



## 4 Week Period Reporting Pack 09/10

**Project Title:**

Edinburgh Tram Project

**Reporting Period:**


Period 13 2009/10

**Transport Scotland Project Manager:**

John Ramsay

**Progress Meeting Date:**

Report authorised by: **Steven Bell**

Signature:  .....

Date: *21 April 2010* .....

For and on behalf of **tie Limited**

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# 1 Executive Summary

## Progress

The cost, programme and risk information in this Period 13 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 first outputs from this were issued during Period 12. **tie** have reviewed these submissions during period 13 supported by independent reviews and formally rejected the submissions during period 13.

Overall the relationship with BSc is suffering in the following key areas:

- The refusal to progress works while Clause 80 Changes are being agreed;
- Work unable to start on-street where sites are available as contractual obligations are not satisfied;
- Resolution of the contractual interpretation on BDDI-IFC (pricing assumption 1).

Linked to all of the above is the provision of a programme to completion capable of acceptance.

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 ;
- No agreement in place for On-street works;
- 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 v55 of the design programme);
- Design changes as a result of the Prior and Technical Approvals process; and
- Consortium integrated design programme and validation

The **tie** live programme currently predicts an Open for Revenue Service date in early February 2013. This has slipped 28 calendar days since the last period. Driven by the above issues.

Progress continues at Haymarket viaduct although following site clearance activities during Period 10 between Haymarket & Roseburn further works for trackform has stalled awaiting BSC results of ground testing. The majority of the remaining worksites are all off-street with works continuing at Russell Road RW's, Carricknowe Bridge, The Guided Busway sections, Edinburgh Park bridge, A8 Underpass, The Depot, Gogarburn bridge and Edinburgh Airport, although some structures works have commenced on-street during period 13 at Lindsay Road RW and Tower Place bridge.

The most significant event during period 13 was the installation of the bridge beams for Carricknowe Bridge.

There has been no further Infraco works on-street other than those structures at Lindsay Road and Tower Place bridge due to a lack of agreement on programme going forward, suitable sub contractor arrangements implements and completion of final design assurance checks by BSC. Utility Diversions continue at Haymarket, York Place and Newhaven. Alternative delivery arrangements are in place to mitigate further slippage.

### Dispute Resolution (Infraco)

No new DRP matters were launched in the Period, but Section 7 drainage and Tower Place Bridge have been referred to adjudication by tie. A mediation process was completed on MUDFA Rev 8 during the period without resolution, and this item may now head into adjudication. Agreement on an acceptable On Street Supplemental Agreement with BSC has not been reached.

### Commercial Update (MUDFA)

A meeting with the CUS Managing Director was held in the Period with the aim of progressing matters to a conclusion. An agreed action plan is being undertaken and a full report will be presented in P1. It is still anticipated that elements of the final account will go to dispute resolution. A summary of the items being address is provided below.

*Changes* - CUS have still 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. Discussions on these items are still ongoing with CUS. 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 small proportion of that claimed by Carillion.

### Design

V55 was submitted to tie on 01Mar10 with a progress date of 15Feb10. 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 IFC now been altered in V55 from OLE poles in Section 7 to the Murrayfield Stadium RW, which is due for issue on 29Jul10, which is an improvement on the previous design programme which reported the last issue of IFC in August 2010.

Design Audits have been completed in the Period, looking at Infraco management of the design, the outcome of this being that there is little evidence of better management of SDS by BSC, and the lack of support in supplying the Design programme strengthens the evidence of 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.

### Utility works

Progress on utilities works in the period is summarised as follows:

- Clancy Docwra are scheduled to complete the utilities diversions in the Haymarket area during Period 1, and are on course to complete the diversions in the Yark Place to Annandale Street sections early in Period 2.
- 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 were finalised in Period 13.
- Clancy Docwra are progressing with the relocation of utilities out of Lindsay road and are due to complete in Period 1. GEO cable diversion works has been completed in Period 13 and BT works are ongoing with an expected completion in Q1
- Broughton St opened fully to traffic on 1<sup>st</sup> April 2010.
- Clancy Dowry continue to progress well on the private utility diversion works in Edinburgh Park area.
- Farrans utilities diversions in Section 1A continue to programme, with completion anticipated in Period 2.

Tram works (INFRACO)

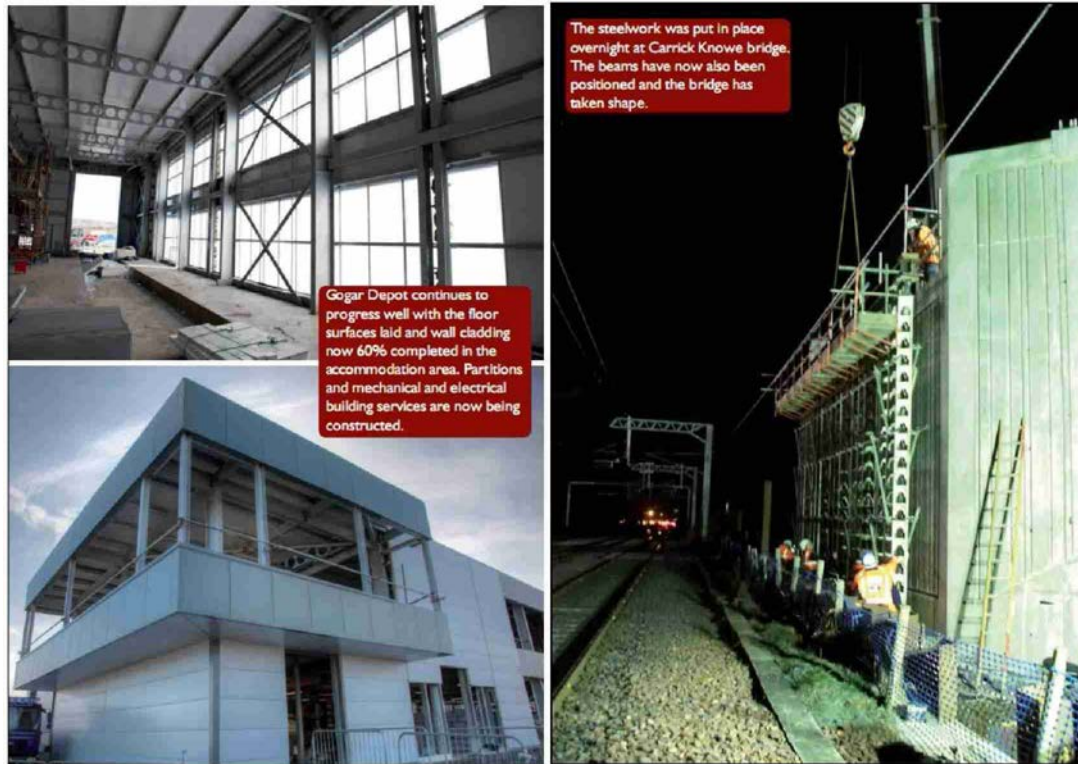
Progress in the Period for INFRACO works reflects a total cumulative completion of 16.1%, an increase of 1.8% against a plan of 4.4%, reflecting the lack of progress against plan from BSC for both on-street and off-street works, although there is an increase in the rate of progress for off-street works.

