

A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	Infraco Contract Sum												
2													
3	Weisbaden Deal												
4													
5		Firm				£211,910,342							
6		Provisional (SDS Design)				£2,000,000							
7		Fixed price addition				£8,000,000							
8						£221,910,342							
9		Provisional Sums				£10,170,090							
10		Value Engineering											
11			Firm			-£83,000							
12			Firm with conditions			-£11,065,006							
13			Further VE			-£2,670,000							
14						-£13,818,006							
15													
16	Weisbaden Deal - total					£218,262,426							
17	ADD					£3,800,000							
18	Rutland Square Deal - total					£222,062,426							
19	ADD					£8,600,000							
20	Brunel figure					£230,662,426							
21											as previous		As Schedule 4
22	Omit from above										£100,000		£9,995,328
23		Provisional Sums				-£10,170,090					£750,000		£2,500,000
24											£53,700		£400,000
25	Adjust for provisional shown in firm										£300,000		£2,500,000
26		UTC on alignment				-£2,500,000					£3,340,324		£150,000
27		Scottish Power connections				-£400,000					£3,000,000		£350,000
28		Accommodation Works				-£1,000,000					£319,343		£400,000
29											£115,287		£1,750,000
30											£55,662		£400,000
31	Add back VE from above					£13,818,006					£750,000		£1,000,000
32	Less firm					-£83,000					£755,307		£19,445,328
33											£13,735,006		
34											£49,950		
35											£405,755		
36	ADD					£230,327,342					£9,995,328		
37		Defined Provisional Sums (as attached)									spares £174,762	taken out	
38		Undefined Provisional Sums (as attached)									£10,170,090		
39	Deduct												
40		Identified VE (as attached)				-£11,065,006							
41		Further VE (as attached)				-£2,670,000							
42	CONSTRUCTION WORKS PRICE					£236,037,664							
43													
44	NOTES:												
45													

	A	B	C	D	E	F
1		Item	Description of Provision Sum	trigger date	duration	£
2		1	Pumped surface water outfall at A8 underpass (by depot)	01-Jun-08		£100,000
3		2	Scottish Power connections to the Depot and Ingliston Park & Ride	not applicable		£750,000
4		3	Relocation of Ancient Monuments			
5			– this relates to those monuments noted on the route [SDS drawings ULE 90130-01-HRL 0003B, 6B, 7B, 10B, 12B, 13B, 14B, 15B & 24B refer]			
6			– it does not include cleaning and/or restoration	20 Business Day after BBS raise any queries in respect of issued information		£53,700
7		4	Additional cost of Network Rail compliant ballast	20 Business Day after BBS provide spec.		£300,000
8		5	Extra over for revised alignment to Picardy Place, York Place and London Road junctions (see also next item)	01-Jan-08		£3,340,324
9		6	Extra over for major utility diversions Picardy Place, York Place and London Road junctions	01-Jan-08		£3,000,000
10		7	Extra over for shell grip at junctions	01-Aug-08		£319,343
11		8	Allowance for Scottish Power connections to new street lights and new traffic signals	not applicable		£115,287
12		9	Allowance for demolition of existing Leith Walk substation (if required) [SDS drawings ULE 90130-01-SUB- 00023 rev 2, 00046 rev 1,00047 rev 1 and 00051 rev 1 refer]	20 Business Day after BBS raise any queries in respect of issued information		£55,662

	A	B	C	D	E	F
13		10	Urban Traffic Controls [UTC] associated with the delivery of the alignment	01-Aug-08		£2,500,000
14		11	Scottish Power connections to Phase 1a sub-stations	not applicable		£400,000
15			(8nr x £50,000)			
16		12	Various Forth Ports requirements including the revised alignment of track at Casino Square, relocated tramstop, junction amendments and removal of 'kink' in alignment from Constitution Street, footpath on south side of Tower Place Bridge and Victoria Dock Bridge	01-Oct-08		£150,000
17		13	Forth Ports requirements at Ocean Terminal amendments	01-Oct-08		£350,000
18		Total				£11,434,316

	A	B	C	D	E	F
1		Item	Description of Provision Sum	Trigger date		£
2		1	Accommodation Works	not applicable		£1,000,000
3		2	Allowance for minor utility diversions	01-Oct-08		£750,000
4		3	PICOPS / COSS / Possession Protection Staff support when undertaking works adjacent or over the railway	not applicable		£755,307
5		4	Archaeological Officer – impact on productivity	not applicable		£405,755
6		5	Additional Crew Relief Facilities at Haymarket [SDS drawings ULE 90130-02-STP-000126 REV 1 and 000127 rev 1 refer]	20 Business Day after BBS raise any queries in respect of issued information		£49,950
7		6	Urban Traffic Controls [UTC] associated with the wider area impacts	01-Jan-10		£2,500,000
8		7	Forth Ports requirements for design and construction of by-pass road to adoptable standard	01-Oct-08		£400,000
9		8	Forth Ports requirements for Lindsay Road amendments	01-Oct-08		£1,750,000
10		9	Royal Bank of Scotland requirement for enhancement of Gogarburn Tramstop	01-Oct-08		£400,000
11		Total				£8,011,012

