now installed 1350m of rail and sleepers on the outer loop with 1300m welded, 500m installed to final line and level with 250m concreted.

- Carricknowe and Edinburgh Park Bridges are progressing to programme. Abutment to No.5 of Edinburgh Park Bridge now underway.
- A8 Underpass – piling rig delayed, combination of missed window for rig and extreme weather conditions. Rig now due week commencing 01.02.10 with piling programmed for 4th February 2010.
- Little progress made at Depot due to weather conditions, however site now cleared and areas tidied to allow various sections to be tackled.
- Hilton Car Park works substantially complete (temporary conditions) with remaining work planned to commence after main corridor work.
- Commenced earthworks on the 11th January 2010 at Eastfield Avenue (Hilton Hotel) southwards towards Park and Ride. Good progress being made.
- Burnside Road works substantially completed although problem with wearing course delaying handover. Asphalt to be removed and replaced which will delay completion until next week (w/c 01.02.10).

Issues in Period

- BSC asked to review trackform in six areas, with initial response not being positive. BSC advised by tie to construct as IFC in Section 2A and to provide further detail on remaining sections.
- Number of audits commenced under Clause 104. Topics being Design, Trackform, Structures, Programme, and Sub Contractor Procurement.
- BSC have failed to commence with On Street works, the requirement of OSSA is the stated reason.
- Problems continue with BSC failing to provide necessary information in weekly / four weekly reports.

Work has continued on a number of worksites including:

Section 1C/1D: City Centre Princes Street

- Remaining Snagging progressing in period 11

Section 2: Haymarket to Roseburn Junction

- Grahams recommenced on Haymarket Viaduct 05/11/2009. Work on the viaduct continued throughout the period.
- Work to the viaduct continued up to 22 December 2009 and continued to progress the base slab for the new internal retaining wall. Pier 1 base slab was poured 26/01/10.
- Site clearance complete prior to track works

Section 5A Roseburn to Balgreen Road

- Russell Road Retaining Wall W4 - Cased piling rig delivered to site 05/01/2010 to recommence piling to RW W4. Rig assembled from 06 to 08 Jan 2010. Piling to RW W4 recommenced on Tue 12/01/10 and continued throughout the period. Piles to retaining wall units 16, 17 and 18 completed during the period.
- Murrayfield Wanderers Clubhouse Accommodation works – works commenced w/c 05/01/10 and continued during the period

Section 5B Balgreen Road to Edinburgh Park Central:

- Carricknowe Bridge South abutment wingwalls poured.
- Guided Busway – Track installation continued during the period
- Bankhead Drive – No works by BSC during the period.
- Edinburgh Park Bridge- Expanded commenced construction of the north approach ramp on 18/01/10.
- First section of robust kerb on span 7 poured.

Section 5C Edinburgh Park Central to Gogarburn:

- A8 Underpass: Pile guides to upper section of Phase 2 completed 15th January 2010. Traffic switch from Eastbound to Westbound carriageway commenced 4th January 2010

and completed 24th January 2010. Pile guides completed for piling rig mobilisation 1st February 2010.

Section 6 Gogar Depot

- Depot Steelwork installation completed. Roof Cladding 95% completed
- Drainage works in Depot building commenced and scheduled for completion February 2010.
- Perimeter beam and base slab works commenced with first pour completed. 1st floor accommodation slab pours completed.

Section 7 Gogarburn to Edinburgh Airport

- Gogarburn Bridge: West Abutment ground beam cast 20th November 2009. No works since due to design interface issue on with OLE foundations on East Abutment ground beam and problems with concrete cube strength to in-situ stitch pour on bridge deck.
- Hilton Hotel Car Park: Works completed.
- EAL Construction Phase A: Works commenced 11th January 2010.

Progress is being monitored against the Revision 1 programme. The summary milestones against the agreed INFRACO contract and the short term Rev 1 programme milestones are shown in the table below. This is the highest number of construction milestones completed in a period to date.

Milestones	Period 11		Cumulative (Short-Term)		Contract Planned to P11
	Planned	Actual	Planned	Actual	
Prelims	2	2	63	63	63
Construction	7	6	100	99	812

The Revision 1 programme incorporates the agreed 38 business days (seven weeks plus three days) EOT variation to the contract programme as in the table below. As had been the case in the contract programme progress, the common denominator in the Revision 1 programme remains that every activity in the programmes has a work content generated against it which translates into a weighting, allowing accurate reporting of progress.

Period 11 2009-10	Period		Delta	Cumulative		Delta
INFRACO PERIOD 11 PROGRESS (Contract Rev.01 Programme)	Plan	Actual		Plan	Actual	
Section 1a Newhaven to Foot of the Walk	4.1%	0.0%	-4.1%	45.5%	0.0%	0.0%
Section 1b Foot of the Walk to McDonald Road	1.1%	0.0%	-1.1%	52.5%	1.4%	-0.1%
Section 1c McDonald Road to Princes Street West	7.4%	0.0%	-7.4%	40.7%	0.0%	-10.8%
Section 1d Princes Street West to Haymarket	3.9%	2.9%	-1.0%	89.2%	42.1%	-3.5%
Combined Sections 1A-1B-1C-1D (On-Street) Newhaven Road to Haymarket	4.4%	0.5%	-3.9%	53.4%	8.0%	-4.2%
Section 2 Haymarket to Roseburn Junction	2.2%	1.6%	-0.5%	100.0%	15.4%	0.0%
Section 5a Roseburn Junction to Balgreen Road	2.8%	0.0%	-2.8%	71.8%	4.3%	0.0%
Section 5b Balgreen Road to Edinburgh Park Central	5.6%	1.3%	-4.3%	83.5%	34.7%	0.0%
Section 5c Edinburgh Park Central to Gogarburn	4.2%	0.3%	-3.9%	81.4%	4.0%	0.0%
Section 6 Gogar Depot	2.5%	1.5%	-1.0%	96.6%	14.6%	0.0%
Section 7a Gogarburn to Edinburgh Airport	6.1%	0.0%	-6.1%	73.3%	32.8%	0.0%
Combined Sections 2A-5A-5B-5C-6A-7A (Off-Street) Haymarket to Edinburgh Airport	3.9%	0.7%	-3.2%	82.9%	17.9%	0.0%
FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT	4.1%	0.7%	-3.5%	70.6%	13.8%	-3.4%

Section	Commentary
Section 1a Newhaven to Foot of the Walk	No agreed programme for recommencing in this section
Section 1b Foot of the Walk to McDonald Road	No agreed programme for recommencing in this section
Section 1c McDonald Road to Princes Street West	No agreed programme for recommencing in this section
Section 1d Princes Street West to Haymarket	No agreed programme for recommencing in this section
Section 2 Haymarket to Roseburn Junction	W/e 04/12/2009 Grahams recommenced work on the viaduct. Work on the viaduct continued throughout the period. Track works (Vegetation clearance) started from Dec09.
Section 5a Roseburn Junction to Balgreen Road	<p>Temporary & permanent works re-design along with commercial resolution delaying various structures.</p> <p>All required consents in place for track installation. Russell Road Retaining Wall W4 - Cased piling rig delivered to site 05/01/2010 to recommence piling to RW W4. Rig assembled from 06 to 08 Jan 2010. Piling to RW W4 recommenced on Tue 12/01/10 and continued throughout the period. Piles to retaining wall units 16, 17 and 18 completed during the period.</p> <p>Murrayfield Wanderers Clubhouse Accommodation works – works commenced w/c 05/01/10 and continued during the period</p>
Section 5b Balgreen Road to Edinburgh Park Central	<p>Temporary & permanent works re-design along with commercial resolution delaying various structures.</p> <p>Progress in period is against S27 Edinburgh Park viaduct.</p> <p>All required consents in place for track installation. No work by Expanded w/e 08/11/2009, due to bad weather. South abutment wingwalls poured Thursday 21/01/10.</p> <p>Guided Busway – Track installation continued during the period, however no work was carried out w/e 08/01/2010 and w/e 15/01/10.</p> <p>Bankhead Drive – No works by in this period.</p> <p>Edinburgh Park Bridge –</p> <p>No work done at the south approach ramp during the period.</p> <p>Expanded commenced construction of the north approach ramp on 18/01/10.</p> <p>First section of robust kerb on span 7 due to be poured 25/01/10.</p>