The on-street works in progress are related to snagging items along Princes Street, works at Lindsay Rd RWs and commencement of Tower Place bridge in Section 1A & Building Fixings on Constitution St, St Andrew Square & Shandwick place. There has been no further Infraco works on-street due to a lack of agreement on programme going forward.

Period 13 2009-10	Period		Delta	Cumulative		Delta
	Plan	Actual		Plan	Actual	
<b>INFRACO PERIOD 13 PROGRESS (Contract Rev.01 Programme)</b>						
Section 1a Newhaven to Foot of the Walk	7.7%	0.1%	-7.6%	60.0%	0.1%	-59.9%
Section 1b Foot of the Walk to McDonald Road	6.7%	0.0%	-6.7%	58.9%	1.3%	-57.6%
Section 1c McDonald Road to Princes Street West	4.4%	0.0%	-4.4%	53.7%	0.0%	-53.7%
Section 1d Princes Street West to Haymarket	3.3%	0.0%	-3.3%	94.5%	42.1%	-52.4%
<b>Combined Sections 1A-1B-1C-1D (On-Street) Newhaven Road to Haymarket</b>	5.9%	0.0%	-5.9%	64.5%	7.9%	-56.5%
Section 2 Haymarket to Roseburn Junction	0.0%	5.4%	5.4%	100.0%	21.5%	-78.5%
Section 5a Roseburn Junction to Balgreen Road	2.4%	0.3%	-2.1%	76.9%	5.9%	-71.0%
Section 5b Balgreen Road to Edinburgh Park Central	4.1%	3.4%	-0.7%	94.9%	39.5%	-55.4%
Section 5c Edinburgh Park Central to Gogarburn	2.9%	4.9%	2.0%	87.2%	9.4%	-77.7%
Section 6 Gogar Depot	1.5%	6.2%	4.7%	100.0%	22.5%	-77.5%
Section 7a Gogarburn to Edinburgh Airport	8.2%	0.1%	-8.1%	88.3%	32.9%	-55.3%
<b>Combined Sections 2A-5A-5B-5C-6A-7A (Off-Street) Haymarket to Edinburgh Airport</b>	3.3%	3.1%	-0.2%	90.2%	22.0%	-68.1%
<b>FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT</b>	4.4%	1.8%	-2.5%	79.4%	16.1%	-63.3%

Success in the Period/Progress in Period 13

- Building Fixings to the majority of identified buildings on Constitution St, St Andrews Square & Shandwick Place were completed (30/39);
- In 1A, the Old Britannia building was demolished and a BSC site established in its place;
- Works on Tower place bridge and Lindsay Road RW 1A & 1C commenced;
- Haymarket Viaduct works on going with first deck pour due week 1 of period 01;
- Completion of CBR testing in Haymarket corridor towards Russell Road, but results are awaited;
- Russell Road bridge preparatory works for trial soil nails;
- Wanderers Club house works on going;
- Carricknowe Bridge progressing to programme with span beams installed over week-end 6<sup>th</sup>/7<sup>th</sup> March;
- Guided Busway works progressing well with outline completed with 85% concreted (total length 1360m). Works commenced on inline sleepers and rails with completion anticipated before Easter for this section;
- A8 Piling works to Phase 2 completed 10<sup>th</sup> March. Phase 4 underway prior to Phase 3;
- Piling platform set-up for Depot Access bridge;
- Depot accommodation area base slab completed 11<sup>th</sup> March;
- Earthworks for trackwork section from culvert 3 to Eastfield Ave at Hilton car park progressing well. Works to retaining walls W14/W15 also commenced;
- Burnside Road works complete and additional traffic lights installed and commissioned, but some operational issues are in the process of being worked through with BAA; and
- Works continued on the bus gate works at Edinburgh Park with Crummocks undertaking this section on behalf of BSC.



Issues in the Period:

- Slow progress being made on Edinburgh Park bridge with north abutment reinforced earth walls and raised kerb on bridge deck works on going;

- BSC asked to review trackform in six areas, with initial response not being positive. BSC were advised by **tie** to construct as per IFC in Section 2A and to provide further detail on remaining sections;
- A number of audits have been completed under Clause 104. Topics being Design, Trackform, Structures, Programme, and Sub Contractor Procurement;
- BSC have failed to commence with On Street works;
- Problems continue with BSC failing to provide necessary information in weekly / four weekly reports; and
- Some operational problems have emerged with BAA on the Burnside Road Barrier System, and these are being worked through with BAA, **tie** and the system designer.

#### Tram works (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 21 trams. The first tram will be delivered to Edinburgh in Period 1.

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.

**Temporary traffic regulation orders (TTROs)**

A review of traffic management arrangements across the City Centre is underway with a view to removing non-essential elements (should the on-street Infraco Works not proceed in the next few weeks). This will be fully reported on in Period 1.

**Traffic regulation orders (TROs)**

TRO1 was put to Public Deposit on 22 February 2010 and the 28 day public consultation completed on 22 March 2010. There has been 426 objections received, these are currently been considered and a detailed report will be prepared for submission to the Council for consideration in September 2010, with a view to making TRO1.

**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, and a further quarterly update took place on 18/03/10.

Key cost related items to note in Period 13 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 P13 outturn figure for 2009/10 was £113.8m against a forecast of £114.5m.
- Actual costs in 2009/10 (£113.8m) include costs of £3.2m which relate to the demobilisation of the 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 (£113.8m) is £104.4m, giving available headroom of £44.6m.

**Actual YTD P13 & forecast P13 FY10/11**

£m	YTD P13	Forecast FY10/11
Infrastructure and vehicles	83.5	122.3
Utilities diversions	10.6	-4.7
Design	2.1	2.2
Land and compensation	1.6	0.0
Resources and insurance	15.9	14.2
<b>Base costs</b>	113.8	134.0
Risk allowance	0.0	9.0
<b>Total Phase 1a</b>	113.8	143.0

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

- ETP COWD in FY09/10 to Period 13 is £113.8m (Period 12 - £104.0m) against budget £150.1m (excl 1b). The key drivers for the -£36.3m 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



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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

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There has been no further Infraco works on-street other than those structures at Lindsay Road and Tower Place bridge due to a lack of agreement on programme going forward, suitable sub contractor arrangements implements and completion of final design assurance checks by BSC. Utility Diversions continue at Haymarket, York Place and Newhaven. Alternative delivery arrangements are in place to mitigate further slippage.

