



**EDINBURGH TRAM  
Highlight Report to the  
Chief Executive's  
Internal Planning Group  
25 March 2009**



## 1 Background

This 'highlight report' is an update to the Chief Executive's Internal Planning Group (IPG) on the Edinburgh Tram Project to inform on the progress on this project and any decisions required.

A version of this report (with commercially sensitive and confidential material removed) is also to be circulated within the Council as a means of communicating progress with the Tram project.

## 2 Executive Summary

### 2.1 Matters Arising

#### **Verbal update on the contractual position between Bilfinger Berger and tie ltd and the evaluation of Strategic Options for Contractual Dispute.**

A verbal update will be given by the Tram Monitoring Officer to provide an update on BSC dispute. The evaluation of Strategic Options is provided for completeness (a separate meeting was held in advance of the IPG meeting to discuss this).

#### **Communications Update**

An update is provided on the Princes Street Communications Campaign, the tram mock-up and the Open for Business marketing.

#### **Statutory Council Approvals and Consents**

As the detailed design continues, there are several statutory consents that the Council must provide. These include Planning Prior Approvals, Building Warrants, Roads and Structures Technical Approvals.

#### **Financial Update**

A financial update is provided for the project which includes a breakdown of the Council's contributions and projected cash flow, including the Tram Developer Contributions. An update is also provided on the cost saving options being considered.

#### **Progress Update for Mudfa, Infraco and Tramco**

An updated position on the major contracts is provided. There remains some concern about the lack of progress with the Infraco mobilisation. A look ahead programme for 3 and 12 months is also supplied as appendices.

#### **Governance Review**

The Council approved the governance review report on the integration of bus and tram.

#### **Tram Monitoring Officer Update**

A formal reply is still awaited from tie ltd that details the root of the contractual dispute. tie ltd bonus are due to be finalised shortly and considering needs to be given on that process.

#### **Third Party Agreements**

Senior level involvement is required to resolve the ongoing difficulties with Network Rail and the Bridge agreements. Clarification is required on the status of the legal agreements with Edinburgh Airport Ltd, should Edinburgh Airport be sold.

#### **Building Fixings**

Letters informing building owners of pending court action have been issued. Court action is planned for May 2009.

#### **tie ltd Business Plan**

A decision needs to be taken on when the tie business plan needs to be considered by Council.

#### **Change Management**

An updated position is provided for the Change Notices and Change Requests.



## CEC Resources

An update is provided on internal resources along with additional resources brought in to assist with the tram project.

### 2.2 Matters to Note or for a Decision

- To note the verbal update on the contractual position between Bilfinger Berger and tie ltd and the evaluation of Strategic Options for contractual dispute.
- To note the communications update.
- To note the position with the status of the statutory Council approvals and consents.
- To note the financial update, the Tram Developer Contributions and progress on the cost saving options.
- To note the progress on Mudfa, Infraco and Tramco.
- To note the ongoing Governance Review .
- To note the Tram Monitoring Officer (TMO) update and **decide the Council's view on tie ltd staff bonuses.**
- To note the position with the third party agreements and the need for senior support to resolve matters with Network Rail.
- To note press with building fixings and the change management update
- **To decide when the tie ltd business plan should be reported to Council and if an interim report should be prepared.**
- To note the position with Council resources.

### 3 Evaluation of Strategic Options for Contractual Dispute

A verbal update on the contractual position between Bilfinger Berger and **tie ltd** will be provided by the Tram Monitoring Officer.

A two stage approach is being adopted by **tie ltd** to manage the ongoing contractual dispute.

The first stage of the negotiation process is to obtain short term commitment from BSC, and BB in particular, to start work on Princes Street and the Depot whilst demonstrating effective engagement through the Management Framework Group.

The second part of the strategy will be to give careful consideration to the Strategic Options noted below.

It is recommended that independent expert dispute and project management advice is sought to ensure that the Council's best interests are being met and that a full understanding of the Council's liabilities are identified.

#### Strategic Commercial Options Considered

Five commercial options had been presented to the Tram Project Board by **tie ltd**. Three of these options have now been considered as sub optimal.



- **Option A Termination of the Infraco contract** – even if **tie ltd** were confident on valid grounds to terminate, it would mean losing the whole contract presently in place, including the Siemens and CAF capability, **tie ltd** are broadly satisfied with and the supply chain Bilfinger Berger (BB) have now assembled. This option also presents very significant uncertainties with regard to an acceptable re-procurement timescale and pricing as well as the greatest risk of loss of stakeholder support for the project. In all likelihood re-procurement would mean cancellation due to lack of affordability.
- **Option C tie ltd step into the civils role** – discounted due the additional risks and interfaces **tie ltd** would need to manage. In addition, this conflicts with what was set out in the Business Case.
- **Option D Negotiate a settlement of contractual disputes and programme** – in essence this is what BB want and is likely to be a very (likely prohibitively) expensive option indeed. Under the current BB stance this would involve working on a ‘cost plus’ basis out with the contract to be able to make acceptable progress with construction. Due to the quantum of BB’s suggested demands this option could also have procurement law implications making it unworkable in any event.

A further two options remain from **tie ltd’s** original proposal. It should be stressed that the cost estimates featured are in their infancy; further detailed analysis of the numbers is required.

**Option B Facilitate the removal of BB and replacement with new civils partner (Estimated Cost range from £573m to £593m)** - In the event **tie ltd** are unable to reach an acceptable commercial outcome with BB and/or are unable to satisfy stakeholders that BB are willing and able to deliver the project in accordance with the contract then this is an attractive option. There is still a conviction that Siemens and CAF are the right partners to deliver the technically specialist areas of the project.

However, the dispute is with the consortium as a whole and any decision to remove BB would have to be made by the other consortium partners not by **tie ltd**. This presents the challenge of exploring the position and objectives of Siemens within the consortium.

A core part of **tie ltd’s** tactics to deliver Option B would be to:

- Emphasise the delayed start to e.g. Princes St, the attendant risk to reputation and demonstrate resolve and thereby bring about greater influence by Siemens in both the management of the project on the ground and in senior level engagement.
- Keep Siemens well briefed on the nature and extent of the principal contractual disputes faced and the detailed analysis of the issues and BB’s delivery shortcomings whilst progressing a targeted DRP campaign. (It should be considered whether **tie ltd**/the Council can legitimately brief against one consortium partner to another?)

**tie ltd** believe that Siemens material prices largely hold firm but that programme delay and disruption is a serious concern to them.

It seems likely that should the replacement of the civils partner ultimately become desirable and necessary, the best result in terms of minimising time and cost impacts would be for Siemens themselves or the civils arm of their track work subcontractor BAM to undertake the role.





Intuitively this would minimise the time to reassemble the complete consortium and it may be the case that the premium Siemens would try to negotiate to take on the civils work to be lower than that required by a new civils partner.

If BB were to be replaced, the best outcome would be a preservation of the assembled BB supply chain as much as practicable and a continuation with programme critical activities whilst the new arrangements were being negotiated and put in into effect.

