

SDS

1	SDS	ACTIONS
1.1	Design deliverable tracker reporting to become weekly.	TG / JC
1.2	Protocol of frozen dates to be agreed and signed by all CEC, SDS, tie by Friday 27 th July	TG / JC / DF
1.3	MC to draft a letter of MUDFA deliverables by Friday 27 th July	MC
1.4	Concerted effort to be made to review risks in the coming period.	MH / TG / JC
1.5	Sections 5A / 6 to commence 20 Aug. JC made commitment that the date for IFC drawings would be met (10 days prior to 20 Aug). GB / JC to meet immediately after meeting to discuss issues with 5A.	GB / JC
1.6	On site representation – Jimmy Dee to start 25 th . Proposal to be on site 3 mornings / week, on call by phone for remainder. GB to discuss with Steve Reynolds 5 days / week requirement. 2 others to be inducted as cover.	GB
1.7	JC to determine progress of Aiden survey trial holes (so GB can arrange traffic management)	JC / GB
1.8	Dilapidation surveys – JC stated that it is not in SDS contract to do construction dilapidation surveys to localised buildings along route length. GB stated that it is in the contract to do design related dilapidation surveys. Lesley McCourt to determine contractual position of AMIS, SDS and tie and agree an action. MUDFA employed independent buildings surveyors and paid for initially.	Lesley McCourt GB



1A PROJECT MANAGERS REPORT

Period: 5
Year: 07/08

Project Number: T04.01
Project Title: SDS

PROJECT DETAILS

Project Manager: Tony Glazebrook Line Manager: Matthew Crosse Contract Value:

Cost of Work Done - Cumulative (£000s)

Work Package	Period 5 - 07/08		Variance	Comments
	Previous forecast	Actual		
Design Services under SDS	11,666	11,666	0	
Overall Value Main Works (Unallocated)	2,562	1,562	(1,000)	Claim monies reprofiled to align with management report
Section 1 Newhaven Road to Haymarket	2,729	1,591	(1,138)	Revised following review of SDS complete progress.
Section 2 Haymarket Corridor	241	238	(3)	See above
Section 3 Haymarket to Granton Sq	2,166	2,135	(32)	See above
Section 3 1B deduction	(1,859)	(1,859)	0	
Section 4 Granton Sq to Newhaven Rd	0	0	0	
Section 5 Roseburn Junction to Gogar	1,434	1,192	(242)	See above
Section 6 Gogar Depot	283	264	(19)	See above
Section 7 Gogar to Edinburgh Airport	486	424	(62)	See above
Section 8 Ingliston West / Newbridge	0	0	0	
MUDFA / Utilities	539	539	0	
Site Investigation under SDS	1,415	1,415	0	
Total SDS	21,663	19,167	(2,496)	

07/08 forecast outturn (£000s)

Work Package	Previous forecast	Current forecast	Variance	Comments
Design Services under SDS	0	0	0	
Overall Value Main Works (Unallocated)	3,500	1,960	(1,540)	Claim monies reprofiled to align with management report
Section 1 Newhaven Road to Haymarket	1,659	1,659	0	
Section 2 Haymarket Corridor	65	65	0	
Section 3 Haymarket to Granton Sq	1,258	1,258	0	
Section 3 1B deduction	(859)	(859)	0	
Section 4 Granton Sq to Newhaven Rd	0	0	0	
Section 5 Roseburn Junction to Gogar	827	827	0	
Section 6 Gogar Depot	235	235	(0)	
Section 7 Gogar to Edinburgh Airport	262	262	(0)	
Section 8 Ingliston West / Newbridge	0	0	0	
MUDFA / Utilities	205	205	0	
Site Investigation under SDS	0	0	0	
Total SDS	7,162	5,622	(1,540)	