Section	Commentary
Section 5c Edinburgh Park Central to Gogarburn	A8 Underpass: Works to BT 6 way slew completed 4th December 2009. Pile guides to upper section of Phase 2 completed 15th January 2009. Traffic switch from Eastbound to Westbound carriageway commenced 4th January 2010 and completed 24th January 2010. Pile guides completed 3/2/10 for piling rig mobilisation 1st February 2010.
Section 6 Gogar Depot	Depot Building works structural steelwork completed 11th December 2009. Roof cladding 95% completed as of 18th December 2009. Drainage works in Depot building commenced 11/1/10 and scheduled for completion 2nd February 2010. Perimeter beam and base slab works commenced 14/1/10 with first pour completed 28th January 2010. 1st floor accommodation slab pours completed 14th January 2010.
Section 7a Gogarburn to Edinburgh Airport	Gogarburn Bridge: West Abutment ground beam cast 20th November 2009. No works since due to design interface issue with OLE founds on East Abutment ground beam and problems with concrete cube strength to in-situ stitch pour on bridge deck. Culverts 1,2 and 3 have been completed. Hilton Hotel Car Park: Works completed

2.5 Tram construction (Tramco)

Good progress continues to be made with delivery of the trams by CAF in accordance with the tram delivery schedule. The first two trams are at the Siemens test track at Wildenrath in Germany undergoing dynamic testing, the third and fourth trams are in the factory undergoing factory acceptance testing and work is progressing at various stages on the production line on the remaining trams up to the 17th tram.

Draft Operations and Maintenance manuals have been received and are being reviewed.

Preparing for operations

The BROR committee is providing the governance for these activities, which has seen the TUPE transfer of the Transdev Edinburgh employees into the Edinburgh Trams team, and the OJEU procurement launched for the ticketing equipment for the tram system, to link it with the existing Lothian Buses ticketing system.

Significant effort is being made on programming and planning the preparing for operations activities, including recruitment and training of both operations and maintenance staff.

The maintenance of completed infrastructure assets is being raised as an area that requires some focus for improvement.

2.6 Preparing for Operations

tie has launched a new workstream know as 'Preparing for Operations' .This is a joint initiative with TEL and is focussed on getting ready for the Testing & Commissioning phases

as well as the operational introduction of trams. As part of the process, a new Committee (Benefits Realisation & Operational Readiness) has been set up and is reporting to the TPB, and an integrated programme is being developed by tie with assistance from TEL.

The process for acceptance of the Edinburgh Tram Project is designed to ensure that it is delivered in an acceptably safe, compliant and efficient manner. The objectives of the process are to ensure that the system performance, integrity, reliability, availability and safety are rigorously tested and that throughout all stages of the delivery process the many sub-systems and the overall system are validated and verified against the requirements and applicable standards.

2.7 Interface with other projects

The following table identifies the other projects ongoing within the city which may impact on the Tram project. This is reviewed on an ongoing basis both internally and in conjunction with TS to identify conflicts and mitigations. The most significant interface of concern is the Gogar interchange. **tie** has instructed the design change and this is underway.

External Projects	Promoter	Project Description	Potential Conflict	Tram Contract Dates		Project Dates		Comments
GREEN - No conflict anticipated but being monitored. AMBER - Managing any conflict. RED - Conflict which causes programme concern / unknown effect on tram programme.				Start	Finish	Start	Finish	
New Hotel adjacent Ocean Terminal	Ocean Points Development Limited	New build hotel	Potential conflict with Infraco dependent on timescales. To be monitored.	Sep-09	Apr-12	TBA	TBA	To be monitored.
Movement of Abnormal Loads	Sinclair Knight Merz	Transportation of turbines and 45 metre blade sections for <i>Fallago rig</i> wind farm via road transporters from Leith docks along Ocean Drive via Ocean Terminal frontage to Commercial Street, then East through Great Junction Street/Duke Street junction to Salamader Street	Conflict with tram works along required transportation route. Disruption to construction activities.	TBA	TBA	Jun-11	Dec-11	2 complete turbine movements expected each week for approx. 6 months
Former Bus & Tram Depot nr Shrub Place	Fraser & Neave	Transformation of former Tram and Bus Depot into 121 room serviced apartments.	None identified. Dependent on timescales.	Now		TBA	TBA	To be monitored. Utility completion by end Aug09. Potential TM interface dependent on Infraco proposals
Shrubhill House	Unite	Transformation of former council social work headquarters into 200 bed hotel	None identified. Dependent on timescales.	Now		TBA	TBA	Awaits planning consent. To be monitored. Utility completion by end Aug09. Potential TM interface dependent on Infraco proposals
Baxter Place Development	Fitzpatrick Hotel Group	Conversion of existing building adjacent Greenside Lane and with frontage onto Leith Street	Proposal to divert existing utilities through basement of building. Also potential TM interface issues with Picardy Place construction.	Oct-09	Oct-11	TBA	Dec-10	

External Projects	Promoter	Project Description	Potential Conflict	Tram Contract Dates		Project Dates		Comments
GREEN - No conflict anticipated but being monitored. AMBER - Managing any conflict. RED - Conflict which causes programme concern / unknown effect on tram programme.				Start	Finish	Start	Finish	
St.James Centre Re-development	CEC / Henderson Global	Redevelopment of existing shopping centre.	Interface with Picardy Place junction re-construction and Cathedral Lane sub-station	Mar-10	Jan-12	2011	2016	Downgraded from red to amber as commencement of this project is now indicated towards the completion of Tramworks and therefore interfaces should diminish.
National Portrait Gallery		Major building construction and re-furbishment. The renovation of the external facadesy, the overhauling of the existing windows, the renewal of the existing rooflights and roof covering. Additionally, it is proposed that an external ramp is formed to the front main entrance to allow disabled access.	Interface with Infraco works on St Andrew Street / York Place	Mar-10	Oct-11	Oct-09	Nov-11	Decant complete June 09 Lane closures (west bound) on Queen street, to allow space for a large hiab to be positioned full time outside the premises (October 2009 onwards). Also two, three week periods in January & February 2010, when further closures were required to allow a large crane in to remove/reinstate the roof. Conflict with the Tram traffic management team looking at making the section of Queen Street, between North St David Street and Broughton Street one-way (part of the Leith Street, Princes Street, South St David Street, North St David Street gyratory).
St.Andrew Square Development	CEC	Demolition of existing buildings bordering South Side St.Andrew Square, South St David Street and Meuse Lane	Infraco Programme	Jan-10	Mar-10	TBA	TBA	Infraco activities will not commence until Jan 2010