### Further Option B Considerations

- Time delay associated with management of civils work. If a new civils partner was brought in as part of the consortium, it is possible that there would be “material change” and procurement rule implications as well as costs analysis required to demonstrate best value. This may not allow option B to be viable at all. DLA should perhaps be asked to comment on this ASAP.
- The Council/**tie ltd** would have to perform due diligence on the new consortium formation.
- Time delay to movement on programme due to Siemens and CAF weighing up their options regarding a new civils partner or management there of.
- Threat to programme and cost resulting from BB action on remaining consortium members in the event they were ejected.

**Option E Pursue the settlement of all significant contractual disputes through the DRP under the contract (Estimated Cost £571m)** - In the analysis of all options above it seems clear that if there is to be no significant u-turn by the BSC consortium on the significant contractual points in dispute then the best outcome in any case will be served by a prompt and uncompromising progression of the disputed matters through the Dispute Resolution Process (DRP).

The time imperative is critical – the DRP is governed by strict timetables and whilst **tie ltd** cannot in any way compromise upon the quality of submission made in each case, it will require the indulgence of stakeholders with regard to continuing uncertainty and continued expenditure on the project whilst we go through DRP until resolution is reached on all significant matters.

Two broad but possibly challenging priorities are faced in the conduct of the DRP in that **tie ltd** want to refer issues in a way which will best facilitate the progression of the most urgent works to mitigate further delay to the programme and therefore delay related costs, but at the same time **tie ltd** want to establish the position on the broader points of dispute as quickly as possible to provide stakeholder comfort on costs and programme.

It should be noted that taking the costs quoted by **tie ltd** under the two options above, we are now into the territory of potentially de-scoping the project to maintain affordability in the event that no other marginal cost savings can be made. It is imperative that a thorough evaluation of project costs is undertaken.



### Further Option E Considerations

- **tie ltd** have acknowledged that the very future of the project may rest on the ability of **tie ltd** to be successful on all major points of contractual principle in dispute. It is therefore imperative that the Council is certain that **tie ltd's** defences and arguments are absolutely robust prior to a relationship-threatening legal battle.
- The life of the project cannot be managed in this manner. Contingency planning for other options would have to be made in the event that DRP was enacted on many issues. This would prove costly and time consuming. DRP can only be a short term solution to problems in the hope that commercial settlement in **tie ltd's** favour brings about a positive change in attitude of BB.
- Even if **tie ltd** are successful with their arguments, there is the significant possibility that BB will still not engage fully and will seek to claw back any and all costs throughout the remainder of the project. i.e. it will cause commercial animosity and point-scoring which is not conducive to a good relationship and consequential cost balancing.
- It is not clear to the Council what rights exist under the contract. If for example, **tie ltd** are 100% successful in their arguments, does this entitle **tie ltd** to compensation from BSC to the full extent of the delay and associated cost overruns. This requires clarification as the risk/reward matrix may shift if it does not.

The options outlined by **tie ltd** generally pre-suppose successful conclusion of the DRP, any decisions on options before conclusion of DRP or the Framework Management Group would be risky.

The Council should ensure that both **tie ltd** and the Council have sufficient resources and expertise to deal with the contractual position with BSC.

### Strategic Scope Options

In light of the recent commercial dispute, it is prudent to evaluate any options relating to scope and to principally examine what can be delivered within the funding constraints.

- **Curtailed from Edinburgh Airport** – Services to Edinburgh Airport fulfils the Scottish Government's objective of a fixed transport link to the Airport following the termination of EARL. This would be highly unacceptable to stakeholders.
- **Curtailed from Newhaven** – This represents minimal impact on the business case and may drive out savings of up to £15m, this saving is likely to be less due to requirement to re-design and implement the turn around points. The impact on the Councils S75 contribution would be £43k.
- **Curtailed from Foot of the Walk** – This has major implications for the Councils S75 agreement with Forth Ports. Even should the extension to Ocean Terminal form a future piece of construction, the Council needs the Forth Ports contribution to fund current borrowing. This option would also increase bus service costs and is likely to be unacceptable to the Scottish Government as it does not service Victoria Quay. The impact on the Councils S75 contribution would be in the region of £30m based on the Forth Ports agreement and S75 land at Western Harbour.

Any of the above scenarios may require, if Transport Scotland insists, a refresh of the STAG and a recalculation of the BCR which could take several months. If these options were to be considered, early commencement of this work would be advisable.



Further considerations of any change in scope would be;

- Business Case impact and loss of patronage.
- Impact on Transport Scotland funding, would they be willing to provide funding of £500m for less infrastructure.
- BSC could claim loss of profits for de-scoping, this would have to be set off against any savings.
- Implications on development (the tram can stimulate development and if scaled back this could constrain it).

**Project Cancellation** – Whilst clearly the nuclear scenario, consideration would have to be given to the following factors, should there be no other options especially with the project becoming increasingly unaffordable to the Council.

- It has to be borne in mind that **tie ltd's** latest cost analysis figures are likely to be conservative and are being predicted at a time when the project is still a long way from completion. There is clearly scope for further increases as the project evolves. This could have serious consequences for the Council's funding requirements.
- Payback of Transport Scotland funding, resources required for cost recovery through Bonds and PCG's and the risk of BSC legal fight.
- Transport Scotland (TS) could insist on project cancellation due to escalating costs. In this event insistence on payback of grant would be unlikely although commitment would be needed from TS that costs of project cancellation would be funded. This would be a better scenario for the Council than the Council cancelling the project.
- If the Council cancels the project could BSC fight the Council for breach of contract and loss of profits?
- **tie ltd** wind up costs – legally unlikely that the Council would be on the hook, however morally there could be an obligation on the Council for redundancy costs etc.

It is essential that the Council do their own thinking on Strategic Options which will consider all the Council's interests. With this in mind, a letter has been drafted by the Council's Chief Executive to the Chairman of **tie ltd** requesting greater engagement between Council Officers and **tie ltd** on Strategic Options Appraisal and DRP related issues.

#### 4 Communications Update

##### Princes Street Communications Campaign

The communications campaign rolled out as scheduled to alert people to the relocated bus stops and to stress that the city is still open and accessible. The campaign has been a great success with;

- 30,000 leaflets handed out on street
- 40,000 distributed in Lothian Buses and around their travel shops with a further 3,000 requested by Lothian Buses
- A further 40,000 were distributed to libraries, shopping centres, shops, schools, community centres, petrol stations and bike shops with some shops requesting additional copies





- 3 poster sites in Waverley train station
- 2 ad bikes touring the city centre for three days and 30 bus shelters are all running with the message that Edinburgh is still open and accessible to all.

The planned tram infrastructure work due to commence on Princes Street however cannot start as planned, due to contractual problems. The ongoing utility diversion work will however continue and the diversion of traffic from Princes Street took effect from 05.00 on Saturday 21st February. All routes have been flowing well since the diversions were put in place.

### Tram mock-up

The tram mock-up arrived on Princes Street and opened its doors to the public on Monday 23 February from 11am until 6pm. Since it opened 50,915 visits have been through the doors. Due to the level of interest being shown in the tram mock-up display and in the interests of positive engagement with the public, it has been decided that the mock-up will continue to open to the public for another few weeks, but with reduced opening hours of 1130-1430 Sunday to Friday and 1100-1700 Saturday.