Section	Description	Contract Programme Rev.00	BSC Forecast (P13) Rev.01	BSC Movement in Period (Cal Days)	tie Live Forecast (P13) Rev.01**
Section A	Depot completion	25-Mar10	29-Jul-11	-28	16-May-11
Section B*	Test Track Available	23-Apr-10	27-Feb-12	-28	04-Mar-12
Section C	All Phase 1a Construction complete	17-Jan-11	06-Nov-12	-55	13-Aug-12
Section D	Open for Revenue Service	16-Jul-11	05-May-13	-55	09-Feb-13

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

\*\* V55 information used.

## 2.2 Dispute Resolution

### Dispute Resolution (Infraco)

A summary on the DRP process at the end of Period 13 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	√	√	√	√	Mediation took place 16/17 March 2010. Resolution was not reached and this item is now referred to adjudication	
5e	Tower Bridge	BDDI to IFC	√	√	√	√	√	
5l	Section 7 Drainage	BDDI to IFC	√	√	√	√	√	
5i	Baird Drive	BDDI to IFC	√	√	√	√		
	Depot Access Bridge	BDDI to IFC	√	√				
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** instructs work to commence using Clause 80.15 when it has been put into dispute. During the period instructions have been issued under Clause 80.15 to commence work at Tower Bridge, Section 7 drainage and the Depot Access Bridge is under production.

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 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)

A meeting with the CUS Managing Director was held in the Period with the aim of progressing matters to a conclusion. An agreed action plan is being undertaken and a full report will be presented in P1. It is still anticipated that elements of the final account will go to dispute resolution. A summary of the items being address is provided below.

*Changes* - CUS have still 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. Discussions on these items are still ongoing with CUS. 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 small proportion of that claimed by Carillion.

## **2.3 Design**

### **IFC Design**

V55 was submitted to **tie** on 01Mar10 with a progress date of 15Feb10. 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 IFC now been altered in V55 from OLE poles in Section 7 to the Murrayfield Stadium RW, which is due for issue on 29Jul10, which is an improvement on the previous design programme which reported the last issue of IFC in August 2010.

V55 data has been used to inform the programme updates, this has led to a reduction in the number of additional activities and approvals. **tie** are now in the process of including these into the live programme.

- IFCs – Phase 1a: 128 issued out of 231
- 56 Prior Approvals are included in V55 (reduction in PAA count due to removal of Murrayfield TS RW and 1a3 roads from the SDS programme) – 53 of which have been submitted, and 52 granted – these include the RBS Gogarburn Tramstop, Modifications to Murrayfield TS retaining Wall, Gogar Interchange, Canopy & Boundary Treatment at Airport Kiosk, Final Tram Stop location drawings and OLE pole locations.
- There has been a reduction in the number of Technical Approvals from V51a (due to a decrease in the number of activities in the SDS V55 programme( - 4 remaining to be submitted 15 left to be granted;
- 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 13 is summarised below:

Phase only	Number Required				Number	
	V26	v31	v51A	V55*	Submitted	Granted
Prior Approvals	44	49	58	56	53	52
Technical Approvals	53	71	98	91	87	79
IFC	71	81	235	231		128

\* Any alterations to the Approvals from V55 have been included in the above count and the changes are now being included in the live report.

Design Audits have been completed in the Period, looking at Infraco management of the design, the outcome of this being that there is little evidence of better management of SDS by BSC, and the lack of support in supplying the Design programme strengthens the evidence of 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 focuses on resolving the outstanding design issues. **tie** is identifying and implementing opportunities to mitigate the impacts of this slippage.

## 2.4 Utility works

Utility works are progressing in York Place and Haymarket. **tie** received an estimate from SDS for Utility design works at Baltic street in Period 12, which **tie** are currently reviewing. BT have commenced telecoms re-cabling activities on Leith Walk with an expected completion for cabling works from Jane St – FotW in Period 1 and from Jane St – McDonald road in early Q3 .The remedial and snagging works in Leith Walk continue to cause delay to Infraco on the Northbound side, however, the Southbound side is currently available. The delay of telecoms work in St Andrew Square will also delay the commencement of Tram works from their programmed start in Jun 10 to after the completion of telecoms in October10. **tie** met with BT in period 13 to try to identify opportunities to hand-over part sections of the route to BSC for Infraco works, the review of which continues.

### Success in the Period/Progress in Period 13:

- Clancy Docwra are scheduled to complete the utilities diversions in the Haymarket area during Period 1, and are on course to complete the diversions in the Yark Place to Annandale Street sections early in Period 2.
- 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 were finalised in Period 13.
- Clancy Docwra are progressing with the relocation of utilities out of Lindsay road and are due to complete in Period 1. GEO cable diversion works has been completed in Period 13 and BT works are ongoing with an expected completion in Q1
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- Clancy Dowry continue to progress well on the private utility diversion works in Edinburgh Park area.
- Farrans utilities diversions in Section 1A continue to programme, with completion anticipated in Period 2.

## 2.5 Tramworks (INFRACO)

Progress in the Period for INFRACO works reflects a total cumulative completion of 16.1%, an increase of 1.8% against a plan of 4.4%, reflecting the lack of progress against plan from BSC for both on-street and off-street works, although there is an increase in the rate of progress for off-street works.

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Progress Off-street has continued or commenced at the following locations: Note that the (%) completion estimates relate to the full structure).

Item	% Comp Rev 1
Lindsay Road RWs	2%
Tower Place bridge	1%
Haymarket viaduct	48%
Russell Road Retaining Walls	19%
Carricknowe bridge	59%
Edinburgh Park viaduct	89%
A8 Underpass	17%
Depot building	20%
Depot Site	22%
Gogarburn bridge	90%

### Success in the Period/Progress in Period 13

- Building Fixings to the majority of identified buildings on Constitution St, St Andrews Square & Shandwick Place were completed (30/39);
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Issues in the Period:

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- BSC asked to review trackform in six areas, with initial response not being positive. BSC were advised by **tie** to construct as per IFC in Section 2A and to provide further detail on remaining sections;
- A number of audits have been completed under Clause 104. Topics being Design, Trackform, Structures, Programme, and Sub Contractor Procurement;
- BSC have failed to commence with On Street works;
- Problems continue with BSC failing to provide necessary information in weekly / four weekly reports; and
- Some operational problems have emerged with BAA on the Burnside Road Barrier System, and these are being worked through with BAA, **tie** and the system designer.