External Projects	Promoter	Project Description	Potential Conflict	Tram Contract Dates		Project Dates		Comments
GREEN - No conflict anticipated but being monitored. AMBER - Managing any conflict. RED - Conflict which causes programme concern / unknown effect on tram programme.				Start	Finish	Start	Finish	
Waverley Steps	Transport Scotland	Refurbishment of existing Waverley Steps with inclusion of new escalators and elevators	PRINCES STREET Traffic management issues when Infraco in Princes Street should this project require deliveries, craneage or Traffic management in same time period	Feb-09	Nov-09	Jun-10	May-12	No conflicts expected.
Waverley Steps	Transport Scotland	Refurbishment of existing Waverley Steps with inclusion of new escalators and elevators	ST.ANDREW STREET Traffic management issues when Infraco in Princes Street should this project require deliveries, craneage or Traffic management in same time period	Jan-10	Mar-10 (Oct-10)	Jun-10	May-12	No conflicts expected.
Waverley Station Re-roofing	Transport Scotland	New roof and general upgrade to station interior	May be Traffic Management issues	Jan-10	Mar-10	Apr-10	Apr-14	No conflicts expected.
New Hotel in Haymarket	Tiger Developments	New build hotel		Jan-10	Sep-11	TBA	2012	No issue as Project cancelled as Planning Application rejected October 2009.
Haymarket Interchange	First Scotrail	Capacity Increase Project - Installation of new lifts and walkways from Haymarket Terrace	Utility diversions continue until late Jan.2010 Potential Interface with Infraco works at Haymarket junction commencing Jan.2010	Jan-10	Sep-11	Dec-11	Dec-12	No conflicts expected.
Haymarket Station Re-furbishment	Network Rail/Scotrail	Main Building refurbishment works	Any external works could conflict with TM for either or both MUDFA and Infraco and could conflict with Infraco construction works. Bridge to be installed from Haymarket terrace to Platform 0 to comply with DDA	Jan-10	Sep-11	Aug-09	Jan-10	May Gurney programme received during Aug09. No conflicts expected. TM requirements being monitored. Remaining utility works are to the east of the station/Haymarket junction. Infraco works not expected to commence until Jan 2010.
Haymarket Station	First Scotrail	Installation of new lifts and walkways from Haymarket Terrace	Construction of Haymarket viaduct	Jan-10	Sep-11	Jan-10	TBA	

External Projects	Promoter	Project Description	Potential Conflict	Tram Contract Dates		Project Dates		Comments
GREEN - No conflict anticipated but being monitored. AMBER - Managing any conflict. RED - Conflict which causes programme concern / unknown effect on tram programme.				Start	Finish	Start	Finish	
Haymarket Terrace	DTZ Surveyors	Common Repairs to buildings at 2-4-6-8-68 & 74 Haymarket Terrace	Scaffolding and external repairs	Jan-10	May-11	May-09	ASAP	Scaffold erected and building repairs underway between Infraco TM phases.
Airdrie - Bathgate	Transport Scotland	New track installation	Tram possessions mainly "piggy-backed" on A2B possessions which could be altered / cancelled.	TBA	TBA	Mar-09	Mar-10	Various possessions and RotR workings
New Hotel	NEL (New Edinburgh Park Ltd) / Whitbread	120 Bedroom Premier Inn Hotel	Construction traffic TM Interface	TBA	TBA	TBA	TBA	The site, located at the southern end of Edinburgh Park, is opposite the Park's dedicated railway station and tram stop.
RBS Tramstop - Gogarburn	RBS	Design by RBS - Build by Infraco	Design and consents not in place in a timely manner to allow Infraco to build to programme	Nov-10	Mar-11	TBA	TBA	Design and approvals progressing to programme. Confirmed that this will now be a generic tram stop design
Gogar Surface Station	Transport Scotland	New station to east of Gogar Depot	Approvals and Consents	Dec-09	May-11	Jul-10	Jul-11	Gogar Interchange Programme reviewed and updated in conjunction with both NR and TS

Colour code

Green	No conflict anticipated but being monitored
Amber	Managing any conflict
Red	Conflict which causes programme concern / unknown effect on tram programme

This has been sent to TS for their input for projects they are sponsoring and will continue to be reviewed by tie to identify any potential impacts on the Tram programme as early as possible in order to manage them. A wash-up session of the TS projects was carried out late December09 with TS. The next session will be arranged for after Rev 3 agreements.

2.8 *Other*

Gogar Surface Station

Key issues/Decisions Required

1. Network Rail has still not resolved the sewer diversion route. As instructed by Transport Scotland, **tie** is not submitting the Prior Approval application until the location of the retaining wall is confirmed. Completion of the detailed design of the retaining wall is also on hold pending confirmation of the final location. A confirmed decision on the location of the retaining wall is needed by 12 February to avoid detailed design and technical approval of the retaining wall falling on the critical path to SDS production of IFC drawings.
2. **tie** understands that the Network Rail planning application is delayed due to Network Rail needing to resolve whether the traffic generated by the railway station requires signalling of the junction of the access road and the Gogar Roundabout. This is delaying **tie** securing Prior Approval for the tram elements of the interchange and thus IFC. IFC now forecast as 14 May 2010 based on CEC approval of Network Rail planning application on 29 April.
3. BSC has notified **tie** that the systems elements of the design will be complete in June 2010. **tie** accepts that there has been some change in scope for the systems design as a result of the circulation tower change option but is challenging June 2010 as a reasonable delivery date. **tie** will also consider potential mitigation measures if the systems design cannot be completed in line with the SDS design.
4. BSC has submitted a revised estimate for the Siemens design taking account of the central location of the Vertical Circulation Tower (VCT) which impacts on OLE and trackform design.
5. SDS has not yet submitted an estimate for the revised scope and is waiting for confirmation of the Retaining Wall location first.
6. Forecast outturn increased to £997k in line with revised estimate received from BSC and assumptions on SDS revised estimate. The forecast outturn will be revised in full in period 12 on receipt of SDS revised estimate. The forecast cost increase for design is driven by the change in scope from the original design that was priced by SDS and by the additional work supporting Network Rail in relation to the sewer diversion.
7. CEC will require an updated grant letter to allow **tie** to commit to the extra costs involved in completing the design. Commitment in writing to meet additional costs will be needed to coincide with the submission of the design for Prior Approval. An updated grant letter will be needed within 2 weeks of **tie** supplying a full revision of the cost estimate in Period 12.
8. Network Rail has not yet tabled the promised draft list of agreements together with their scope following the meeting in December 2009. **tie** cannot accept responsibility for any delay associated with agreements not being reached in line with the needs of the construction programme given Network Rail's lack of positive engagement on this issue.

Design progress

At the end of Period 11 **tie** assesses the design phase as 66% complete compared with 92% planned. Slippage arises primarily from the impacts on tram elements of the Gogar Interchange of the delays in Network planning application and confirmation of sewer relocation.

Cost reporting

Cost of work done to date is £580k versus the £810k originally forecast.

The forecast outturn has been increased from £880k to £997k.

A revised cost profile has been submitted with this report. The assumptions that underpin the revised forecast and profile are:

1. Amendment to Siemens costs per revised Siemens estimate submitted 19/1/2010
2. Siemens profile realigned to revised estimate and indicative finish date of June 2010
3. SDS has not submitted revised estimate for acceptance as position of retaining wall not finalised
4. Siemens estimate based on reduced rates negotiated by tie (-30%) and increased scope (+35%)
5. SDS forecast increased by tie by 35% in line with Siemens estimate - to be confirmed on receipt of SDS estimate expected in Period 12
6. SDS work re-profiled to account for additional cost and likely delay to IFC due to Network Rail delay to planning application - NR application assumed to be granted 29/4/10.