### Open for Business (OfB) marketing

#### Website

The new shopping website ([www.edinburghshopper.com](http://www.edinburghshopper.com)) will be launch on Wednesday 18 March. The 'mother and daughter' photograph will tie in with Mother's Day to emphasise that the site and Edinburgh's retailers appeal to all ages.

The various outfits for the photoshoot that will be incorporated into the website came from various retailers throughout the OFB area and we are liaising with stores for items which can also be given away as part of a competition.

#### The List Independent Shopping Guide

The guide is due to be released in April this year. Retailers have the opportunity to participate in the new List Independent Shopping Guide for free.

#### Spa in the City

After the success of the Spa in the City in 2008, OfB are now working on the second event, with the possibility of the event being held in St Andrew Square.

#### Lifestyle/shopping magazine

The magazine inserts in the Evening News and will be running on Thursday April 9th, subject to agreeing a pre-promotion deal with the paper.

We are now working with Door to Door delivery (who distribute I-on & The Skinny) to ensure strong coverage throughout Edinburgh. Distribution stands are being produced for key areas.

#### Schools Programme

Health and Safety visits are now completed with good feedback received from the Head Teachers involved. The next stage for the project is to produce the second factsheet, which will explain to children a bit more about the type of work going on in and around the city. Junior Tram Construction Advisors (tramformers) will be introduced and launched after the summer break.





**5 Statutory Council Approvals and Consents**

The table below provides an updated summary position on all the necessary approvals required from the Council for the tram project. A further detailed breakdown is attached as Appendix 1. Fortnightly 'Task Force' meetings are held between **tie ltd**, the designers, BSC and the Council to closely monitor progress and minimise potential delays. Current progress is broadly in line with V31 of the programme. Where delays have occurred mitigation plans are in place.

CEC Statutory Council Approvals and Consents	Total Number of Submissions	Total number of Approvals	% Complete
Prior Approval	63	59	94%
Full Planning Permission	9	7	78%
Listed Building Consent	11	11	100%
Scheduled Monument Consent	1	1	100%
Building Warrant	16	11	69%
Technical Approvals (including Structures, Roads and Drainage)	121	92	76%
<b>Total</b>	<b>221</b>	<b>181</b>	<b>82%</b>

An approvals tracker that identifies each of the approvals and their status has been developed. An extract from that tracker is also included as Appendix 2. The status of the approvals relates to the Issue for Construction drawings which is on the critical path for the project construction. However, there remains many 'conditioned matters' that need to be closed out. A programme is awaited from **tie ltd**.

**6 Financial Update**

**Funding Agreement with Transport Scotland (TS)**

TS have now contributed £236m to the project to facilitate spending to the end of period 1 of financial year 2009-10 (period ending 25th April 2009). The latest cash application to TS is for £2.8m with the Council contributing £252k.

Council's contribution is to be made up from a variety of sources. The latest position is detailed below:

CEC Contribution Breakdown	Planned Contribution	Achieved Contribution
Council Cash	£2.5m	£2.5m
Council Land	£6.2m	£4.3m
Developer Contributions – Cash*	£25.4m	£3.02m
Developer Contributions – Land	£1.2m	£0.0m
Capital Receipts (Development Gains)	£2.8m	£0.0m
Capital Receipts	£6.9m	£0.0m
<b>Total</b>	<b>£45.0m</b>	<b>£9.82m</b>





**CEC Cash - £2.5m** – Achieved - This funding has been contributed through the Council’s Capital Investment Programme.

**CEC Land - £6.2m** (No Change) - £4.3m is for Phase 1a. £2m of the £6.2m is for Phase 1b. If Phase 1b does not go ahead alternative funding sources will be required.

**Developers Contributions Land - £2.2m (No Change)**

Of the £2.2m land contribution from developers £1m relates to Phase 1b. Again if Phase 1b does not go ahead further funding sources will be required.

**Developers Cash Contributions - £25.4m**

£3.058m received to date. It should be noted that the Council’s risk in relation to the tram contribution would be significantly reduced should the Planning Application with Forth Ports (FP) be agreed, which would yield £28m in tram contributions, though this figure has been flagged as currently unaffordable by FP and is subject to continuing negotiations. There are circa £12m of developers contributions in the planning system. The table below shows the value of the contributions at each stage in the planning process. A report is currently being prepared for the Director of Finance, City Development and the Tram Project Board, refreshing the assumed contributions to take into account the anticipated amounts and timings, as well as likely interest costs borne by the Council.

Breakdown of Phase 1a Contributions	
Tram Cash	Value (£m)
Amount received	£3.06
Amount in concluded legal agreements (where development has commenced)	£1.62
Amount in concluded legal agreements (where development has not commenced)	£2.82
Minded to grant/Pending Consideration	£4.86
<b>Potential Total</b>	<b>£12.36</b>

**Capital Receipts - £9.7m** – Work is currently being undertaken to look at the effect on the value of these Capital Receipts due to the wider economic climate. An initial assessment on the sites which made up the previous estimate values them now at £7.4m. The above report on developers contribution assumptions will also take into account the latest assessment of capital receipts.

**Cashflow/Spend Profile**

TS have now contributed £236m to the project to facilitate spending to the end of period 1 of financial year 2009-10 (period ending 25th April 2009). The latest cash application to TS is for £2.8m with the Council contributing £252k.



## Cost Saving Options

Service sharing options are being considered to reduce project overhead costs. This work is being undertaken by Council Finance and City Development with **tie ltd**. A separate exercise will be undertaken by Council Finance to review marginal cost savings including **tie ltd** overhead costs following resolution of the current contractual difficulties.

## 7 Mudfa

Spend currently stands at £50.4m excluding risk against a project to date budget of £48.9m. The anticipated final costs (AFC) for MUDFA are currently forecast at £54.7m which includes a transfer from the risk allowance to settle claims. This represents a reduction of £220k in the AFC from period 11, relating to the removal of the £220k indexation allowance included in period 11.

MUDFA works are now 70% complete; an August 2009 finish is now predicted other than work at Newhaven Road which is programmed for a November completion, slippage of a further 1 month compared with the period 11 estimate.

The table below highlights MUDFA progress in period 12 and cumulative.

	Period 12 (01.02.09 - 28.02.09)			Overall Performance to Date		
	Planned	Actual	Variance	Planned	Actual	Variance
<b>Full Phase 1a</b>	<b>4.7%</b>	<b>3.4%</b>	<b>-1.3%</b>	<b>96.9%</b>	<b>69.9%</b>	<b>-27.0%</b>

**tie ltd** have settled £1.2m of claims with Carillion recently, with no further claims settled in this period. A further £800k is likely to be payable in claims by the end of the financial year. This claim is in relation to extended prelims due to MUDFA not yet being completed, additional contract works, indexation and revised programme and milestones.

Lack of completion on MUDFA works continues to conflict with Infraco progress.