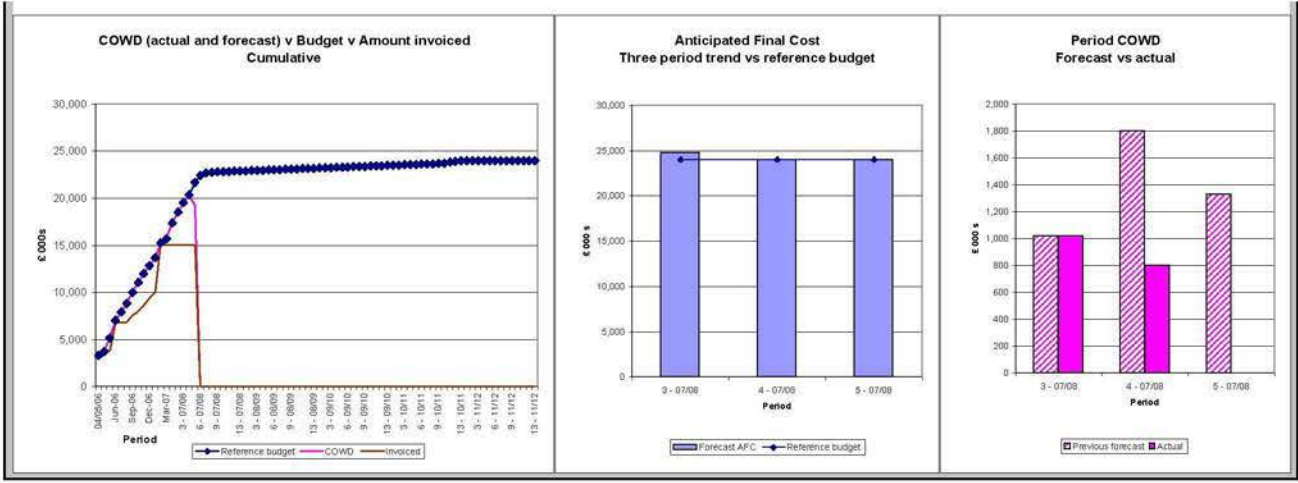
Project Anticipated Final Cost (£000s)

Work Package	Reference budget	Current forecast	Variance	Comments
Design Services under SDS	11,666	11,666	0	
Overall Value Main Works (Unallocated)	4,400	4,400	0	
Section 1 Newhaven Road to Haymarket	2,911	2,911	0	
Section 2 Haymarket Corridor	241	241	0	
Section 3 Haymarket to Granton Sq	2,175	2,175	0	
Section 3 1B deduction	(1,859)	(1,859)	0	
Section 4 Granton Sq to Newhaven Rd	0	0	0	
Section 5 Roseburn Junction to Gogar	1,455	1,455	0	
Section 6 Gogar Depot	330	330	(0)	
Section 7 Gogar to Edinburgh Airport	487	487	(0)	
Section 8 Ingliston West / Newbridge	0	0	0	
MUDFA / Utilities	553	553	0	
Site Investigation under SDS	1,640	1,640	0	
Total SDS	23,999	23,999	0	

Project Anticipated Final Cost (£000s)

Work Package	Previous forecast	Current forecast	Variance	Comments
Design Services under SDS	11,666	11,666	0	
Overall Value Main Works (Unallocated)	4,400	4,400	0	
Section 1 Newhaven Road to Haymarket	2,911	2,911	0	
Section 2 Haymarket Corridor	241	241	0	
Section 3 Haymarket to Granton Sq	2,175	2,175	0	
Section 3 1B deduction	(1,859)	(1,859)	0	
Section 4 Granton Sq to Newhaven Rd	0	0	0	
Section 5 Roseburn Junction to Gogar	1,455	1,455	0	
Section 6 Gogar Depot	330	330	(0)	
Section 7 Gogar to Edinburgh Airport	487	487	(0)	
Section 8 Ingliston West / Newbridge	0	0	0	
MUDFA / Utilities	553	553	0	
Site Investigation under SDS	1,640	1,640	0	
Total SDS	23,999	23,999	0	

	Previous period	Current forecast	End 07/08	Comments
TSS allocation				



PROJECT NAME:
 ADVISOR NAME:
 PERIOD:
 ADVISOR SERVICE:
 ADVISOR CONTACT:

DATE	L		M		T		W		TH		F		S		D		TOTAL
	START	END	START	END	START	END	START	END	START	END	START	END	START	END	START	END	
1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021
1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021

DATE	START	END	START	END	START	END	START	END	START	END	START	END	START	END	START	END	TOTAL
1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021

DATE	START	END	START	END	START	END	START	END	START	END	START	END	START	END	START	END	TOTAL
1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021	1/1/2021



Project Manager Period Progress Report

Project Manager: Tony Glazebrook	Project Title: SDS – T04.01-T04.02	Period: Five
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Contract Value: circa £20m

Activities in current Period

No	Planned	Achieved / Status
1.	198 design items started	175 started
2.	309 design items finished	195 finished
3.	4 critical high impact issues removed	0 removed
4.	0 Design Assurance Packages delivered	0 achieved
5.	29 SDS design package deliverables to tie	22 achieved