Period 11 progress and actions to recover slippage

Progress on the SDS elements of design was made in the first week of Period 11. However, the design has effectively been on hold during finalisation of the sewer location since then. SDS has continued to work on details of the planning drawings so that only the line of the wall remains to be finalised.

SDS has submitted revised runtime analysis incorporating the Gogar Interchange. The runtime analysis will be reviewed by tie in Period 12 and used to support revised patronage calculations for the Edinburgh Tram Network.

BSC has continued the development of Overhead Line and other systems design. BSC has confirmed that work on systems design will not be complete until June 2010. This has been reflected in a revised cost profile submitted with this report.

Earlier opportunities identified by tie to recover slippage have not been realised because of the continuing discussions on the final location of the sewer.

There are no further measures that tie can take to prevent slippage of the IFC date as the critical path lies through actions that are the responsibility of Network Rail.

Programme milestones

Activity	Planned	Period 6 forecast	P11 forecast / Actual
Complete prelim design of additional tram stop	10/8/09	18/9/09	30/9/09 (A)
Submit Structures Technical Approval application	19/11/09	8/1/10	5/3/10
Submit Prior Approval application	26/11/09	15/1/10	19/2/10
Receive Prior Approval	5/2/10	12/3/10	30/4/10
Receive Structures Technical Approval	5/2/10	8/3/10	30/4/10
IFC by SDS of civils design and outline systems design	26/2/10	22/3/10	14/5/10
IFC by Siemens of detailed systems design	-	-	June 2010

These dates assume that the position of the retaining wall is finalised by agreeing a solution in principle for the sewer and retaining wall with Network Rail and Scottish Water at the meeting on 4 February 2010 and that decision being ratified by the operations arms of Scottish Water and the Tram by 12 February 2010. They also assume that Planning Permission for the Network Rail elements of the Gogar Interchange is granted at the CEC Council meeting on 29 April 2010.

tie was ready to submit the Prior Approval application in line with the Period 6 forecast but has been held up by the delay with the sewer diversion. Delay to the completion of Prior Approval is determined by the finish date of the Network Rail planning application.

These 2 factors mean that there are no measures that **tie** can take to prevent this slippage as the critical path lies through actions that are the responsibility of Network Rail.

tie is challenging the June 2010 date for the completion of detailed systems design by Siemens. **tie** will also consider mitigation measures to reduce/eliminate impact of this on construction programme.

Integrated Programme Development

tie has reviewed the tram element of the programme and is submitting a revised contribution to the Integrated Programme at the start of Period 12.

Overall design co-ordination

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

The significant outstanding design co-ordination issues is the clearance between the 1500 mm sewer diversion and the retaining wall.

Tram design issues

BSC has identified a need to discuss the reduced headroom for the OLE through the tramstop with the Independent Competent Person. BSC is arranging a meeting with the **tie** engineering team so that BSC can present a proposal to the ICP with the support of **tie**.

Other agreements

tie has highlighted the need for various operating and commercial agreements between **tie** and Network Rail and has asked Network Rail to arrange initial meetings to discuss the scope of these agreements. Network Rail arranged a useful first meeting in early December but has not issued the promised initial scoping document for agreements. This is closely related to any progress on land transfer as appropriate servitudes must be included in the land transfer.

Scope of tie works

tie has devoted significant effort to involvement in frequent and detailed construction staging discussions with TS and Network Rail. This has taken place in response to TS requirements to get Network Rail moving with detailed design and procurement.

This goes beyond the scope of the original grant offer letter and is taking up significantly more **tie** staff time than was originally envisaged. We have discussed this issue with TS and TS has provisionally recognised that additional **tie** support is required.

In Period 11 BSC agreed to attend construction staging meetings and the first of these meetings took place. **tie** has agreed with Transport Scotland that these will be funded over and above the existing grant offer and emails are being exchanged to confirm the detail so that Transport Scotland can issue an amendment to the grant offer.

The scope of **tie** works also does not include any external legal costs in relation to land or agreements and it is likely that **tie** will need legal advice in relation to agreements with Network Rail. **tie** expects that the extent of this will become clearer once Network Rail tables some draft agreements for review.

Long-lead items / abortive works

tie has reviewed the long-lead items/abortive works previously identified against latest programme forecasts.

The switches & crossings for the east entry to the Depot have been ordered by BSC for the original ETN layout but not yet manufactured. BSC had originally stated confirmed that the lead time for this S&C is 6-8 months. Trackwork in this section is now expected to start in May 2011 meaning that a decision on the S&C would be needed by September 2010 at the latest. However, BSC has just confirmed that a decision is needed by end February 2010.

On 4 February BSC asked for confirmation of the OLE pole heights to be ordered through the Gogar Interchange area by 22 February 2010.

For both of these items **tie** is urgently pursuing with BSC confirmation of:

- (a) possible courses of action
- (b) costs and risks associated with each option
- (c) whether there are subsequent milestone dates at which the risk increases significantly

tie will present this information to Transport Scotland as early as possible in Period 12.

Drainage for the earthworks at the Depot is currently being installed to the west of the Depot Access Bridge. No date has been confirmed by BSC for drainage installation at the Gogar Interchange site east of the Depot Access Bridge. BSC undertook at the latest construction staging meeting to confirm the sequence of construction and the drop-dead date for a decision on construction in this area. **tie** will update Transport Scotland each period (or more urgently if necessary).

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

Other Reporting Streams Progress

The following sections describe progress on other areas of the project during Period 11.

Temporary traffic regulation orders (TTROs)

- The closure of Broughton Street at the junction with York Place was implemented without incident on the 16th January 2010. It is anticipated that this closure will remain in place until March 2010.
- Traffic arrangements on Clifton Terrace involving the diversion of buses onto Roseberry Crescent/Landsdowne Crescent and Grosvenor Street were also implemented without incident on 16 January to facilitate completion of utilities diversions in the area.

Traffic regulation orders (TROs)

- The Council decision made on 22 September 2009 in support of the TRO process triggered commencement of TRO1.
- The Statutory Consultation process commenced on 12 October 2009, this process being limited to 7 Statutory Consultees only at this stage. This process concluded on 12 November, with no showstoppers identified, although a number of comments raised by L&B Police and Lothian Buses will require to be addressed in TRO2.
- On the 09th Feb 2010, the Council will make the final decision to place TRO 1 on Public Deposit. It is anticipated that the outcome of the objections will be reported to CEC in July or September.
- TRO 2 will follow the making of TRO 1. TRO 2 will reflect the complete design and issues that have arisen from TRO 1.

Network Rail

- Carrick Knowe – NWR during the period accepted the WPP & Form C for the construction of the crane platform to place the deck beams.
- First Scotrail Depot – SI commenced on site on the 23/11 in and around the depot with the agreement of FSW and NWR.
- First Scotrail Depot – Scotrail have supplied details of all the previous SI undertaken by Scotrail & Network Rail.
- All works on the Rail Corridor are currently running late to both Contract and Version 2 Programmes, BSC reporting 21% of works complete on Rail Corridor.

Network Rail Immunisation

- BSC has completed their update of this document and their Independent Safety Advisor is reviewing it.
- The study recommends modification of 12 off NR track circuits however BSC assures **tie** that only 9 off are recommended for modification and the study will reflect that when it is formally submitted following approval by their ISA.
- Volker Rail is proceeding with the design of FETR solution and has carried out a site survey on NR infrastructure during this period.
- Issues in the Period include; Re-issue of the Psophometric Voltage Calculation document is overdue due to BSC limited resource being prioritised elsewhere, and the EMC Field Survey document is overdue due to BSC limited resource being prioritised elsewhere.
- Immunisation development is remains at 88% complete and the implementation solution 1% complete. Volker Rail are obtaining clarification on technical issues with NR. They have queried whether longer than 1000 metre tracks need to be cut to facilitate FETR. NR is expected to perform FETR simulation over the next period to assure Volker Rail that there is no need to cut long track circuits.