## 8 Infraco

During this period **tie ltd** and BSC have entered into the formal Dispute Resolution Process (DRP) in relation to BSC's requirement to carry out the contract works on Princes Street and BSC's interpretation of valuation of prelims. The outcome of this process could result in potential increases to cost and time to complete the project.

A letter has been sent from the Council's Chief Executive to **tie ltd's** Chairman Dave MacKay, requesting that the Council receives a report on the issues being disputed under DRP. Daily updates on the progress of the DRP plus weekly written reports on progress and any new matters arising have also been sought. **tie ltd** have initiated work on strategic options which may arise from the DRP and for the project long term. The Council have requested further information on the assumptions underlying the strategic options (as noted above) and have requested that full transparency is demonstrated in relation to these options. Siemens have initiated a proposal for a new framework management group with representation for all consortium members with **tie ltd** and TEL representation to try to find a pragmatic way of working through issues.





BSC were given full access to the Princes Street site during week commencing 2nd March, following the Council's decision to hand-over the westbound lane in response to the successful implementation of traffic management procedures. In addition, BSC were provided access at the Depot to enable earthworks to commence.

As with previous periods, Infraco progress to date is significantly adverse to the look ahead programme. Reporting of progress in the period has been hampered due to BSC's lack of providing programme information in an acceptable format, however, BSC have been advised of the required format and have agreed to submit it to **tie ltd** during the next period. Ongoing programme discussions have taken place this period between **tie ltd** and BSC, with little engagement from BSC in relation to resolving potential programme blockers.

Lack of finalised design and conflict with MUDFA remain the prime areas of risk in relation to Infraco.

The four prime Infraco risks identified by **tie ltd** this period are:

- Commercial dispute relating to lack of agreement over design changes preventing progress of critical works
- MUDFA do not finish diversion works prior to commencement of Infraco
- Lack of visibility of design changes from Nov 07
- Failure of SDS/CUS to supply 'as built' drawings to **tie ltd**

There are also issues for the Council associated with the delivery of the TRO, which requires support from BSC/SDS that is currently not there at the moment because it is being held up in the current dispute.

Construction milestones continue to be missed which is having a serious impact on the planned spend in the current year; the forecast outturn of £33m is well below the initial forecast of £77m. Early indications are that a further 4 track milestones have now slipped, reducing the 2008-09 outturn by an additional £800k. Circa 300 changes have been identified by BSC to **tie ltd** which are estimated to total £40m by BSC. This is part of the current problems with BSC and the issues around what is deemed a design change compared to normal design development.

The Infraco Anticipated Final Cost (AFC) line is forecast currently at £261m against a budget revised budget of £244m. This adverse variance of £17m does not take account of any drawdown from the Infraco risk allowance which would cover prolongation claims.

Value Engineering (VE) opportunities of £8.3m have been instructed to date, no change from period 11. Total VE opportunities amount to £12.6m in relation to Infraco, **tie ltd's** view of actual savings is currently around £7.1m. This shortfall would effectively be an increase to the AFC.

Early warning has been given of a potential additional cost to be investigated with respect to additional fill/capping required on soft ground along the railway corridor. A provision of £600k has been allowed for section 5B of the route, but could potentially be higher if other sections are identified.

Look ahead programmes (3 months and 12 months) are attached as appendices 3 and 4.



**9 Tramco**

Tramco is currently showing no variance on the final AFC. Budget stands at £58.1m, there is no risk allowance for Tramco. Costs are currently in line with budget. Fabrication of the tram vehicles have begun with the first tram vehicle approximately 2 months ahead of programme. The first tram module client inspection, by the Tram Inspector, took place on 26th February 2009. The first tram is programmed to be complete and delivered by November 09.

The Council have two tram vehicles from the fleet which can be customised to carry a livery of the Council's choice. Work is currently being undertaken by the Council to look at the various options. Although any costs over the £20k standard cost for each tram would have to be borne by the Council.

**10 Governance Review**

On 12 March Council approved the report on Integration of Bus and Tram, subject to various amendments. The recommendations approved were: (a) noting the two stage approach to restructuring the family of companies and (b) delegating authority to the Chief Executive to put in place the interim structure described in Appendix 1 of the report. A new recommendation was added and accepted, calling for a further report on the different options that would be available for the delivery of the operational aspects of public transport in the city before the tram is running. Work will commence shortly to transfer **tie ltd's** shares from the Council to TEL. Thereafter, the two company boards will be combined.

**11 Tram Monitoring Officer (TMO) Update**

No contractual claims have been submitted for approval by **tie ltd** to the TMO since the last IPG report.

Written information, which details the root of the contractual dispute and provides supporting correspondence, remains outstanding from **tie ltd**. It is recommended that a follow-up letter be issued to **tie ltd** requesting confirmation of when the response will be given.

It is anticipated that a report will soon be received from **tie ltd** regarding the payment of staff bonuses. This is a requirement of the tram operating agreement. Whilst it is envisaged that the majority of staff may have individually performed well, the overall position of the project means that it may be prudent to delay any decision on **tie ltd** staff bonuses at this time. Given the level of public scrutiny, and the likelihood for significant negative press coverage over this topic, it is recommended that the Council minimises its exposure by delaying any decision until the overall strategic options have been finalised.



## 12 Third Party Agreements

### Network Rail Bridge Agreements

Impasse has been reached between the solicitors acting respectively for Network Rail and **tie ltd** (on behalf of the Council). The Tram line will make two crossings of the main Edinburgh/Glasgow railway line. Network Rail are insisting that the Council gives full indemnity for any losses which may occur if the railway line is closed or disrupted as a result of an incident caused by the Tram. The Council's position is that it cannot give an uncapped indemnity as demanded. **tie ltd** consider they have taken the matter as far as they can and invite the Council to seek a resolution elsewhere. It is recommended that the Council Solicitor, in consultation with the Director of City Development, take up the matter with the Office of the Rail Regulator to see if a mutually acceptable solution can be found.

Any bridge agreement will also have an affect on other bridges which must be considered.

The terms of any Bridge Agreement must be in place before Tram can operate.

### Edinburgh Airport Limited

The Competition Commission on 19 March published its final decisions in the BAA market inquiry. The Commission has stipulated that BAA must sell either Glasgow or Edinburgh Airports within two years. The sequence of sales commences with Gatwick, followed by Stansted and finally Glasgow or Edinburgh. In the Commission's earlier consultation it took the view that there might be competition factors which favoured the sale of Edinburgh over Glasgow. It has concluded "that the case is not sufficiently strong to favour one over the other." The choice has therefore been left to BAA.

In the event that BAA opts to sell Edinburgh Airport, the Council will wish to check the terms of the current agreement with Edinburgh Airport Limited to ensure that the whole terms are transferable to a purchaser and that this authority's interests are not compromised.