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 13		Cumulative (Short-Term)		Contract Planned to P13
	Planned	Actual	Planned	Actual	
<b>Prelims</b>	2	2	67	67	67
<b>Construction</b>	10	5	947	99	947

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 13 2009-10	Period		Delta	Cumulative		Delta
	Plan	Actual		Plan	Actual	
<b>INFRACO PERIOD 13 PROGRESS (Contract Rev.01 Programme)</b>						
Section 1a Newhaven to Foot of the Walk	7.7%	0.1%	-7.6%	60.0%	0.1%	-59.9%
Section 1b Foot of the Walk to McDonald Road	6.7%	0.0%	-6.7%	58.9%	1.3%	-57.6%
Section 1c McDonald Road to Princes Street West	4.4%	0.0%	-4.4%	53.7%	0.0%	-53.7%
Section 1d Princes Street West to Haymarket	3.3%	0.0%	-3.3%	94.5%	42.1%	-52.4%
Combined Sections 1A-1B-1C-1D (On-Street) Newhaven Road to Haymarket	5.9%	0.0%	-5.9%	64.5%	7.9%	-56.5%
Section 2 Haymarket to Roseburn Junction	0.0%	5.4%	5.4%	100.0%	21.5%	-78.5%
Section 5a Roseburn Junction to Balgreen Road	2.4%	0.3%	-2.1%	76.9%	5.9%	-71.0%
Section 5b Balgreen Road to Edinburgh Park Central	4.1%	3.4%	-0.7%	94.9%	39.5%	-55.4%
Section 5c Edinburgh Park Central to Gogarburn	2.9%	4.9%	2.0%	87.2%	9.4%	-77.7%
Section 6 Gogar Depot	1.5%	6.2%	4.7%	100.0%	22.5%	-77.5%
Section 7a Gogarburn to Edinburgh Airport	8.2%	0.1%	-8.1%	88.3%	32.9%	-55.3%
Combined Sections 2A-5A-5B-5C-6A-7A (Off-Street) Haymarket to Edinburgh Airport	3.3%	3.1%	-0.2%	90.2%	22.0%	-68.1%
<b>FULL ROUTE PHASE 1A NEWHAVEN ROAD TO EDINBURGH AIRPORT</b>	<b>4.4%</b>	<b>1.8%</b>	<b>-2.5%</b>	<b>79.4%</b>	<b>16.1%</b>	<b>-63.3%</b>

Section	Commentary
<b>Section 1a Newhaven to Foot of the Walk</b>	Works have commenced at Lindsay Road RWs & Tower Bridge
<b>Section 1b Foot of the Walk to McDonald Road</b>	No Infraco works have started on this section
<b>Section 1c McDonald Road to Princes Street West</b>	No Infraco works have started on this section
<b>Section 1d Princes Street West to Haymarket</b>	No Infraco works have started on this section
<b>Section 2 Haymarket to Roseburn Junction</b>	<p><u>Haymarket Viaduct</u></p> <p>Piers 1 to 4 now complete. BSC/Grahams commenced work on the remaining sections of the east abutment base slab during the period. BSC/Grahams also installed the deck falsework and commenced fixing the deck reinforcement during the period. The first deck pour is now planned for w/c 29/03/10.</p> <p>BSC/Grahams still waiting for SDS to complete the redesign of the internal retaining wall.</p> <p><u>Haymarket Yards</u></p> <p>No work during the period. CBR tests completed 23/02/10. SDS to review of the CBR results completed and response returned to BSC on 16 March 2010. BSC confirmed 23 March 2010 that their commercial team were reviewing the SDS TQ response prior to deciding if a Change Estimate was required.</p>
<b>Section 5a Roseburn Junction to Balgreen Road</b>	<p>Temporary &amp; permanent works re-design along with commercial resolution delaying various structures.</p> <p>All required consents in place for track installation.</p> <p><u>Russell Road Bridge</u></p> <p>BSC/Grahams commenced preparatory works for the trial soil nails w/c 22 March 2010. BS advised that they had uncovered oil interceptors on 23 March 2010 adjacent to the West abutment – tie to investigate with NR/Scotrail.</p> <p><u>Russell Road Retaining Wall W4</u></p> <p>Retaining Wall W4 retaining wall units 9 to 23 - piling completed on Friday 19 March 2010, apart from 7 no. piles in unit 19. Piling rig moved from Russell Road RW W4 to the Depot access bridge on 23 March 2010. Expanded construction commenced cutting down the piles units 10 to 18. No pile cap constructed to date.</p> <p>Murrayfield Wanderers Clubhouse Accommodation works – works commenced w/c 05/01/10 and continued during the period</p>
<b>Section 5b Balgreen Road to Edinburgh Park Central</b>	<p>Temporary &amp; permanent works re-design along with commercial resolution delaying various structures.</p> <p><u>Carrick Knowe Bridge</u></p> <p>Constructed of the wingwalls progressed during the period. Precast bridge beams successfully installed across the railway during nightshift possession on 6/7 March 2010.</p> <p><u>Guided Busway</u></p> <p>Track work continued during the period.</p> <p><u>Bankhead Drive</u></p> <p>Roadworks on the approach to Hermiston Gait Roundabout continued in the period.</p> <p><u>Bus Gate:</u></p> <p>Crummock working on the road works at the Bus Gate during</p>



Section	Commentary
	<p>the period.</p> <p><u>Edinburgh Park Bridge</u></p> <p>Construction of the north approach ramp continued during the period. Construction of the south approach ramp commenced during the period. Expanded continued to work on the robust kerb during the period. The robust kerb is now complete from span 3 to 7.</p>
<b>Section 5c Edinburgh Park Central to Gogarburn</b>	<p><u>A8 Underpass:</u> Phase 2 piling works completed 10<sup>th</sup> March 2010. TM implemented for Phase 4 21<sup>st</sup> March 2010. No works to Phase 1 due to BSC not having CEC approval for temporary works. No works to Phase 2 due to BSC not recognising scope for supporting BT works is covered by TNC 004 issued in October 2008.</p> <p><u>Depot Access Bridge</u> Piling platform completed 19<sup>th</sup> March 2010 with piling works commenced 24<sup>th</sup> March 2010.</p>
<b>Section 6 Gogar Depot</b>	<p>Depot Building works: Accommodation area base slab pour completed 11<sup>th</sup> March 2010. Workshop area pits commenced 15<sup>th</sup> March 2010. Good progress now being made with wall cladding, blockwork and building fit out.</p> <p>External works: Excavation for stabling area commenced 22<sup>nd</sup> March 2010</p>
<b>Section 7a Gogarburn to Edinburgh Airport</b>	<p>Gogarburn Bridge: Works recommenced 15<sup>th</sup> February 2010. East abutment run on slab and transition slab completed by 15<sup>th</sup> March 2010. West abutment insitu stitch completed 15<sup>th</sup> March 2010.</p> <p>EAL Construction Phase A: Retaining wall W14 and W15 commenced 15<sup>th</sup> February 2010. Works progressing well.</p> <p>Drainage works commenced 24<sup>th</sup> March 2010 between Culvert 3 and Ingliston Park and Ride.</p> <p>Culverts 1, 2 and 3 have been completed. Hilton Hotel Car Park: Works completed</p>

## 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 with 21 trams now in various stages of production. The first tram delivery is due into Edinburgh in Period 1.