Third party interfaces

- Forth Ports – Licences have been executed with Forth Ports to allow all tram and utilities works to proceed in the Leith Docks area. Discussions have not yet been concluded between CEC and Forth Ports regarding a renegotiated S75 arrangement.
- Haymarket car park compensation – **tie** have agreed compensation with NR. **tie** continue to discuss with TS the additional compensation payable to First ScotRail, as a result of the extension of the FSR franchise from Nov 2011 to Nov 2014. It is believed that this should have been

allowed for in the franchise extension discussions between TS and FSR. **tie** have taken the matter up directly with TS and are awaiting a confirmed position from TS;

- Building fixings – There is now no impediment to BSC starting the process to progress with the building fixing installations and work is due to start in February.
- Interfaces are being managed to ensure that the SRU accommodation works and events are cohesive. **tie** have now agreed approach to the design and construction of the works with SRU.

Burnside Road Realignment

- The wearing course of the new road has deteriorated and requires significant remedial works which need to be completed prior to Handover to BAA. The handover is expected to be completed by 14/02/10
- The works are otherwise significantly complete with snagging works and final commissioning remaining.
- The Asset Integration documentation will be completed with the as-built drawings and the final commissioning documents.
- Planned Completion Date was 12th January 10 and will be amended on review of the Contractor remedial works programme.
- BAA has requested a set of 2-way traffic lights be installed at each end of the single lane section of the new road to control traffic in the event of a barrier system failure. The mitigation initially anticipated involving manning of the barriers however the BAA resources may not be available. **Tie** has requested an estimate from the Contractor which will be issued to BAA for acceptance.

MUD Works at Edinburgh Airport

- The foul main tie-ins were completed and the walkway reinstated by 6.00am on 19th January 10.
- The Asset Integration/As-built documentation was issued to BAA on 8th December 09. This is being updated with the HV and the foul main as built details for issue to BAA.

Section 1 Utilities

- C4 agreements with Scottish Power, Scottish and Southern Energy, BT, Tele West and GEO are all to be agreed.
- Scottish Water are still to approve the protection proposals including the adoption of the sewer design at Ocean Drive.
- The way-leaves through ADM Milling are in the process of being finalised and these documents have been approved by Forth ports and are awaiting signed off by ADM.
- The licence with ADM is in place and works commenced as of 30th November. The tender works exclude all diversions in plates 11-17 and there remains substantial utility works in plates 14-17 to resolve.
- Clancy Docwra are processing with the relocation of utilities out of Lindsay road. BT and GEO cable diversion works will dictate the programme and are expected to be completed in Q1.

Murrayfield Pitches (Souters)

- Lessons learned session yet to be held following which a Close out report will be prepared. Hand-over meeting with SRU currently being arranged by **tie** for late January / early February.

Invasive Species

- Guarantee received from TCM covering the Russell Road area to Roseburn Street (this guarantee includes the plant removal carried out during December 2009). Currently issues regarding possible live Japanese Knotweed at the Roseburn Junction, to be discussed and followed up with TCM.

Cemetery Wall on Constitution Street

Pricing for the works to the Cemetery Wall removal and rebuild were produced at the end of Period 11 – **tie** presently reviewing.

3 Headline cost report

3.1 Current financial year

	FY 09/10 COWD Period			FY 09/10 COWD Year To Date			FY 09/10 COWD Full Year Forecast			COWD To Date	Costs To Go	Total AFC
	Actual	Budget	Variance	Actual	Budget	Variance	Forecast	Budget	Variance			
Total Project COWD	6.858	13.714	-6.857	94.586	122.589	-28.003	114.503	150.072	-35.569	328.615	204.694	533.309
Other Funding	0.566	1.132	-0.566	7.810	10.122	2.312	9.454	12.391	-2.937	27.133	16.901	44.034
Demand on TS	6.291	12.582	-6.291	86.776	112.467	-25.691	105.049	137.680	-32.632	301.482	187.793	489.275

Note: The FY09/10 "Budget" figures in the table above do not include £3.2m for ph1b costs in 09/10 but the "Actual" and "Forecast" figures do include this amount. These ph1b costs were budgeted as "below the line".

- We continue in this report to reflect an outturn estimate of £533.3m. However, as previously reported, given the continuing commercial uncertainties with the Infraco and continuing delays to the project it is considered unlikely that the full scope of Phase 1a will be completed within the available funding envelope of £545m. It is not however possible at the present time to accurately forecast a reliable outturn cost until the key commercial issues are resolved through the contractual and legal process.
- **Regular briefings are being provided to both CEC and Transport Scotland to keep them updated on progress and implications for the project programme and finances of all the above matters (last TS cost briefing 18th January 2010).**
- The budget for ETP in 2009/10 established in April 2009 is £150.1m (£153.3m inc 1b), which was produced linking the tie re-baselined programme to Infraco construction milestones. Tie are now escalating all key issues to Dispute Resolution Procedure (DRP) and other contractual measures following the failure of mediation to provide an acceptable outcome.
- The P11 forecast outturn figure for 2009/10 is £114.5m – unchanged from P10.
- Funding allocated by TS to the project in 2009/10 was £149m. The TS share of this year's updated forecast (£114.5m) is £105.0m, giving available headroom of £44.0m.

Actual YTD P11 & forecast P12-P13 FY09/10

£m	YTD P11	Forecast P12-P13,09/10	Total FY09/10
Infrastructure and vehicles	67.4	15.8	83.2
Utilities diversions	10.5	0.7	11.2
Design	2.0	0.6	2.6
Land and compensation	0.8	0.0	0.8
Resources and insurance	13.9	2.8	16.7
Base costs	94.6	19.9	114.5
Risk allowance	0.0	0.0	0.0
Total Phase 1a	94.6	19.9	114.5

- Key sensitivities to the latest milestone forecast to P11-P13 09/10 are:
 - On Street: Haymarket to Shandwick Place -£206k risk and Balfour Street -£78k
 - Other Milestones: NR Immunisation -£100k risk
 - It should be noted that there is £1,256k of change forecast in Periods 12 & 13 of 2010/11.

There will be slight variances in the values of change forecast (+/-) as we move through P12 & 13 as and when the value of these changes are valued and agreed with the Infraco.

- ETP COWD in FY09/10 to Period 11 is £94.6m (Period 10 - £87.7m) against budget £122.6m (excl 1b). The key drivers for the -£28.0m variance are: the timing of Infraco works costs planned in 2009/10 offset by MUDFA spend incurred over the original 09/10 budget plan.

As previously reported and agreed with CEC and TS, initial milestones under the Infraco and Tramco contracts in the aggregate amount of £24.2m, in respect of advance material purchases, have been classified as prepayments. These will be reclassified as expenditure against funding in the periods when the related materials are delivered to site and incorporated in the works. The release will occur on the achievement of trackwork and structures milestones in 2009/10 and future years.