## 13 Building Fixings

The Council Solicitor has written to the owners of property in Constitution Street intimating that they are deemed to have given consent to the Building Fixings in terms of the Tram Act. A letter has also been sent to all other property owners who have refused to give their consent or set unreasonable conditions for the building fixings. The next step in respect of these owners, assuming they still refuse consent, is to serve a Summary Application (a Sheriff Court writ) upon them. The Council will ask the Sheriff to make an order against these owners, in effect permitting the Council to fix the overhead line equipment to the buildings in question. The drafting of the Summary Applications is well advanced, with joint input from Legal Services and City Development. It is planned to lodge the papers with the Court in early April, requesting authority to serve them on the property owners. The case will only call in the Sheriff Court in mid May, when the owners will be entitled to lodge answers. The full hearings on defended cases will not be held until the early autumn.



**14 tie Ltd Business Plan**

There is a requirement to report to Council on the annual **tie Ltd** business plan. This is normally required before the end of the financial year, but clearly, the ongoing issues need to be resolved to allow that to be finalised. Given that the tram related issues may not be resolved quickly, it is recommended that consideration be given to the timing of that report, and an interim report may be required.

**15 Change Management**

A total of four Change Notices have been issued to **tie Ltd**. Three of these have been acknowledged to date.

Two number Change Requests have been approved, and two retrospective Change Requests are awaiting approval. A summary schedule is attached as appendix 5.

**16 CEC Resources**

- **Internal Resources**

Existing Council staff are carrying out the statutory approvals process and the related necessary administration for the tram project. Over fifty individual internal members of staff are directly involved in the tram project at this time. A total of 11580 staff hours has been utilised on the tram since April 2008 at a cost £382K. These costs are being borne by CEC and are contained within existing budgets.

- **Additional Resources**

To assist with the approvals process additional staff have been brought in to either carry out the necessary work directly or alternatively free-up existing resources to do that work and use the extra resources to cover that shortfall. A total of 18 FTE have been employed since April 2008 at a cost of £467K, which was contained within the tram budget costs.

**List of Appendices:**

- 1 Statutory Council Approvals – Tables 1 and 2
- 2 Statutory Council Approvals – Tracker
- 3 3 Month Rolling Summary Programme
- 4 12 Month Rolling Summary Programme
- 5 Schedule of Change Notification and Change Requests



## Statutory Council Approvals

### Summary Table

CEC Statutory Council Approvals and Consents	Total Number of Submissions	Total number of Approvals	% Complete
Prior Approval	62	58	94%
Full Planning Permission	9	7	78%
Listed Building Consent	11	11	100%
Scheduled Monument Consent	1	1	100%
Building Warrant	16	10	63%
Technical Approvals (including Structures, Roads and Drainage)	121	92	76%
<b>Total</b>	<b>220</b>	<b>179</b>	<b>81%</b>

Table 1 - Planning and Building Warrant Approvals

CURRENT STATUS	Sub Totals	Prior Approval	Full Planning Permission	Listed Building Consent	Scheduled Monument Consent	Building Warrant
Informal consultation not required	0	0	0	0	0	0
Informal consultation not started	2	2	0	0	0	0
Informal consultation started	1	0	1	0	0	0
Application submitted	8	2	1	0	0	5
Approval granted	89	59	7	11	1	11
<b>GRAND TOTAL and Sub Totals</b>	<b>100</b>	<b>63</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>16</b>
<b>% Complete</b>	<b>89%</b>	<b>94%</b>	<b>78%</b>	<b>100%</b>	<b>100%</b>	<b>69%</b>

Table 2 - Roads & Structures Technical Approvals

CURRENT STATUS	Sub Totals	CEC Technical Approval	*Network Rail Form A	*SW Drainage Outfall Consent	*SNH	*BAA Approval	Roads Construction Consent
TA delayed due to recent change	0	0	0	0	0	0	0
Issued for informal consultation	0	0	0	0	0	0	0
Issued for Technical Approval	25	11	2	11	0	1	0
Technical Approval Granted	92	79	9	3	1	0	0
Not Yet Due	4	2	1	0	0	0	1
Delay	0	0	0	0	0	0	0
<b>GRAND TOTAL and Sub Totals</b>	<b>121</b>	<b>92</b>	<b>12</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>% Complete</b>	<b>76%</b>	<b>86%</b>	<b>75%</b>	<b>21%</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>

\* These consents are not CEC's responsibility, but for completeness they have been included as they are required to allow construction to commence.





## APPENDIX 2

Prior Approvals Status					Approved by CEC	IFC	
Section	Batch	CEC Delay	SDS/ TIE/ BSC Delay	Activity ID	Current forecast (live)	v31	Notes
3B	3/16			Tram Stop West Pilton	06/08/2008	15/08/2008	"Application Clock Stopped" SDS issued Change Order 27/2.
5A	5/06			Tram Stop Murrayfield Stadium (Task 700.2.6)	01/08/2008	27/06/2008	SDS has received change order 06/02/09. SDS to submit revised drawings 10/04/09. Meeting with CEC proposed w/c 23/03/09
5A	5/06			W18 Murrayfield Stop Retaining Walls (Task 700.2.17)	01/08/2008	27/06/2008	SDS has received change order 06/02/09. SDS to submit revised drawings 10/04/09. Meeting with CEC proposed w/c 23/03/09
5A	5/07a			Murrayfield Accommodation Works	17/10/2008	-	SDS issued estimate 11/02/09. tie to confirm exact scope of works following meeting 11/03/09.
5C	5/30			Tram Stop Gogarburn	11/09/2008	11/09/2008	SDS submitted change estimate 13/02/09

Technical Approvals Status - Structures					Approved by CEC	IFC	
Section		CEC Delay	SDS/ TIE/ BSC Delay	Activity ID	Current forecast (live)	v31	Notes
5A				S22B Balgreen Road NR Access Bridge		16/01/2009	Delayed – awaiting sign off of Cat 3 check. SDS to advise of revised date



Technical Approvals Status - Roads & Drainage






					Approved by CEC	IFC	
Section		CEC Delay	SDS/TIE/BSC Delay	Activity ID	Current forecast (live)	v31	Notes
1A3	Road			VO252 Subsection 1A3 - Roads (Ocean Terminal to Port of Leith)	09/01/2009	21/01/2009	Not submitted; v40 revised date 16/3/09
1A3	Drainage			VO252 Subsection 1A3 - Drainage (Ocean Terminal to Port of Leith)	09/01/2009	21/01/2009	Not submitted; v40 revised date 16/3/09
1C2	Road				-	24/11/2008	Application Submitted 14/10/08. Awaiting revised TRO, drainage design, footway design around Tramstop. SDS submitted remaining information 25/02/09
1C2	Drainage				-	24/11/2008	Application Submitted 14/10/08. Awaiting revised TRO, drainage design, footway design around Tramstop. SDS submitted remaining information 25/02/09
6	Road			Roads, Street Lighting & Landscaping inc. car park	22/08/2008	13/08/2008	Revised design received 30Jan09. Safety Audit for revised design, gate location, tramway crossing at car park still outstanding. RSA submitted 02/03/09
6	Drainage			Depot Drainage Design (Task 870.8)	19/08/2008	13/08/2008	Revised design received 30Jan09. Safety Audit for revised design, gate location, tramway crossing at car park still outstanding. RSA submitted 02/03/09