Activities in next Period		Change control				
No	Planned	Change description	Impact - £	Prog	Scope	status
1	233 design items started	One off settlement needed for SDS "historical" changes (i.e. up to 31 st March 2007)	Circa £1m			With Geoff Gilbert for resolution w.e. 17 th August 2007
2	299 design items finished					
3	4 critical high impact issues removed	39 others	£600k	Nil		To be agreed at meeting with SDS on 16 th August 2007
4	0 Design Assurance Package for Section X delivered					
5	52 SDS design package deliverables to tie					



Project Manager Period Progress Report

Project Manager: Tony Glazebrook	Project Title: SDS – T04.01-T04.02	Period: Five
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No	Key Issues and Concerns – General	Approval / Support required?
1.	Possibility of design review process producing a rash of “preferential engineering” requests	Stakeholders need to understand consequences
2.	Difficulty of achieving VE savings for structures	Need stakeholder buy-in
3.		
4.		
Key Issues and Concerns for Safety / Quality/ Safety tours		
1.		
2.		
3.		

Project Risks IDs – list the 5 most relevant to your workstream (owned by Project Manager)	
Risk IDs	279, 44, 52, 21, 914 – see detail on separate sheets – same as last period

TSS requirement in the next period	
Deliverable	Approximate time required
Network Rail 3 rd party rep duties	32 hours

DLA requirement in the next period	
Deliverable	Approximate time required
Possible APA meeting and updates (with Chris Horsley)	4 hours



Project Manager Period Progress Report

Project Manager: Tony Glazebrook	Project Title: SDS – T04.01-T04.02	Period: Five
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Project Opportunities – Top 5						
Opp ID	Opportunity Description	Potential impact				
		Cost Saving £'000	Programme impact	Scope impact	Date for realisation	Date last reviewed

Business Folder: TIE Ltd **Risk ID :** 279

Area of Risk: 7.3 Infraco

Event Third party consents including Network Rail, CEC Planning, CEC Roads Department, Historic Scotland, Building Fixing Owner consent is denied or delayed

Owner T Glazebrook

Risk Area (OB) Environment > Permits, Consents & Approvals **Status:** Open

Description

Effect: Delay to programme; Risk transfer response by bidders is to return risk to tie; Increased out-turn cost if transferred an also as a result of any delay due to inflation.

Cause

Risk Rating: 25.0 **Significance:** High

Assessment Matrix Edinburgh Tram

Model Notes	CAPEX Cost (£k)		Programme (Days)	
	Current	Planned Residual	Current	Planned Residual
	Catastroph ic	NIL	Catastroph ic	NIL

Expected 1250.00 0.00 16.25 0.00

Model Notes Currently in control however, CEC may impose additional restrictions. In this event, there may not be enough float in the programme to cover this.

Probability: Current Frequent 94.50% Planned Residual NIL 0.00%

Title Obtain consents

Plan Owner Undefined

High Level Plan Description

Fallback Plan Description Have clear and agreed plan with authorities giving consents by the required date

Title	Action Owner	Due
CEC Planning - mock application by SDS	T Glazebrook	31-Jan-2007
Engagement with third parties to discussed and obtain prior approvals to plans	T Glazebrook	31-Aug-2007
Identify fallback options	T Glazebrook	31-Aug-2007
Obtain critical consents prior to financial close	T Craggs	10-Jan-2008

Caveat: Undefined **Classification:** Undefined

Business Folder: TIE Ltd **Risk ID :** 44
Area of Risk: 2 PROCUREMENT CONSULTANT
Event: Late prior approval consents
Owner: T Glazebrook
Risk Area (OB): Environment > Permits, Consents & Approvals **Status:** Open
Description:
Effect: Delay to programme with additional resource costs and delay to infraco. procurement. Impact upon risk balance.
Cause: SDS contractor does not deliver the required prior approval consents before novation

Risk Rating: 22.0 **Significance:** High

Assessment Matrix Edinburgh Tram

Model Notes	CAPEX Cost (£k)		Programme (Days)	
	Current	Planned Residual	Current	Planned Residual
	Catastrophic	NIL	NIL	NIL
Min	900.00		0.00	
Expected	1800.00	0.00	0.00	0.00
Max	2700.00		0.00	

Model Notes: 3 Month delay assumed, max resource cost @ £3000k per month. Treatment includes preparation and implementation of programme for prior approvals and Traffic Management Plan.