3.2 Current financial year profile

Profile for FY09/10

£m	Q1 (p1-3)	Q2 (p4-6)	Q3 (p7-10)	Q4 (p11-13)	Total FY09/10
Infrastructure and vehicles	15.8	18.5	28.5	20.4	83.2
Utilities diversions	3.2	4.3	2.2	1.5	11.2
Design	0.7	0.4	0.6	0.8	2.6
Land and compensation	0.6	0.1	0.1	0.0	0.8
Resources and insurance	2.9	3.5	6.1	4.1	16.7
Base costs	23.2	26.9	37.6	26.8	114.5
Risk allowance	0.0	0.0	0.0	0.0	0.0
Total Tram	23.2	26.9	37.6	26.8	114.5

- A full reforecast of the Infraco 2009/10 cost profile was produced in period 10. In the absence of any updated agreed programme from the Infraco contractor, the reforecast has been informed by linking the latest **tie** programme to Infraco construction milestones and taking a best view of what is likely to be achieved in the year. The realigned base costs and risk have then been linked against this programme.

3.3 Total project anticipated forecast cost

Re-baselined Phase AFC and profiling

£m	Cum FY07/08	Actual 08/09	FY 09/10	FY 10/11	FY 11/12	AFC
Infrastructure and vehicles	30.7	45.4	83.2	113.9	29.4	302.5
Utilities diversions	18.4	33.4	11.2	-3.5	0.0	59.4
Design	24.4	4.7	2.6	1.8	0.6	34.1
Land and compensation	16.8	1.7	0.8	0.7	0.8	20.9
Resources and insurance	42.8	15.8	16.7	13.3	11.7	100.2
Base costs (inc 1b)	133.1	101.0	114.5	126.1	42.5	517.1
Risk Allowance	0.0	0.0	0.0	16.2	0.0	16.2
Total	133.1	101.0	114.5	142.3	42.5	533.3

Note: Base costs include £6.2m for ph 1b.

- The table above reflects the base costs and risks aligned to the **tie** re-baselined programme (Feb-12), and is informed by the re-alignment of the Infraco milestones schedule for 2009/10 in-line with the latest live programme and assessment of deliverables. The AFC above includes an unapproved increase of £15.1m to the project risk allowance. The approved cost estimate for delivery of Phase1a of the project remains at £512m. The phasing of the £533.3m has been updated in period 10 by **tie**, and will be further updated when there is an updated agreed programme with the Infraco contractor.
- An updated forecast profile for 2010/11 and future years was presented to Transport Scotland on 18th Jan-10 at Buchanan House following a full review of construction deliverables in 2010/11 with Infraco Project Managers, the Infraco Director and Tram Project Director.

4 Time schedule report

4.1 Report against key milestones

In advance of developing agreement with BSC, tie has developed an unapproved recalibrated baseline programme which reflects an Open for Revenue Service date of 23 Feb 2012. A completely unmitigated programme as a control scenario only has also been produced which shows a date of 17 Oct 2012. However, the live programme has been used to generate the milestone data below and this is based on all current information fed into the master programme. This indicates an open for revenue service date of late December 2012.

(The agreed baseline programme reference for this project is that at Financial Close leading to revenue service in July 2011.)

Milestones	Baseline programme date	BSC Rev 2 programme – unapproved *	Actual / current forecast date tie live prgm
Approval of DFBC by CEC	21 Dec 06A		21 Dec 06A
MUDFA – commencement of utility diversions	02 Apr 07A	02 Apr 07A	02 Apr 07A
TRO process commences	14 Dec 07A		10-Dec-07A
Approval of FBC by TS – approval and funding for INFRACO / Tramco	09 Jan 08		Dec 07A
Princes Street closed	03-Feb-09	Mar-10	22-Feb-09A
Tramco / INFRACO – award following CEC / TS approval and cooling off period and SDS novation.	28 Jan 08	14 May 08A	14 May 08A
Construction commences	14-Apr-08	14-May-08A	14-May-08A
First track installation commences – on street	03-Nov-08	09-Jun-09	Jun 2009A
Carrick Knowe Bridge commences	21-Aug-08	31-Mar-09	19-Aug-08A
A8 underpass commences	08-Aug-08	12-Jan-09	28-Aug-08A
Haymarket viaduct commences	08-May-08	18-Jun-09	01-Sep-08A
Edinburgh Park viaduct commences	06-Aug-08	02-Dec-08	01-Sep-08A
Tram mock-up delivered	Oct 2008		Nov 2008A
Demolition of Wanderers clubhouse	25-Aug-08	01-Jun-09	05-Jan-10A
Edinburgh Park viaduct complete	24-May-09	14-Oct-09	Apr-10
Princes Street re-opened	01-Aug-09	15-Jun-10	29-Nov-09A
NR immunisation complete	Nov 2009		Sep-10
Utilities works complete (including telecoms)	Nov 2008	Sep-09	Sep-10
All demolition work complete	22-Aug-08	Sept-10	May-10
All Issue for Construction (IFC) drawings delivered (inc Gogar interchange design)	21-Jan-09	08-Oct-09 (not inc Gogar interchange)	Aug-10
Haymarket viaduct complete	08-Dec-08	07-Jan-10	Jul-10
All consents and approvals granted	18-May-09		Aug-10
Design assurance complete	20-Jan-09		Aug-10
1 st Tram delivered	09-Apr-10	09-Apr-10	09-Apr-10
Carrick Knowe bridge complete	11-May-09	24-Dec-10	Nov-10
A8 underpass complete	14-Jul-09	30-Sep-10	Dec-10
Roseburn viaduct commences	20-Jan-09	20-Oct-09	Jun-10
TRO process complete	01-Dec-09		Jul-10
Driver recruitment commences	July 2010		Oct-10
1 st OHL installed (Commence Section 2)	11-Dec-09	Dec-10	Nov-10
1 st section (other than depot) complete ready for energisation (2)	25-June-10	May-11	Dec-10
Commission Section 2 (Haymarket to Roseburn junction)	11-Jan-10	Dec-11	Dec-10

Milestones	Baseline programme date	BSC Rev 2 programme – unapproved *	Actual / current forecast date tie live prgm
Final tram delivered	17-Jan-11	May-12	17-Jan-11
Driver training commences (depot only)	Dec-10	Jun-11	Jan-11
Commission Section 6 (depot)	25-Mar-10	Jun-11	Aug-11
Roseburn viaduct complete	20-Apr-10	Jun-09	Jun-11
Test track complete	23-Apr-10	16-Aug-11	Jan-12
Commission Section 7 (Gogar to Edinburgh Airport)	25-June-10	Oct-11	Jan-12
Commission Section 1 (Newhaven to Haymarket)	11-Mar-11	May-12	Jul-12
Commission Section 5 (Roseburn junction to Gogar)	09-Nov-10	Feb-12	Jul-12
Driver training commences (excludes depot)	Nov 2010	Aug-11	Aug-12
System testing complete off street	09-Dec-10	Mar-12	Aug-12
Construction Line 1a complete	17-Jan-11	05-Apr-12	Jul-12
System testing complete on street	16-Feb-11	May-12	Aug-12
Letter of "no objection" from Independent Competent Person to commence tram running	17-Apr-11	May-12	Oct-12
Shadow running starts	18-Apr-11	Jul-12	Oct-12
Shadow running complete	July 2011	Oct-12	Jan-13
Letter of "no objection" from Independent Competent Person to commence revenue service	July 2011	Oct-12	Jan-13
Open for revenue service	July 2011	October 2012	Jan-13

*BSC Rev 2 programme is not an agreed Contract programme

Guidance for Completion:

Legend for colouring of Actual / forecast date text

Green: Actual / forecast date is ahead or in line with baseline
Yellow: Slight slippage – readily recoverable with action.
Pink: Significant slippage but expect recovery can be achieved
Red: Notable / significant slippage – difficult to recover, even with action.

4.2 Key issues affecting schedule

tie and BSC have now entered into an agreed timetable to build and prepare a revision 3 programme. The first draft was received 1st February 2010 with a programme workshop schedule for 3rd February to review.