07 INFRACO Contract Programme 29 April 2008- Live		TRAM 3 Month Look-Ahead Layout Summary		30-Jan-09 13:12			
Activity ID	Activity Name	Start	Finish	2009			
				Jan	Feb	Mar	Apr
<b>Total</b>		05-Jun-08 A	01-Oct-09				
<b>07 INFRACO Contract Programme 29 April 2008- Live</b>		05-Jun-08 A	01-Oct-09				
<b>SECTION 01 NEWHAVEN ROAD TO HAYMARKET</b>		01-Oct-08 A	15-Jul-09				
<b>Opening Sequence B (Haymarket to Newhaven Road)</b>		01-Oct-08 A	15-Jul-09				
<b>01B Foot of the Walk (inc.) to McDonald Road (exc.)</b>		01-Oct-08 A	15-May-09				
Foot of the walk (inc.) to Balfour Street (exc.)		01-Oct-08 A	15-May-09				
Trackwork		28-Apr-09	05-May-09				
Roadworks		01-Oct-08 A	15-May-09				
Balfour Street (inc.) to McDonald Road (exc.)		28-Apr-09	15-May-09				
Roadworks		28-Apr-09	15-May-09				
<b>01C McDonald Road (inc.) to Princess Street West (exc.)</b>		20-Mar-09	15-Jul-09				
McDonald Road (inc.) to Picardy Place (exc.)		20-Mar-09	15-Jul-09				
Roadworks		20-Mar-09	15-Jul-09				
<b>01D Princes Street (inc.) to Haymarket (exc.)</b>		01-Dec-08 A	07-Jul-09				
Princes Street West (inc.) to Shadwick Place (exc.)		01-Dec-08 A	07-Jul-09				
Roadworks		01-Dec-08 A	07-Jul-09				
Shandwick Place (inc.) to Haymarket (exc.)		01-Dec-08 A	19-Mar-09				
Roadworks		01-Dec-08 A	19-Mar-09				
<b>SECTION 02 HAYMARKET CORRIDOR</b>		10-Nov-08 A	17-Jun-09				
<b>Opening Sequence A (Airport to Haymarket)</b>		10-Nov-08 A	17-Jun-09				
<b>02A Haymarket Corridor</b>		10-Nov-08 A	17-Jun-09				
Haymarket (inc.) to Roseburn Junction (inc.)		10-Nov-08 A	17-Jun-09				
Haymarket Station Viaduct (S19)		10-Nov-08 A	17-Jun-09				
Trackwork (1135m)		13-Feb-09	02-Jun-09				
<b>SECTION 05 ROSEBURN JUNCTION TO GOGAR</b>		01-Sep-08 A	27-Jul-09				
<b>Opening Sequence A (Airport to Haymarket)</b>		01-Sep-08 A	27-Jul-09				
<b>05A Roseburn Junction (exc.) to Balgreen Road (inc.)</b>		01-Sep-08 A	16-Jul-09				
Roseburn Junction (exc.) to Murrayfield Stadium (inc.)		01-Sep-08 A	23-Jun-09				
Advanced Construction works		01-Sep-08 A	27-Feb-09				
Russell Road Underbridge (S20)		27-Mar-09	23-Jun-09				
Russell Road Retaining Walls (W3 and W4)		16-Feb-09	18-May-09				
Murrayfield Stadium (exc.) to Balgreen Road (inc.)		01-Sep-08 A	16-Jul-09				
Murrayfield Retaining Walls (S21B)		01-Sep-08 A	16-Jul-09				
<b>05B Balgreen Road (exc.) to Edinburgh Park Central (inc.)</b>		12-Nov-08 A	27-Jul-09				
Balgreen Road (exc.) to Saughton Road North (inc.)		02-Feb-09	27-May-09				
Carricknowe Bridge (S23)		02-Feb-09	19-May-09				
Trackwork (1690m)		30-Mar-09	27-May-09				
Saughton Road North (exc.) to Bankhead (inc.)		19-Jan-09	27-Jul-09				
Bankhead Retaining Wall (W11)		27-Mar-09	27-Apr-09				
South Gyle Access Bridge (S26)		27-Mar-09	27-Jul-09				
Trackwork (1260m)		19-Jan-09	07-Apr-09				
Bankhead (exc.) to Edinburgh Park Station (inc.)		12-Nov-08 A	30-Apr-09				
Trackwork (790m)		12-Nov-08 A	30-Apr-09				
Edinburgh Park Station (exc.) to Edinburgh Park Central (inc.)		02-Feb-09	03-Jun-09				
Edinburgh Park Station Bridge (S27)		02-Feb-09	03-Jun-09				
<b>05C Edinburgh Park Central (exc.) to Gogarburn (inc.)</b>		01-Sep-08 A	17-Jun-09				
Edinburgh Park (exc.) to Gyle Centre (inc.)		09-Oct-08 A	04-Jun-09				
Trackwork (760m)		09-Oct-08 A	04-Jun-09				
Gyle Centre Tram Stop Retaining Wall (W16)		02-Feb-09	27-Feb-09				
Gyle Centre (exc.) to Depot Stop (inc.)		01-Sep-08 A	17-Jun-09				
A8 Underpass (W28)		01-Sep-08 A	05-May-09				
A8 Retaining Walls (W16)		02-Feb-09	17-Jun-09				
<b>SECTION 06 GOGAR DEPOT</b>		05-Jun-08 A	01-Oct-09				
<b>Opening Sequence A (Airport to Haymarket)</b>		05-Jun-08 A	01-Oct-09				
<b>06A Gogar Depot</b>		05-Jun-08 A	01-Oct-09				
Depot		05-Jun-08 A	01-Oct-09				
Earthworks		02-Feb-09	28-Aug-09				
Depot Building		05-Jun-08 A	17-Jun-09				
Depot Substation		16-Mar-09	01-Oct-09				
Access Roads		30-Mar-09	03-Jun-09				
<b>SECTION 07 GOGAR TO EDINBURGH AIRPORT</b>		01-Dec-08 A	18-Aug-09				
<b>Opening Sequence A (Airport to Haymarket)</b>		01-Dec-08 A	18-Aug-09				
<b>07A Gogarburn (exc.) to Edinburgh Airport (inc.)</b>		01-Dec-08 A	18-Aug-09				
Gogarburn (exc.) to Ingliston Park & Ride (inc.)		01-Dec-08 A	11-May-09				
Gogarburn Underbridge (S29)		12-Mar-09	11-May-09				
Gogarburn Culvert No1 (S30)		01-Dec-08 A	05-May-09				
Enabling Works		02-Feb-09	11-Mar-09				
Ingliston Park & Ride (exc.) to Edinburgh Airport (inc.)		02-Feb-09	18-Aug-09				
Enabling Works		02-Feb-09	24-Apr-09				
Gogarburn Retaining Wall (W14)		23-Apr-09	18-Aug-09				
Gogarburn Culvert No2 (S31)		23-Apr-09	05-May-09				