	A	B	C	D	E	F	G
1		Item	Description of Identified VE Saving	trigger date		£	Key Qualifications
2		1	Delete depot pumping station / storm tanks by utilizing existing gravity system			-£193,526	If a small pump is needed then this to be added as a tie Change.
3		2	Build part of Depot now with provision to expand in the future / reduce size of car park facilities			-£230,000	Agreed initial supply is 100 car park spaces.
4		3	Delete under floor lift plant to Depot and utilize mobile jacks (including mobile future proofing)			-£250,000	
5		4	Delete split vehicle accommodation system at Depot - requirement dependant on tram vehicle selection			-£27,500	Accommodation bogies are in CAF sub-contract.
6		5	Rationalise scope requirement Track Maintenance Equipment at Depot and consider renting			-£27,500	
7		6	Deletion of one pavement (inner) to Depot			-£36,000	As shown on SDS drawing insert.
8		7	Delete requirement for concrete apron to security fence at Depot			-£6,080	
9		8	Delete compressed air system to Depot and utilize 1 or 2 local / mobile compressors			-£54,400	
10			Carried forward			-£825,006	

	A	B	C	D	E	F	G
1		Item	Description of Identified VE Saving	trigger date		£	Key Qualifications
11			Brought forward			-£825,006	
12			9 Consolidated VE items including those which result from changes to initial design driven by proximity to BAA runway and EARL decision as follows:				
13			- changes to initial Depot design driven by proximity to BAA runway (reduced bulk excavation)				
14			- reductions in structural loadings (gantry crane reduced in capacity and size impacting on building frame and envelope)				
15			- reduction in staff accommodation provision (reduced operational workforce reducing messing facilities, changing rooms, locker space, etc.)				
16			- reduction in fit out specification				
17			- reduction in domestic utility capacity (reduced building volume and accommodation provision)			-£2,200,000	
18			10 Delete standby generator and substitute with hardstanding and power connection for portable generator			-£150,000	
19			11 Material recovery and reprocessing (Infracore); 2 options - reconstituted planings & Type 1R			-£500,000	Level of saving is subject to adjustment of quantity of this item based on the final design.
20			Carried forward			-£3,675,006	

A	B	C	D	E	F	G
1	Item	Description of Identified VE Saving	trigger date		£	Key Qualifications
21		Brought forward			-£3,675,006	
22	12	Reduce kerb and associated re-instatement of pavement			-£100,000	Level of saving is subject to adjustment of quantity of this item based on the final design.
23	13	Reduce drainage run from guideway			-£100,000	Level of saving is subject to adjustment of quantity of this item based on the final design.
24	14	Rationalise specification for overhead contact system – switchgear is considered "quite onerous"			-£160,000	Price changes requested for manual, three position cubicle mounted isolators throughout, with exception of the Depot where they can be pole mounted. Status of isolator to be shown via SCADA.
25	15	Edinburgh Park Viaduct 7 spans reduced to 2 with steel beams utilized in lieu of concrete			-£1,470,000	Subject to approval of NEL / CEC and being Designed to Cost
26	16	Carricknowe Bridge parapet – downgrade from P6 / P5 to N2 (reduce cost of parapet plus knock on effect on deck design / cost) Is this now firm?			-£85,000	Subject to approval of design by Network Rail
27	17	A8 Underpass – various initiatives			-£850,000	Change to a contiguous piled wall / leaner design.
28	18	Roseburn Street Viaduct – various initiatives			-£1,375,000	Subject to approval of stakeholders – Network Rail and SRU and being Designed to Cost.
29	19	Water of Leith initiatives			-£150,000	Subject to being Designed to Cost
30	20	Eight maintenance walkway structures – delete or reduce			-£250,000	Subject to being Designed to Cost
31		Carried forward			-£8,215,006	

	A	B	C	D	E	F	G
1		Item	Description of Identified VE Saving	trigger date		£	Key Qualifications
32			Brought forward			-£8,215,006	
33		21	Class 7 material conversion			-£300,000	Level of saving is subject to adjustment of quantity of fill required by the final design.
34		22	Optimize the work site lengths wherever practical to ensure efficient construction outputs			-£300,000	
35		23	Accept more disruption over shorter period to maximize efficiency of construction operations			-£100,000	
36		24	Option to lease UPS provision from supplier rather than purchase			-£300,000	Subject to agreement of Operator / TEL
37		25	Rationalizing spares supplied with the Infraco bid			-£300,000	Subject to agreement of Operator / TEL
38		26	PM integration including shared resources and co-location			-£1,000,000	Subject to BBS / tie agreeing savings in resources and facilities items from BBS and tie costs.
39		27	Noise attenuation (outside of Roseburn Corridor) 3,650m of fencing			-£50,000	Subject to property owners' protests.
40		28	Reduce ballasted track thickness from 300mm to 200mm			-£200,000	
41		29	Power supply (up to passenger operation) – possible over allowance in DFBC			-£300,000	Subject to tie demonstrating evidence.
42		30	Spare				
43			Total			-£11,065,006	

	A	B	C	D	E	F
1		Item	Description of Identified VE Saving	trigger date	£	Comments
2		1	Further project management integration over 3 years		-£500,000	Joint target
3		2	SDS design scope economy, variation and reduction		-£500,000	Joint target
4		3	Tramstops – standard finishes to circa 20% - 30% of stops		-£500,000	Joint target
5		4	Picardy Place level flexing – MUDFA savings		-£500,000	tie led initiative
6		5	Picardy Place level flexing – construction savings		-£500,000	Joint initiative
7		6	Value engineer finishes on Edinburgh Park Viaduct and other structures		-£170,000	Subject to approval of NEL / CEC
8		7	Omission of crossover at Ocean Terminal and associated savings through reductions to OLE, signalling etc.		NIL	Recently proposed item from tie – saving to be agreed
9		8	Rationalize Depot Access Bridges		NIL	Recently proposed item from BBS – saving to be agreed
10		9	Spare			
11		10	Spare			
12			Total		-£2,670,000	