4.3 12-Week look-ahead

Until the revised programme is in place the forecast for the next 12 weeks continues to be generated from the tie Live programme including latest updated information from both BSC and tie Project Managers.

Milestones	Actual / current forecast date
1C3 – Telecoms Works St Andrew Square to Princes Street West recommence	04-Jan-10A
2A – Haymarket viaduct recommence	04-Jan-10A
5A W4 Russell Road retaining wall piling recommence	04-Jan-10A
5C – A8 Underpass – Combined phase ½ recommence	04-Jan-10A
1C Utility Diversions between Picardy Place and St Andrew Square continue	05-Jan-10A
5A Demolition of Wanderers Clubhouse continue	05-Jan10A
5B Trackworks Balgreen Rd Saughton Road North	05-Jan10C
1A – Continue Utility Diversions Newhaven to Ocean Terminal	06-Jan-10A

Milestones	Actual / current forecast date
1B – Telecoms Works Jane Street to McDonald road	20-Jan-10S
1A – Newhaven Rd to Ocean Terminal – ch 0000-0160 – Roadworks	01-Feb-10S*
1A – Newhaven Rd to Ocean Terminal – ch 0000-0160 – Trackworks	01-Feb-10S*
1A – Newhaven Road Tramstop	01-Feb-10S
1D – Haymarket ch 1250-1125 – Roadworks Phase 1	01-Feb-10S*
2A –Trackworks Haymarket to Roseburn Junction -1135m	01-Feb-10S
5A Construct New Scotrail Carpark	01-Feb-10S
5C W16 Commence Gyle Stop RW	01-Feb-10S
5C S32 Commence Depot Access bridge	01-Feb-10S
5C Trackworks Depot Stop to Gogarburn	01-Feb-10C
6 Depot Earthworks	01-Feb-10C
7 Burnside Road construction	14-Feb-10F
1A3 Commence Temporary Platforms and Demolition Tower Place bridge	08-Feb-10S
6 Depot Building Pits	08-Feb-10S
1A – Commence Utility Diversions Bernard Street to Foot of the Walk	09-Feb-10S
6 Depot Building Steelwork	09-Feb-10F
1B – Leith Walk – ch 350-100 – Roadworks	15-Feb-10S*
1C1 – Telecoms Works McDonald Rd to Picardy Place	15-Feb-10C
1D - Shandwick ch 850-440 - Roadworks Phase 1	15-Feb-10S*
1A – Commence Utility Diversions Port of Leith to Bernard Street	16-Feb-10S
1B - Leith Walk - ch 600-850 - Roadworks	01-Mar-10S*
7 W14/W15 Gogarburn RW	01-Mar-10S
1C2 – Telecoms Works Picardy Place to St Andrew Square	02-Mar-10C
1B Complete Utility snagging between Foot of the Walk and Balfour Street	08-Mar-10F
5A Murrayfield Stadium Accommodation Works (excludes clubhouse)	08-Mar-10S
7A S29 Gogar Underbridge	11-Mar-10F
5B Bankhead Drive TS	15-Mar-10S
1B Complete Utility snagging between Balfour Street and McDonald Road	17-Mar-10F
6 Depot Sub-station	22-Mar-10S
5A W18 Murrayfield TS RW	29-Mar-10S
1A Lindsay Rd Retaining Wall B	05-Apr-10S
1C3 – Track works Waverley bridge junction to South St Andrew Square	05-Apr-10S
5C Complete S27 Edinburgh Park Station bridge	06-Apr-10F
1D Complete Utility diversions Haymarket to Shandwick Place	07-Apr-10F
5A S20 Russell Road bridge Piling	12-Apr-10S
5B Trackworks Saughton Rd to Bankhead (Guided Busway)	20-Apr-10F

* Subject to agreement on OSSA

A = Actual date

S = Forecast Start Date

F = Forecast Finish date

C = Continuing Works

Appendix 'A' Detailed cost report

Headline Financial Information	Edinburgh Trams	FY 09/10	Period Nr:	11
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FY 09/10: Demand on TS 105.049

1: HEADLINE FINANCIAL COMMENTARY

PERIOD (PD) RESULTS:

Period is for Phase 1a, which now includes £6.2m of lost economies of scale opportunities following the cancellation of 1b. See Section 3 of the TS report for further commentary.

YEAR TO DATE (YTD) RESULTS:

See Section 3 of the TS report for further commentary.

FULL YEAR FORECAST (FYF):

See Section 3 of the TS report for further commentary.

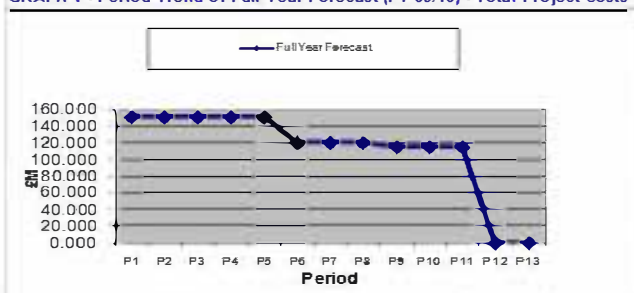
ANTICIPATED FINAL COST (AFC):

AFC includes an unapproved increase of £15M to the Project Risk allowance. See Section 3 of the TS report for further commentary.

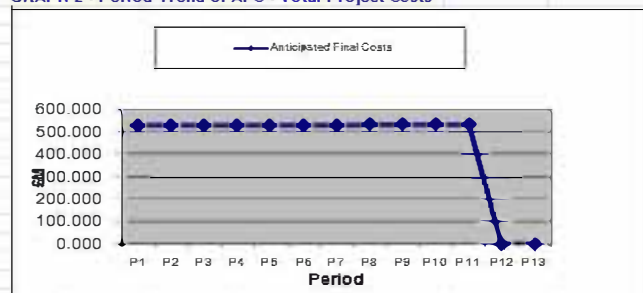
2: SUMMARY

	FY 09/10			FY 09/10			FY 09/10			COWD To Date Actual	Costs To Go Forecast	Total AFC Forecast
	Actual	Budget	Variance	Actual	Budget	Variance	Forecast	Budget	Variance			
Total Project COWD	6.858	13.714	-6.857	94.586	122.589	-28.003	114.503	150.072	-35.569	328.615	204.694	533.309
Other Funding	0.566	1.132	-0.566	7.810	10.122	-2.312	9.454	12.391	-2.937	27.133	16.901	44.034
Demand on TS	6.291	12.582	-6.291	86.776	112.467	-25.691	105.049	137.680	-32.632	301.482	187.793	489.275

GRAPH 1 - Period Trend of Full Year Forecast (FY 09/10) - Total Project Costs



GRAPH 2 - Period Trend of AFC - Total Project Costs



3: RISK AND OPPORTUNITIES TO

FULL YEAR FORECAST:

See Section 3 of the TS report for further commentary.

ANTICIPATED FINAL COST:

AFC includes an unapproved increase of £15M to the Project Risk allowance. See Section 3 of the TS report for further commentary.