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

## 2.6 Preparing for Operations

tie are working on a joint initiative with TEL and are 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 has been 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.

The BROR sub-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 focus for improvement.

## 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	Nov-10	Jun-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 refurbishment. The renovation of the external facades, 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	Nov-10	Jun-11	Oct-09	Nov-11	
St.Andrew Square Development	CEC	Demolition of existing buildings bordering South Side St.Andrew Square, South St David Street and Meuse Lane	Infraco Programme	Apr-10	Jun-10	TBA	TBA	Infraco activities will not commence until Apr2010
Waverley Steps	Transport Scotland	Refurbishment of existing Waverley Steps with inclusion of new escalators and elevators	<b>PRINCES STREET</b> Traffic management issues when Infraco in Princes Street should this project require deliveries, craneage or Traffic management in same time period	Complete	Complete	Jun-10	May-12	No conflicts expected.
Waverley Steps	Transport Scotland	Refurbishment of existing Waverley Steps with inclusion of new escalators and elevators	<b>ST.ANDREW STREET</b> Traffic management issues when Infraco in Princes Street should this project require deliveries, craneage or Traffic management in same time period	Apr-10	Jun-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	Apr-10	Jun-10	Apr-10	Apr-14	No conflicts expected.

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 in Haymarket	Tiger Developments	New build hotel		Jul-10	Mar-12	ON HOLD	ON HOLD	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	Jul-10	Mar-12	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	Jul-10	Mar-12	Aug-09	Complete	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	Jul-10	Mar-12	TBA	TBA	
Haymarket Terrace	DTZ Surveyors	Common Repairs to buildings at 2-4-6-8-68 & 74 Haymarket Terrace	Scaffolding and external repairs	Jul-10	Nov-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.

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	
RBS Tramstop - Gogarburn	RBS	Design by RBS - Build by Infracore	Design and consents not in place in a timely manner to allow Infracore 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	Nov-10	Mar-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 Programme agreements are in place.

## 2.8 *Other*

### Gogar Interchange

#### Key issues/Decisions Required

1. Finalisation of the sewer location has allowed the design to progress again. The Prior Approval application was completed and submitted on 18 March 2010.
2. SDS has submitted revised runtime analysis incorporating the Gogar Interchange. The runtime analysis will be used to support revised patronage calculations for the Edinburgh Tram Network.
3. 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.
4. Detailed design continued for the tram stop structure and began for the northern retaining wall. SDS now estimates that design will be complete by 23 April ready to be submitted for Technical Approval. CEC has agreed to review the design as a priority but it is not realistic for that review to be complete within 3 weeks. It is therefore unlikely that IFC can be achieved on 14 May as previously reported. SDS now forecast IFC at 1 June in v55 programme.
5. 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.
6. SDS has not yet submitted an estimate for the revised scope and is waiting for confirmation of the Retaining Wall location first.
7. **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.
8. **tie** has reviewed the tram element of the programme and submitted a revised contribution to the Integrated Programme at the start of Period 12. Construction staging workshop held during this period 13 with TS, NWR and Mott Macdonald.

#### Design progress

At the end of Period 13 **tie** assesses the design phase as 70% complete for the increased scope, as in the last period we reported 74% complete against the original scope.

#### Cost reporting

Cost of work done to date is £650k versus the £880k originally forecast.

The forecast outturn has been increased from £997k to £1.042m to reflect construction staging discussions and additional patronage modelling costs now that we have an estimate from JRC for patronage forecasting (@ £35K).

#### Period 13 progress

SDS has submitted revised runtime analysis incorporating the Gogar Interchange. The runtime analysis will be 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.

Detailed design continued for the tram stop structure and began for the northern retaining wall. SDS now estimates that design will be complete by 23 April ready to be submitted for Technical Approval. CEC has agreed to review the design as a priority but it is not realistic for that review to be complete

within 3 weeks. It is therefore unlikely that IFC can be achieved on 14 May as previously reported. SDS now forecast IFC at 1 June in v55 programme.

#### Programme milestones

Activity	Planned	Period 6 forecast	P13 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	23/4/10
Submit Prior Approval application	26/11/09	15/1/10	18/3/10 (A)
Receive Prior Approval	5/2/10	12/3/10	29/4/10
Receive Structures Technical Approval	5/2/10	8/3/10	21/5/10
IFC by SDS of civils design and outline systems design	26/2/10	22/3/10	1/6/10
IFC by Siemens of detailed systems design	-	-	June 2010

#### Integrated Programme Development

**tie** has reviewed the tram element of the programme and submitted a revised contribution to the Integrated Programme at the start of Period 12. Construction staging workshop held during this period 13 with TS, NWR and Mott Macdonald.

#### 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 issue is confirmation that all parties are prepared to accept 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

Agreement has been reached with Transport Scotland on the inclusion of construction staging in a revised grant offer that was issued to CEC during Period 12.

The scope of **tie** works 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 and has discussed a draft paper with Transport Scotland on options for dealing with long lead items and associated costs and risks.

BSC has notified **tie** that a decision was needed on the design of the switches & crossings for the east entry to the Depot by the end of February 2010. Discussions continued with BSC throughout Period 12 and **tie** will look to confirm approach to abortive works with BSC early in Period 13.



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 13.

#### **Temporary traffic regulation orders (TTROs)**

- Broughton Street at the junction with York Place is opened to traffic on 1<sup>st</sup> April 2010.
- A review of traffic management arrangements across the City Centre is underway with a view to removing non-essential elements (should the on-street Infracore Works not proceed in the next few weeks). This will be fully reported on in Period 1.

#### **Traffic regulation orders (TROs)**

- TRO1 was put to Public Deposit on 22 February 2010 and the 28 day public consultation completed on 22 March 2010. There has been 426 objections received, these are currently being considered and a detailed report will be prepared for submission to the Council for consideration in September 2010, with a view to making TRO1.

#### **Network Rail**

- The NR Immunisation development nears completion (91%).
- The NR Immunisation design over half complete (57%).
- The Immunisation Calculations Study has now been reviewed by BSC ISA who has raised some comments. BSC are in the process of submitting their study for comment by **tie** and NR prior to final update and submission to ISRP.
- BSC has verbally informed **tie** that 14 off FETR will be required for the immunisation solution.
- NR Signalling Immunisation (EMC) Test Plan will be developed to include all verification and validation tests that will evidence that there is no significant safety issue for NR assets failing 'wrong side'. Initial draft has been informally reviewed and commented. BSC has not yet given an indication of when formal issue of the plan will happen.
- These documents will be compiled into the Case for Safety – Signalling. Expected for delivery to ISRP on the 12/04/2010 for an ISRP on week commencing the 10/05/2010.