Probability: Current Remote 10.00% Planned Residual NIL 0.00%

Title: monitor progress of AIPs with SDS
Plan Owner: Undefined

High Level Plan Description:
Fallback Plan Description:

Title	Action Owner	Due
Integrate CEC into tie organisation/accomodation (office move)	T Glazebrook	04-Jun-2007
Hold weekly CEC/SDS liaison meetings	T Glazebrook	31-Dec-2007
Hold fortnightly Roads Design Group	T Glazebrook	31-Dec-2007

Caveat: Undefined **Classification:** Undefined

Business Folder: TIE Ltd **Risk ID :** 52
Area of Risk: 7.3 Infraco
Event: Amendments to design scope from current baseline and functional specification.
Owner: T Glazebrook
Risk Area (OB): Environment > Permits, Consents & Approvals **Status:** Open

Description

Effect: Programme delay as a result of re-work; Programme delay due late receipt of change requirements and lack of resolution; Scope/cost creep (dealt with through change process); Project ultimately could become unaffordable.

Cause: Political and/or Stakeholder objectives change or require design developments that constitute a change of scope; Planning Department requires scope over and above baseline scope in order to give approval (may be as a result of lack of agreement over interpretation of planning legal requirements).

Risk Rating: 22.0 **Significance:** High

Assessment Matrix Edinburg Tram

Model Notes	CAPEX Cost (£k)		Programme (Days)	
	Current	Planned Residual	Current	Planned Residual
	NIL	NIL	Catastrophic	NIL
Min	0.00		16.25	
Expected	0.00	0.00	16.25	0.00
Max	0.00		16.25	

Model Notes CEC to buy-in to project scope and funding availability. Capex change will now be dealt with through Change Process therefore capex impact is NIL. Late changes will result in delay to programme.

Probability: Current Remote 20.00% Planned Residual NIL 0.00%

- Title**
- Plan Owner**
- High Level Plan Description**
- Fallback Plan Description**

Caveat: Undefined **Classification:** Undefined

Business Folder: TIE Ltd **Risk ID :** 21
Area of Risk: 7.2 MUDFA/Utilities
Event: Design requires that Utilities are diverted outside of LoD
Owner: T Glazebrook
Risk Area (OB): Project Specific > Design Complexity **Status:** Open

Description

Effect: Additional design; additional land purchase required and consequent contact with landowners; design may result in increased work quantities due to extent of diversions; potential increased duration of works.

Cause: Design constraints e.g. presence of other utilities, proximity of LoD boundary, diversion technical requirements etc.

Risk Rating: 19.0 **Significance:** High

Assessment Matrix Edinburgh Tram

Model Notes	CAPEX Cost (£k)		Programme (Days)		Reputation (N/A)	
	Current	Planned Residual	Current	Planned Residual	Current	Planned Residual
	Moderate	NIL	Major	Moderate	Moderate	Moderate
Min	100.00	0.00	4.00	2.00	3.00	3.00
Expected	250.00		8.50		3.00	
Max	500.00	0.00	13.00	4.00	3.00	3.00

Model Notes Capex impact will transfer to base estimate when designs confirmed but likely to remain open until towards end of MUDFA works. Consequently residual risk capex impact is NIL.

Probability: Current Probable 80.00% Planned Residual Possible 50.00%

Title Understand and control location of diversions

Plan Owner Undefined

High Level Plan Description

Fallback Plan Description

Title	Action Owner	Due
SDS to aim to design diversions within LoD	T Glazebrook	29-Jun-2007
SDS to undertake design checks to ensure diversion in LoD	T Glazebrook	29-Jun-2007
GIS used to identify diversions outwith LoDs and respective landowners	E Cropley	31-Aug-2007
AMIS to seek to divert under Statutory Utility powers where outwith LoD	G Barclay	28-Dec-2007

Caveat: Undefined **Classification:** Undefined

Business Folder: TIE Ltd **Risk ID :** 914
Area of Risk: 7.2 MUDFA/Utilities
Event: Statutory Utility Companies unable to meet design approval/acceptance turnaround time to meet programme
Owner: T Glazebrook

Risk Area (OB) **Status:** Open

Description

Effect: Additional period required for design approval/acceptance turnaround

Cause: Required approval/acceptance turnaround time does not reflect SUC standard practice; SUCs do not have enough resource or process capability to achieve 20 day turnaround

Risk Rating: 18.0 **Significance:** High

Assessment Matrix Edinbrough Tram

Model Notes	CAPEX Cost (£k)		Programme (Days)	
	Current	Planned Residual	Current	Planned Residual
	NIL	NIL	Major	NIL

Expected 0.00 0.00 8.00 0.00

Model Notes Probability varies from utility to utility.

Probability: Current Possible 50.00% Planned Residual NIL 0.00%

Title

Plan Owner

High Level Plan Description

Fallback Plan Description

Caveat: Undefined **Classification:** Undefined