<ul style="list-style-type: none"> <li> Primary Baseline</li> <li> Actual Work</li> <li> Remaining Work</li> <li> Baseline Milestone</li> <li> Milestone</li> <li> Summary</li> </ul>		<p><b>Edinburgh Tram Project</b></p> <p>3 Month Rolling Look-Ahead Summary Programme</p> <p>Page 1 of 1</p>			
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07 INFRACO Contract Programme 29 April 2008- Live		TRAM 12 Month Look-Ahead Layout Summary		30-Jan-09 13:08			
Activity ID	Activity Name	Start	Finish	2009			
				Q1	Q2	Q3	Q4
<b>Total</b>		05-Jun-08 A	05-Aug-10				
<b>07 INFRACO Contract Programme 29 April 2008- Live</b>		05-Jun-08 A	05-Aug-10				
<b>SECTION 01 NEWHAVEN ROAD TO HAYMARKET</b>		01-Oct-08 A	15-Apr-10				
<b>Opening Sequence B (Haymarket to Newhaven Road)</b>		01-Oct-08 A	15-Apr-10				
<b>01A Newhaven Road (inc.) to Foot of the Walk (exc.)</b>		01-Jun-09	29-Mar-10				
<b>Newhaven Road (inc.) to Ocean Terminal (exc.) 1A4</b>		01-Jun-09	29-Mar-10				
Lindsay Road Retaining Walls (W1)		01-Jun-09	13-Jan-10				
Roadworks		01-Jun-09	29-Mar-10				
Trackwork		01-Jun-09	30-Oct-09				
<b>Ocean Terminal (inc.) to Port of Leith (exc.) 1A3</b>		12-Jun-09	24-Mar-10				
Tower Place Bridge (S17)		12-Jun-09	24-Mar-10				
<b>Port of Leith (inc.) to Bernard Street (exc.) 1A2</b>		24-Nov-09	17-Feb-10				
Trackworks		24-Nov-09	17-Feb-10				
Roadworks		26-Nov-09	08-Feb-10				
<b>01B Foot of the Walk (inc.) to McDonald Road (exc.)</b>		01-Oct-08 A	11-Feb-10				
<b>Foot of the walk (inc.) to Balfour Street (exc.)</b>		01-Oct-08 A	11-Feb-10				
Trackwork		28-Apr-09	11-Feb-10				
Roadworks		01-Oct-08 A	12-Jun-09				
<b>Balfour Street (inc.) to McDonald Road (exc.)</b>		28-Apr-09	16-Sep-09				
Roadworks		28-Apr-09	16-Sep-09				
<b>01C McDonald Road (inc.) to Princess Street West (exc.)</b>		20-Mar-09	15-Apr-10				
<b>McDonald Road (inc.) to Picardy Place (exc.)</b>		20-Mar-09	15-Apr-10				
McDonald Road Tram Stop		13-Jan-10	15-Apr-10				
Trackworks		13-Jan-10	11-Feb-10				
Roadworks		20-Mar-09	13-Jan-10				
<b>St. Andrews Square (inc.) to Princes Street West (exc.)</b>		26-May-09	30-Mar-10				
Trackworks		25-Nov-09	23-Mar-10				
Roadworks		25-Nov-09	23-Mar-10				
Princes Street West Tram Stop		26-May-09	28-Sep-09				
St Andrews Square Tram Stop		25-Nov-09	30-Mar-10				
<b>01D Princes Street (inc.) to Haymarket (exc.)</b>		01-Dec-08 A	31-Mar-10				
<b>Princes Street West (inc.) to Shadwick Place (exc.)</b>		01-Dec-08 A	05-Feb-10				
Roadworks		01-Dec-08 A	05-Feb-10				
Trackworks (710m)		13-May-09	28-Jan-10				
<b>Shandwick Place (inc.) to Haymarket (exc.)</b>		01-Dec-08 A	31-Mar-10				
Shandwick Place Tram Stop		26-Nov-09	31-Mar-10				
Roadworks		01-Dec-08 A	11-Feb-10				
Trackwork		15-Jul-09	09-Feb-10				
<b>SECTION 02 HAYMARKET CORRIDOR</b>		10-Nov-08 A	18-Feb-10				
<b>Opening Sequence A (Airport to Haymarket)</b>		10-Nov-08 A	18-Feb-10				
<b>02A Haymarket Corridor</b>		10-Nov-08 A	18-Feb-10				
<b>Haymarket (inc.) to Roseburn Junction (inc.)</b>		10-Nov-08 A	18-Feb-10				
Haymarket Station Viaduct (S19)		10-Nov-08 A	08-Jul-09				
Trackwork (1135m)		13-Feb-09	18-Feb-10				
Haymarket Terrace Substation		09-Jul-09	08-Oct-09				
Haymarket Station Tram Stop		30-Jun-09	30-Sep-09				
<b>SECTION 05 ROSEBURN JUNCTION TO GOGAR</b>		01-Sep-08 A	05-Aug-10				
<b>Opening Sequence A (Airport to Haymarket)</b>		01-Sep-08 A	05-Aug-10				
<b>05A Roseburn Junction (exc.) to Balgreen Road (inc.)</b>		01-Sep-08 A	05-Aug-10				
<b>Roseburn Junction (exc.) to Murrayfield Stadium (inc.)</b>		01-Sep-08 A	09-Mar-10				
Advanced Construction works		01-Sep-08 A	27-Feb-09				
Russell Road Underbridge (S20)		27-Mar-09	17-Dec-09				
Russell Road Retaining Walls (W3 and W4)		16-Feb-09	05-Mar-10				
Murrayfield Tram Stop Retaining Wall (W18)		10-Jul-09	09-Mar-10				
<b>Murrayfield Stadium (exc.) to Balgreen Road (inc.)</b>		01-Sep-08 A	05-Aug-10				
Advanced construction works		29-May-09	24-Aug-09				
Roseburn Street Viaduct (S21A)		11-Jan-10	26-May-10				
Murrayfield Retaining Walls (S21B)		01-Sep-08 A	15-Feb-10				
Murrayfield Stadium Underpass (S21C)		14-May-09	19-Oct-09				
Murrayfield Retaining Walls (S21D)		05-Oct-09	14-Apr-10				
Baird Drive Retaining Walls (W8)		28-May-09	17-Sep-09				
Balgreen Road Bridge (S22) and Retaining Walls (W9)		18-Sep-09	05-Aug-10				
Balgreen Road Tram Stop		18-Nov-09	04-Mar-10				
Jenners Depository Sub Station		18-Nov-09	04-Mar-10				
<b>05B Balgreen Road (exc.) to Edinburgh Park Central (inc.)</b>		12-Nov-08 A	16-Feb-10				
<b>Balgreen Road (exc.) to Saughton Road North (inc.)</b>		02-Feb-09	16-Feb-10				
Carricknowe Bridge (S23)		02-Feb-09	16-Feb-10				
Trackwork (1690m)		30-Mar-09	26-Jan-10				
Saughton Road North Tram Stop		18-Aug-09	17-Nov-09				
<b>Saughton Road North (exc.) to Bankhead (inc.)</b>		19-Jan-09	03-Feb-10				