#### **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;
- Interfaces are being managed to ensure that the SRU accommodation works and events are cohesive. **tie** have now agreed an approach to the design and construction of the works with SRU.

#### **Burnside Road Realignment**

- Barrier system was commissioned on 2<sup>nd</sup> March 2010. There have been a number of issues affecting performance resulting from system problems, user behavioural/familiarity and manual intervention. The supplier, Newgate, has resolved many of the system problems however some

continue preventing full automatic running, requiring regular intervention. Newgate are reviewing data collected to identify any software problems.

- Traffic lights were installed and commissioned by 3<sup>rd</sup> March, two weeks earlier than planned.
- Asset integration is virtually complete however cannot be finalised until the barrier system problems have been resolved.

#### **MUD Works at Edinburgh Airport**

- All assets have been completed and handed over to BAA.
- Final documentation has been issued to BAA following post-review amendments. BAA has asked for further amendments to be made to the format of the submission which is currently being reviewed with Farrans.

#### **Edinburgh Park Private Utility Diversions (EPPU)**

- Progress was delayed by 1 week due to problems with the IFC design and the delays in responding to Technical Queries by SDS.
- The impact of the re-design, including the revision of the "as-built" drawings from EPML, was to increase the planned diversion length by approximately 80m.
- Opportunities to reduce the required scope were agreed with Edinburgh Park (Management) Limited and through the efforts of the Contractor, Clancy Docwra, have recovered the 1 week delay to the RP installation completion, however, the CCTV duct installation was delayed by 1 week and EPML has been unable to re-programme the cabling contractors and this may delay the overall completion of the works. The CCTV installation was programmed to complete earlier to allow cabling to commence.
- Current planned completion of all works is 26<sup>th</sup> April 10, dependent on EPML cabling.

#### **Murrayfield Pitches (Souters)**

- O&M manuals and the H&S file have now been passed to the SRU. Comment is awaited and it is expected that the pitches should be handed over to the SRU during the next period. An issue has arisen regarding the floodlighting where overheating, possibly due to the protective padding on the control cabinets has caused some trunking inside the cabinets to melt. This is currently being investigated by the contractor and a solution is being developed for discussion with the SRU.

#### **Invasive Species**

- Verbal confirmation that Japanese Knotweed at the Roseburn Junction has been eradicated. Final report awaited from TCM.

#### **Cemetery Wall on Constitution Street**

All relevant information was passed on to CEC in Period 12 & CEC have been driving the design forward. A contract to remove the render is to be let by **tie** in Period 1.

## 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 Actual	Costs To Go Forecast	Total AFC Forecast
	Actual	Budget	Variance	Actual	Budget	Variance	Forecast	Budget	Variance			
Total Project COWD	9.766	14.585	-4.819	113.813	150.072	-36.259	113.813	150.072	-36.259	347.842	185.467	533.309
Other Funding	0.807	1.204	-0.398	9.397	12.391	2.994	9.397	12.391	-2.994	28.720	15.314	44.034
Demand on TS	8.960	13.381	-4.421	104.415	137.680	-33.265	104.415	137.680	-33.265	319.122	170.153	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 AFC 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. Latest AFC Update 18<sup>th</sup> March 2010.**
- **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.
- Funding allocated by TS to the project in 2009/10 was £149m. The TS share of this year's actual costs (£113.8m) is £104.4m, giving available headroom of £44.6m.

#### Actual YTD P13 & forecast P13 FY10/11

£m	2009/10 to P13	Forecast FY10/11
Infrastructure and vehicles	83.5	122.3
Utilities diversions	10.6	-4.7
Design	2.1	2.2
Land and compensation	1.6	0.0
Resources and insurance	15.9	14.2
<b>Base costs</b>	113.8	134.0
Risk allowance	0.0	9.0
<b>Total Phase 1a</b>	113.8	143.0

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

ETP COWD in FY09/10 to Period 13 is £113.8m (Period 12 - £104.0m) against budget £150.1m (excl 1b). The key drivers for the -£36.3m 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	15.7	18.6	28.6	20.6	83.5
Utilities diversions	3.2	4.3	2.2	0.9	10.6
Design	0.7	0.4	0.6	0.3	2.1
Land and compensation	0.6	0.1	0.1	0.8	1.6
Resources and insurance	3.0	3.4	6.1	3.4	15.9
<b>Base costs</b>	<b>23.2</b>	<b>26.9</b>	<b>37.6</b>	<b>26.1</b>	<b>113.8</b>
Risk allowance	0.0	0.0	0.0	0.0	0.0
<b>Total Tram</b>	<b>23.2</b>	<b>26.9</b>	<b>37.6</b>	<b>26.1</b>	<b>113.8</b>

- Costs for 2009/10 are £113.8m against P13 forecast £114.5m
- An updated forecast profile for 2010/11 and future years was presented to Transport Scotland on 18<sup>th</sup> Jan-10 at Buchanan House.** The forecast included a range of assumptions and sensitivities and was informed by linking the latest tie programme to Infracore construction milestones and taking a best view of what is likely to be achieved in the year. The realigned base costs and risk were then linked against this programme. It should be noted that there is no current agreed budget for 2010/11.

### 3.3 Total project anticipated forecast cost

#### Re-baselined Phase AFC and profiling

£m	Cum FY07/08	Actual 08/09	Actual 09/10	FY 10/11	FY 11/12	AFC
Infrastructure and vehicles	30.6	45.2	83.5	122.3	29.8	311.4
Utilities diversions	18.4	33.4	10.6	-4.7	0.0	57.7
Design	24.4	4.7	2.1	2.2	0.6	34.1
Land and compensation	16.8	1.7	1.6	0.0	0.0	20.1
Resources and insurance	42.9	16.0	15.9	14.2	12.0	101.0
<b>Base costs (inc 1b)</b>	<b>133.1</b>	<b>101.0</b>	<b>113.8</b>	<b>134.0</b>	<b>42.5</b>	<b>524.3</b>
Risk Allowance	0.0	0.0	0.0	9.0	0.0	9.0
<b>Total</b>	<b>133.1</b>	<b>101.0</b>	<b>113.8</b>	<b>143.0</b>	<b>42.5</b>	<b>533.3</b>

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

- An updated forecast profile for 2010/11 and future years was presented to Transport Scotland on 18<sup>th</sup> Jan-10 at Buchanan House** following a full review of construction deliverables in 2010/11 with Infracore Project Managers, the Infracore Director and Tram Project Director.
- The 2010/11 base forecast presented to TS in January (£139.7m) included sensitivities of +/- c£30m, driven by specific assumptions.** The latest base forecast of £134.0m (above 2010/11) reflects the latest consolidated project managers forecasts (which include known risk), plus a further £9.0m of unknown risk variables.

