

Joint Tram Project Board and **tie** Board

11 March 2009

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Agenda

Minutes and Matters Arising	D Mackay
Overview	S Bell
HSQE	S Bell
Infraco Dispute Resolution/ Strategic Options	S Bell/ S McGarrity
Project Delivery	S Bell
– Princes St - progress	
– Utilities – progress	
– Infraco – progress	
– Other key areas	
Finance	S McGarrity
HR, Comms and Stakeholder	C McLauchlan

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Overview

- HSQE performance: 2008/09 AFR target will not be achieved as a result of a three day+ accident. However, proactive tours and inspections identifying some improvements.
- Infraco engagement and progress very unsatisfactory.
 - Two formal Dispute Resolution Processes underway and more planned to follow.
 - Strategic Options Paper proposal to discuss.
 - Peer Review undertaken to provide independent challenge to the approach.
- Princes Street Traffic Management Diversion implemented very well by “one family” team on 21 February.

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HSQE



- Over 3 day reportable accident – Worker trapped/crushed thumb between road plate and tarmac whilst attempting to sling the plate. This accident resulted in the AFR rising to 0.33 for the 13 period rolling. Achieving the target of 0.24 is no longer possible by the end of period 13.
- There has been an increase in the monthly frequency for Carillion and BSC service strikes, however the number of power strikes is still lower than average (based on past Carillion service damages). The Project 13 period service strike frequency has fallen this period.
- The average score for PM inspections was 87%. tie PM inspections of Carillion sites have highlighted consistent reoccurring items from previous inspections. An escalation meeting will be held with Carillion to discuss and agree specific measures to address the reoccurring items.
- There have been 8 safety tours carried out v's a planned 7. There have been 13 Project Manager Inspections carried out within the period, this is 100% of planned V's actual.

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Infraco Dispute Resolution

- Targeted Dispute Resolution
 - Paper lays out recommended DRP approach.
- Coherent with Strategic Options
 - Working with options A through to E
- Can be executed in parallel with “Framework Concept” initiative proposed by Siemens.

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Strategic Options

- DRP A means to make progress in anticipation of boarder Infraco engagement.
- Negotiating a settlement of termination of BSC not attractive options.
- Replacement of BB in the Consortium may be a necessity.
- Need a clear view of the “is it working?” decision points.

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Project Delivery Princes Street

- Traffic and pedestrian management, diversions and logistics support successfully implemented over the weekend of 21/22 February – fantastic team effort from all involved
- Following successful monitoring of traffic over the week, decision made on 2nd March to hand contingency westbound lane over to BSC
- Rhino fencing in place by the end of the weekend & banner wrap has been systematically erected since – positive feedback – good quality.
- BSC works since then have included site set up, trial holes for OLE foundations, site investigations, site surveys, dilapidation surveys, drainage investigations
- Ongoing formal dispute limiting other physical works but not programme critical at present
- Logistics team operating effectively

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Project Delivery Utilities Works

- Overall 70% of all diversions complete
- Sections 5a, 5b and 6 complete and BT cabling now commenced
- Section 6(depot) means significant access at depot for Infracore
- BAA through Kier undertaking portion of diversion at airport and work proceeding extremely well – strategy for alternative delivery of this section being completed
- Mound diversions progressing well
- A8 sewer drive complete and final connections being completed this month.
- Ongoing review of potential scope transfer to BSC where sensible eg Lindsay Road
- Recent commercial issue resulting on overtime ban has been resolved

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Project Delivery Infraco Progress

- Remaining ongoing issues with;
 - ✓ Delayed appointment and mobilisation of sub-contractors
 - ✓ Design slippage and design changes
 - ✓ Incomplete/delayed utility diversions particularly Leith Walk/Haymarket
 - ✓ Submission of Estimates and agreement of change orders
 - ✓ Consortia integrated programme
- Works ongoing at Gogarburn, Edinburgh Park viaduct, Carrick Knowe Viaduct, Verity House access road, Princes St, Leith Walk:
 - ✓ Good progress with Tram vehicle production
 - ✓ Barr mobilising at depot and sheet piling works due to re-commence at A8 underpass

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Project Delivery Other Issues

- TRO – comments from internal consultation being recycled into final designs;
- Building fixings – only 9 outstanding fixings where referral to the Sherriff Court is likely;
- Fastlink road modifications almost complete and TRO will be in place by end April;
- Murrayfield pitch relocation – core works complete apart from snagging
- Contract awarded for relocation of historic monuments and work to commence in April

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Costs and Funding

- Outturn costs for FY0809 now forecast at £101m v P11 £110m – extremely disappointing Infraco progress during the period.
- Transport Scotland being closely briefed on further sensitivities round the outturn
- January range of outturn costs of Ph1a was £522m to £540m (plus £6m Ph1b costs if it is not constructed now)
- Principal assumption of significant improvement in commercial engagement and delivery impetus with Infraco - commercial strategy designed to deliver such improvements
- Transport Scotland require with a view of the impacts of current disputes with BSC on programme and outturn costs by the last week of March 09

Communications and Customer Services

- Tram mock up – over 40,000
 - 60% impressed/ very impressed
 - 55% good/ very good idea
 - 76% would use it
- Princes St logistics – Week 1
 - 163 movements
 - 194 cages, 2206 boxes, 81 pallets, 287 garment rails and 236 bags
 - 14 crew working, 3 shifts from 04.00 – 22.30 (£7.5k/week)
- 27,000 updates, 20,000 A6 Tram fact cards
- Tramwork sites - 16,828 visits in February (90% plus bookmarking)
- School visits – completed 21 in first phase.

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END

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