<ul style="list-style-type: none"> <li>— Primary Baseline</li> <li>— Actual Work</li> <li>— Remaining Work</li> <li>◆ Baseline Milestone</li> <li>◆ Milestone</li> <li>— Summary</li> </ul>		<p><b>Edinburgh Tram Project</b></p> <p>12 Month Rolling Look-Ahead Summary Programme</p> <p>Page 1 of 2</p>	 	 
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07 INFRACO Contract Programme 29 April 2008- Live		TRAM 12 Month Look-Ahead Layout Summary		30-Jan-09 13:08			
Activity ID	Activity Name	Start	Finish	2009			
				Q1	Q2	Q3	Q4
	Bankhead Drive Substation	20-Oct-09	03-Feb-10				
	Bankhead Retaining Wall (W11)	27-Mar-09	27-Apr-09				
	Bankhead Tram Stop	20-Oct-09	03-Feb-10				
	South Gyle Access Bridge (S26)	27-Mar-09	13-Oct-09				
	Trackwork (1260m)	19-Jan-09	24-Nov-09				
	Bankhead (exc.) to Edinburgh Park Station (inc.)	12-Nov-08 A	05-Nov-09				
	Trackwork (790m)	12-Nov-08 A	10-Sep-09				
	Edinburgh Park Station Tram Stop	06-Aug-09	05-Nov-09				
	Edinburgh Park Station (exc.) to Edinburgh Park Central (inc.)	02-Feb-09	12-Oct-09				
	Trackwork (854m)	07-Aug-09	12-Oct-09				
	Edinburgh Park Station Bridge (S27)	02-Feb-09	19-Sep-09				
	05C Edinburgh Park Central (exc.) to Gogarburn (inc.)	01-Sep-08 A	05-Jul-10				
	Edinburgh Park (exc.) to Gyle Centre (inc.)	09-Oct-08 A	05-Nov-09				
	Trackwork (760m)	09-Oct-08 A	01-Oct-09				
	Gyle Centre Tram Stop	06-Aug-09	05-Nov-09				
	Gyle Centre Tram Stop Retaining Wall (W16)	02-Feb-09	27-Feb-09				
	Gyle Centre (exc.) to Depot Stop (inc.)	01-Sep-08 A	05-Jul-10				
	A8 Underpass (W28)	01-Sep-08 A	20-Jan-10				
	Depot Access Bridge (S32)	20-Jan-10	05-Jul-10				
	A8 Retaining Walls (W16)	02-Feb-09	17-Jun-09				
	Depot Stop (exc.) to Gogarburn (inc.)	18-Jun-09	05-Oct-09				
	Trackwork (562m)	18-Jun-09	05-Oct-09				
	<b>SECTION 06 GOGAR DEPOT</b>	05-Jun-08 A	26-May-10				
	Opening Sequence A (Airport to Haymarket)	05-Jun-08 A	26-May-10				
	<b>06A Gogar Depot</b>	05-Jun-08 A	26-May-10				
	Depot	05-Jun-08 A	26-May-10				
	Earthworks	02-Feb-09	28-Aug-09				
	Trackwork (3492m)	28-Aug-09	26-May-10				
	Depot Building	05-Jun-08 A	12-Apr-10				
	Depot Substation	16-Mar-09	01-Oct-09				
	Access Roads	30-Mar-09	12-Apr-10				
	<b>SECTION 07 GOGAR TO EDINBURGH AIRPORT</b>	01-Dec-08 A	08-Mar-10				
	Opening Sequence A (Airport to Haymarket)	01-Dec-08 A	08-Mar-10				
	<b>07A Gogarburn (exc.) to Edinburgh Airport (inc.)</b>	01-Dec-08 A	08-Mar-10				
	Gogarburn (exc.) to Ingliston Park & Ride (inc.)	01-Dec-08 A	08-Mar-10				
	Gogarburn Underbridge (S29)	12-Mar-09	07-Oct-09				
	Gogarburn Culvert No1 (S30)	01-Dec-08 A	20-May-09				
	Trackwork (1750m)	08-Oct-09	08-Mar-10				
	Enabling Works	02-Feb-09	11-Mar-09				
	Ingliston Park & Ride (exc.) to Edinburgh Airport (inc.)	02-Feb-09	18-Aug-09				
	Enabling Works	02-Feb-09	24-Apr-09				
	Gogarburn Retaining Wall (W14)	23-Apr-09	18-Aug-09				
	Gogarburn Culvert No2 (S31)	23-Apr-09	25-Jun-09				
	Gogarburn Culvert No3 (S34)	05-May-09	23-Jul-09				

- Primary Baseline
- Actual Work
- Remaining Work
- Baseline Milestone
- Milestone
- Summary



**Edinburgh Tram Project**  
12 Month Rolling Look-Ahead Summary Programme



## Change Control Register

## Change Notice

Change Notice	Title	Budget Allocation	Date sent to Finance	Date sent to Marshall	Date received from Directors (Authorised)	Date issued to tie	Copy issued to (state)	tie acknowledgement	tie Response	Cost £	Comments
CN-CEC001	Picardy Place – Utility diversion works	Henderson Global Investors	-	16-Dec-08	22-Dec-08	23-Dec-08	Russell O'Hare of Henderson Global Investors	05-Jan-09			13-02-09 Email from Damian Sharp - tie not providing a price. Awaiting confirmation from Marshall (20-02-09)
CN-CEC002	Picardy Place Gyratory – Carriageway realignment	Henderson Global Investors	-	16-Dec-08	22-Dec-08	23-Dec-08	Russell O'Hare of Henderson Global Investors	05-Jan-09			13-02-09 Email from Damian Sharp - with BSC for pricing
CN-CEC003	Cathedral Lane – Sub station	Henderson Global Investors	-	16-Dec-08	22-Dec-08	23-Dec-08	Russell O'Hare of Henderson Global Investors	05-Jan-09			13-02-09 Email from Damian Sharp - with BSC for pricing
CN-CEC004	Future Proofing of Tram Stops - West End	?	05-Feb-09	04-Feb-09	06-Feb-09 (10-Feb-09)	11-Feb-09	-				17-03-09 On hold to be reviewed in two weeks

## Change Requests

Change Request	Title	Budget Allocation	Date sent to Finance	Date sent to Marshall	Date received from Directors (Authorised)	Date issued to tie	Copy issued to (state)	tie acknowledgement	tie Response	Cost £	Comments
CR-CEC001	The Mound / Market Street - Junction Signalisation	£50K Section 75 & £50K Internal Budget	05-Feb-09	04-Feb-09	24-Feb-09	24-Feb-09	-	09-Mar-09		£100,000	
CR-CEC002	Fast Link Surface Appraisal	SFC Roads Services - 4501,38861	05-Feb-09	06-Feb-09	24-Feb-09	24-Feb-09	-	09-Mar-09		£23,000	
CR-CEC003	Demolition of Chimney Stack at Lothian Buses Depot	City Development - Corporate Property & Contingency Planning - 4832,53269	09-Mar-09	09-Mar-09						£12,448	CR-CEC003
CR-CEC004	Bronze Pigeon Sculptures - Leith Walk	City Development - Corporate Property & Contingency Planning - 4832,53269	09-Mar-09	09-Mar-09						£650	CR-CEC004