The base forecast presented in January should be re-assessed in-light of the latest commercial engagement and the lack of progress of on-street works.

## 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.

Milestones	Baseline programme date	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
TRO process commences	14Dec07A	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	22-Feb-09A
Tramco / INFRACO – award following CEC / TS approval and cooling off period and SDS novation.	28 Jan 08	14 May 08A
Construction commences	14-Apr-08	14-May-08A
First track installation commences – on street	03-Nov-08	Jun 2009A
Carrick Knowe Bridge commences	21-Aug-08	19-Aug-08A
A8 underpass commences	08-Aug-08	28-Aug-08A
Haymarket viaduct commences	08-May-08	01-Sep-08A
Edinburgh Park viaduct commences	06-Aug-08	01-Sep-08A
Tram mock-up delivered	Oct 2008	Nov 2008A
Demolition of Wanderers clubhouse	25-Aug-08	05-Jan-10A
Edinburgh Park viaduct complete	24-May-09	May-10
Princes Street re-opened	01-Aug-09	29-Nov-09A
NR immunisation complete	Nov 2009	Dec-10
Utilities works complete (including telecoms)	Nov 2008	Dec-10
All demolition work complete (S21C)	22-Aug-08	May-10
All Issue for Construction (IFC) drawings delivered (inc Gogar interchange design)	21-Jan-09	Jul-10
Haymarket viaduct complete	08-Dec-08	Oct-10
All consents and approvals granted	18-May-09	Jul-10
Design assurance complete	20-Jan-09	Jul-10
1 <sup>st</sup> Tram delivered	09-Apr-10	19-Apr-10
Carrick Knowe bridge complete	11-May-09	Dec-10
A8 underpass complete	14-Jul-09	Jan-11
Roseburn viaduct commences	20-Jan-09	Aug-10
TRO process complete	01-Dec-09	Jul-10
Recruitment commences (SMC staffing)	July 2010	Sep-10
1 <sup>st</sup> OHL installed (Commence Section 2)	11-Dec-09	Feb-11
1 <sup>st</sup> section (other than depot) complete ready for energisation (2)	25-June-10	Apr-11
Commission Section 2 (Haymarket to Roseburn junction)	11-Jan-10	Apr-11
Final tram delivered	17-Jan-11	27-May-11
Driver training commences (depot only)	Dec-10	Mar-11

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

BSC have submitted the Rev 3 Step 4 3<sup>rd</sup> and Final iteration in the Period for acceptance and this programme has been rejected by **tie** and the reasons for this have been communicated to BSC.

The continued Utilities diversionary works are restricting access to on-street areas although this is diminishing week on week.

The inability to agree a way forward for the On-street works is severely hampering the programme. BSC's slow progress in available sections is frustrating progress. **tie** continue to advise BSC formally on a weekly basis of areas that are accessible to commence works.

#### 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
1A Lindsay Rd Retaining Wall B	15-Mar-10A
1A3 Commence Temporary Platforms and Demolition Tower Place bridge	22-Mar-10A
5C S32 Commence Depot Access bridge	22-Mar-10A
1A – Newhaven Rd to Ocean Terminal – ch 0000-0160 – Roadworks	29-Mar-10S*
1A – Newhaven Rd to Ocean Terminal – ch 0000-0160 – Trackworks	29-Mar-10S*
1A – Newhaven Road Tramstop	29-Mar-10S*
1D – Haymarket ch 1250-1125 – Roadworks Phase 1	29-Mar-10S*

<b>Milestones</b>	<b>Actual / current forecast date</b>
5A Construct New Scotrail Carpark	29-Mar-10S
5C W16 Commence Gyle Stop RW	29-Mar-10S
1B Complete Utility snagging between Foot of the Walk and Balfour Street	31-Mar-10A
1B Complete Utility snagging between Balfour Street and McDonald Road	31-Mar-10A
1C1 – Telecoms Works McDonald Rd to Picardy Place	31-Mar-10C
1C2 Utility Diversions between Picardy Place and St Andrew Square continue	31-Mar-10C
2A – Haymarket viaduct	31-Mar-10C
5A W4 Russell Road retaining wall piling	31-Mar-10C
5A S23 Carricknowe bridge	31-Mar-10C
5A Demolition of Wanderers Clubhouse continue	31-Mar-10C
5B Trackworks Balgreen Rd Saughton Road North	31-Mar-10C
5C – A8 Underpass –Combined phase 1 and 2	31-Mar-10C
5C Trackworks Depot Stop to Gogarburn	31-Mar-10C
6 Depot Earthworks	31-Mar-10C
6 Depot Building Pits	31-Mar-10C
7 W14/W15 Gogarburn RW	31-Mar-10C
1D - Shandwick ch 850-440 - Trackworks Phase 1	05-Apr-10S*
6 Depot Building Steelwork	07-Apr-10F
1D Complete Utility diversions Haymarket to Shandwick Place	09-Apr-10F
1C3 – Track works Waverley bridge junction to South St Andrew Square	12-Apr-10S
1D - Shandwick ch 850-440 - Roadworks Phase 1	12-Apr-10S*
2A –Trackworks Haymarket to Roseburn Junction -1135m	19-Apr-10S
5B Bankhead Drive TS	20-Apr-10S
6 Depot Sub-station	23-Apr-10S
7A S29 Gogar Underbridge	27-Apr-10F
1B – Telecoms Works Jane Street to McDonald road	30-Apr-10F
1B – Telecoms Works Jane Street to Foot of the Walk	30-Apr-10F
5A Murrayfield Stadium Accommodation Works (excludes clubhouse)	05-May-10S
1A4 – Continue Utility Diversions Newhaven to Ocean Terminal	10-May-10F
1C3 – Telecoms Works St Andrew Square to Princes Street West	10-May-10F
1C1 Telecoms - BT Installation Works 1C07 - (Greenside Lane to Gayfield Street South)	16-May-10S
1C1 Telecoms - BT Installation Works 1C08 - (Annandale Street to Montgomery Street)	16-May-10S
1C2 – Telecoms Works Picardy Place to St Andrew Square	16-May-10S
5A W18 Murrayfield TS RW	17-May-10S
5C Complete S27 Edinburgh Park Station bridge	18-May-10F
5B Trackworks Saughton Rd to Bankhead (Guided Busway)	25-May-10F
1A1 – Continue Utility Diversions Bernard Street to Foot of the Walk	31-May-10F

<b>Milestones</b>	<b>Actual / current forecast date</b>
1A2 Telecoms Tower Street to Duke Street	31-May-10S
1B – Leith Walk – ch 350-100 – Roadworks	01-Jun-10S*
1B – Leith Walk – ch 0-100 – Trackworks	01-Jun-10S*
1B – Leith Walk – ch 350-100 – Trackworks	01-Jun-10S*
5B Saughton Rd TS	01-Jun-10S
5A S20 Russell Road bridge Piling	09-Jun-10S

