

PSSA/OSSA

Commercial and Technical Issues

Meeting 3rd February 2010

Does the final credit included in the contract price differ from the £3.5m included in the December estimate? Also how does the £1.5m cap relate to the final Princes St price?

How do the change paper values from Mike Paterson link to the numbers in Dennis' cost analysis for the PSSA/OSSA?

How do the items of agreed change for Princes St link to the current OSSA proposal and how can they be turned into V/E opportunities going forward?

How can we control the design on future on-street sections to make savings where appropriate?

Premium Cost of £2.2m, what's the component parts and how did we end up paying for it?

OSSA – How does the cost exposure from the Princes St experience relate to current negotiations?

The South footway and kerbing on Princes Street was re-worked, but this wasn't included in the approved design. Why was the additional work done and why should the project bear those costs? (£294K + £130K).

What controls are in place to manage design changes and ensure that the Council approve those changes? (if we don't resolve this issue now, we'll be storing up adoption related issues for the future)

Why should the project bear the costs of the drainage remedial and gully amendments? Many of the issues that arose on site were design related or as a result of the change in track form.

The relocation of bus shelters on Princes Street has always been a requirement of the project, and has been on the design for several years. Why is this seen as additional costs to the project?

The setts at the tram stops have also been in the approved design for a considerable amount of time. There appears to be a disconnect between the statutory approvals (Planning and Technical) and the contract pricing. Why is this the case?