4: ACCRUALS COMMENTARY

5: TOTAL PROJECT ELEMENT SPEND BREAKDOWN (Total Project Costs)

PLANNED/EMERGING/FORECAST

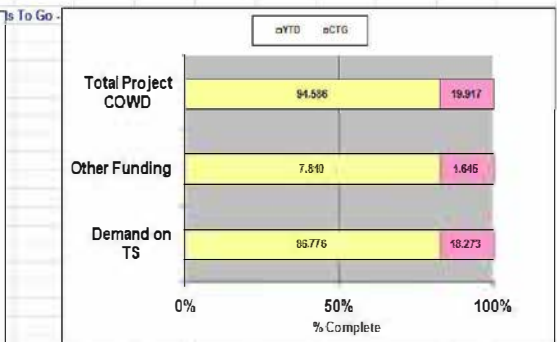
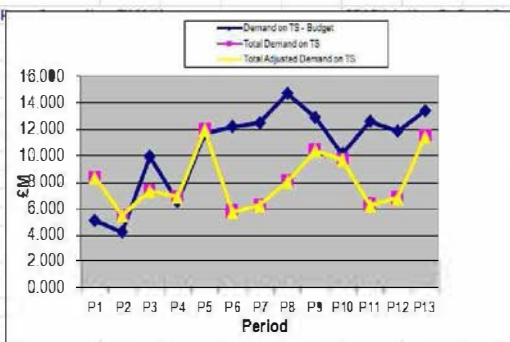
Allocated in accordance with standard WBS. Values relevant to business case or other agreed baseline date to be known as original estimate.

Relevant Baseline date: FBC 20/12/2007

	Estimated Cost			Actual Cost/Forecast			Variance
	Original Estimate	Escalated Original Estimate	Escalated Latest Estimate	Cost Of Work Done (COWD)	Forecast to Completion	Anticipated Final Costs (AFC)	
General Overall	28.233	28.233	30.042	26.124	3.917	30.042	0.000
Procurement Consultant	68.173	68.173	88.074	62.791	25.283	88.074	0.000
Design	26.646	26.646	34.102	31.121	2.982	34.102	0.000
Financial Issues/Funding/Procurement Strategy	2.258	2.258	2.630	2.554	0.076	2.630	0.000
Parliamentary Process/Approvals	0.329	0.329	0.319	0.319	0.000	0.319	0.000
Procurement Construction Works	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Construction Works	276.302	276.302	303.419	167.935	135.484	303.419	0.000
Testing & Commissioning	1.984	1.984	0.000	0.000	0.000	0.000	0.000
Handing Over & Service Operations	0.000	0.000	0.000	0.000	0.000	0.000	0.000
NOP/Rail Projects Interface (Promoters View)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Interfacing Developments	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TRAMS, Vehicles (Edinburgh TRAMS Use Only)	51.370	51.370	58.493	37.772	20.721	58.493	0.000
Risk	48.974	48.974	16.231	0.000	16.231	16.231	0.000
Opportunity (Negative Value)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OB/Contingency	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total	504.270	504.270	533.309	328.615	204.694	533.309	0.000

Detailed Financial Information		Edinburgh Trams													FY 09/10	Period Nr:	11
																	£m
6: Current Year 09/10 - Baseline Budget		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total		
1	Total Project COWD - Budget	5.576	4.633	10.814	7.157	12.698	13.280	13.581	16.036	14.032	11.068	13.714	12.897	14.585	150.072		
2	Other Funding - Budget	0.460	0.383	0.893	0.591	1.048	1.097	1.121	1.324	1.159	0.914	1.132	1.065	1.204	12.391		
3	Demand on TS - Budget	5.115	4.251	9.921	6.566	11.649	12.184	12.459	14.712	12.873	10.154	12.582	11.832	13.381	137.690		
7: Current Year 09/10 - Actuals (Updated 4 weekly)																	
4	Total Project COWD + Revised Forecast	9.130	6.051	8.043	7.560	13.023	6.334	6.852	8.812	11.343	10.581	6.858	7.453	12.464	114.503		
7	Other Funding + Revised Forecast	0.754	0.500	0.664	0.624	1.075	0.523	0.566	0.728	0.937	0.874	0.566	0.615	1.029	9.454		
10	Total Demand on TS	8.376	5.551	7.379	6.936	11.948	5.811	6.286	8.085	10.406	9.707	6.291	6.838	11.435	105.049		
8: Variance tracker																	
12	Variance Line 1 to Line 4 - Project Actual vs Budget	3.554	1.418	-2.771	0.404	0.326	-6.947	-6.728	-7.224	-2.689	-0.488	-5.857	-5.444	-2.121	35.569		
13	Variance Line 2 to Line 7 - Oth Funding Actual vs Budget	0.293	0.117	-0.229	0.033	0.027	-0.574	-0.556	-0.595	-0.222	-0.040	-0.566	-0.450	-0.175	2.937		
14	Variance Line 3 to Line 10 - Demand on TS vs Budget	3.261	1.300	-2.542	0.370	0.298	-6.373	-6.173	-6.627	-2.467	-0.448	-6.291	-4.995	-1.946	-32.632		
9: Next Year 10/11 Forecast (Updated 4 weekly)		Q1	Q2	Q3	Q4	Total	Financial Commentary - FY 10/11 Onwards All costs are includes an unapproved increase of £15M to the Project Risk allowance. See section 3 of the TS report for further commentary.										
18	Total Project COWD	32.603	30.997	32.430	45.291	142.321											
21	Other Funding	2.692	2.559	2.678	3.822	11.751											
24	Total Demand on TS	29.911	28.438	29.752	42.469	130.570											
10: All Years (Escalated) (Updated 4 weekly)		FY03/04	FY04/05	FY05/06	FY06/07	FY07/08	FY08/09	FY09/10	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15	FUTURE	TOTAL		
26	Total Project COWD	0.000	3.093	10.664	31.478	87.815	100.979	114.503	142.321	42.456	-0.000	0.000			533.309		
29	Other Funding	0.000	0.000	1.000	0.105	10.449	7.759	9.454	11.751	3.506	0.000	0.000			44.034		
32	Total Demand on TS	0.000	3.093	9.664	31.373	77.366	93.210	105.049	130.570	38.950	0.000	0.000	0.000	0.000	489.275		

GRAPH 3 - Demand on TS: Actual/Budget Run Rate



11: Other Funding															
Budget (Current Year 09/10)		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total
RAB Funding (if Applicable)															0.000
Other Funding Stream		0.460	0.383	0.893	0.591	1.048	1.097	1.121	1.324	1.159	0.914	1.132	1.065	1.204	12.391
Other Funding Stream															0.000
Other Funding Stream															0.000
Other Funding Stream															0.000
Total Budget Other Funding		0.460	0.383	0.893	0.591	1.048	1.097	1.121	1.324	1.159	0.914	1.132	1.065	1.204	12.391
Actual (Current Year 09/10)		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total
RAB Funding (if Applicable)															0.000
Other Funding Stream		0.754	0.500	0.664	0.624	1.075	0.523	0.566	0.728	0.937	0.874	0.566	0.615	1.029	9.454
Other Funding Stream															0.000
Other Funding Stream															0.000
Other Funding Stream															0.000
Total Actual Other Funding		0.754	0.500	0.664	0.624	1.075	0.523	0.566	0.728	0.937	0.874	0.566	0.615	1.029	9.454
12: Promoter Full Year Forecast Run Rate (Total Project Costs)															
Period Trend of Full Year Forecast (Current Year 09/10)		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	
Full Year Forecast		150.084	150.084	150.084	150.084	150.084	119.728	119.728	119.728	114.503	114.503	114.503			
13: Promoter AFC Run Rate (Total Project Costs)															
Period Trend of AFC		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	
Anticipated Final Cost		527.099	527.099	527.099	527.099	527.099	527.099	527.099	533.309	533.309	533.309	533.309			

Appendix 'B' Programme information

To be sent separately to TS by CD:

- **Milestone Schedule Summary (progress against baseline)**
- **Full Detailed Time Schedule (progress against baseline)**
- **Critical Path**
- **12 Week Look Ahead Extract from Schedule**