\* 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: 13
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# FY 09/10: Demand on TS

# 104.415

## 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.

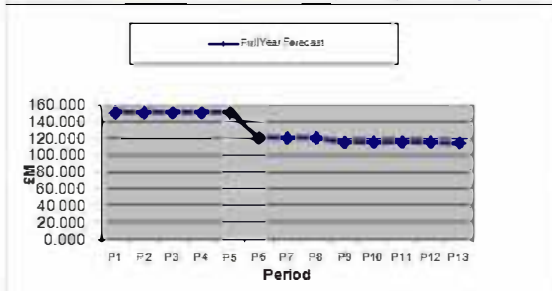
### ANTICIPATED FINAL COST (AFC):

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

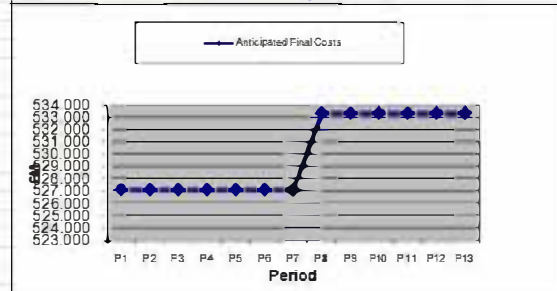
## 2: SUMMARY

	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	9.766	14.585	-4.819	113.813	150.072	-36.259	113.813	150.072	-36.259	347.842	185.467	533.309
Other Funding	0.807	1.204	-0.398	9.397	12.391	-2.994	9.397	12.391	-2.994	26.720	15.314	44.034
Demand on TS	8.960	13.381	-4.421	104.415	137.680	-33.265	104.415	137.680	-33.265	319.122	170.153	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)

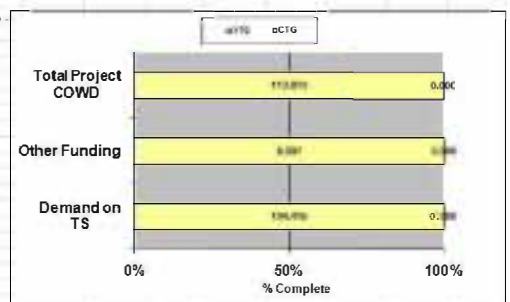
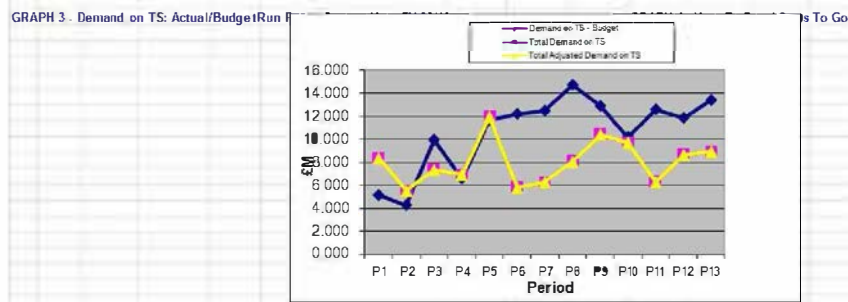
### PLANNED/EMERGING/FORECAST

Allocated in accordance with standard WBS. Values relevant to

business case or other agreed baseline date to be known as original estimate.

	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)	
<b>Relevant Baseline date</b>	<b>FBC 20/12/2007</b>						
General Overall	28.233	28.233	29.701	27.285	2.416	29.701	0.000
Procurement Consultant	68.173	68.173	88.507	64.714	23.792	88.507	0.000
Design	26.646	26.646	34.109	31.244	2.865	34.109	0.000
Financial Issues/Funding/Procurement Strategy	2.258	2.258	2.630	2.573	0.057	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	310.555	179.532	131.043	310.555	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	42.196	16.297	58.493	0.000
Risk	48.974	48.974	8.996	0.000	8.996	8.996	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
<b>Total</b>	<b>504.270</b>	<b>504.270</b>	<b>533.309</b>	<b>347.842</b>	<b>185.467</b>	<b>533.309</b>	<b>0.000</b>

Detailed Financial Information		Edinburgh Trams													FY 09/10	Period Nr:	13
															£m		
<b>6: Current Year 09/10 - Baseline Budget</b>		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	13.681	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	137.680		
<b>7: Current Year 09/10 - Actuals (Updated 4 weekly)</b>																	
4	Total Project COWD + Revised Forecast	9.130	6.051	8.043	7.580	13.023	6.334	6.852	8.812	11.343	10.581	6.858	9.461	9.766	113.813		
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	0.781	0.807	9.397		
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	8.680	8.960	104.415		
<b>8: Variance tracker</b>																	
12	Variance Line 1 to Line 4 - Project Actual vs Budget	3.554	1.418	-2.771	0.404	0.325	-6.947	-6.728	-7.224	2.689	-0.488	-6.857	-3.437	-4.819	-36.259		
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	-0.596	-0.222	-0.040	-0.566	-0.284	-0.398	-2.994		
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	-3.163	-4.421	-33.265		
<b>9: Next Year 10/11 - Forecast (Updated 4 weekly)</b>		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	30.618	31.100	47.200	34.093	143.011											
21	Other Funding	2.528	2.568	3.897	2.815	11.808											
24	Total Demand on TS	28.090	28.532	43.303	31.278	131.203											
<b>10: All Years (Escalated) (Updated 4 weekly)</b>		FY 03/04	FY 04/05	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FUTURE	TOTAL		
26	Total Project COWD	0.000	3.093	10.664	31.478	87.815	100.979	113.813	143.011	42.456	-0.000	0.000			533.309		
29	Other Funding	0.000	0.000	1.000	0.105	10.449	7.769	9.397	11.808	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	104.415	131.203	38.950	0.000	0.000	0.000	0.000	489.275		



<b>11: Other Funding</b>		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total
<b>Budget (Current Year 09/10)</b>															
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
<b>Total Budget Other Funding</b>		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
<b>Actual (Current Year 09/10)</b>															
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	0.781	0.807	9.397
Other Funding Stream															0.000
Other Funding Stream															0.000
Other Funding Stream															0.000
<b>Total Actual Other Funding</b>		0.754	0.500	0.664	0.624	1.075	0.523	0.566	0.728	0.937	0.874	0.566	0.781	0.807	9.397

<b>12: Promoter Full Year Forecast Run Rate (Total Project Costs)</b>		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13
Period Trend of Full Year Forecast (Current Year 09/10)														
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	114.503	113.813

<b>13: Promoter AFC Run Rate (Total Project Costs)</b>		P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13
Period Trend of AFC														
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	533.309	533.309

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## 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**