SDS

| 1 | SDS | ACTIONS |
|------|---|-------------|
| 1.1 | Good progress has been made on the critical issues list. The last | |
| | meeting removed major blocks to the project. | |
| | Dashboard and detail of critical issues to be added to PM report. | TG |
| 1.2 | SDS deliverables due in next period to be added to the report. | TG |
| 1.3 | A meeting has been held to remove old risks. New meeting required to | TG/DC/ |
| | identify possible new risks, refresh register for P4 Report. | AD/MH |
| 1.4 | 43.3m tram (+ depot implications) – meeting for 28 th June to resolve. | |
| 1.5 | SC requested P4 Report to include tabulated list of SDS deliverables | TG |
| | planned vs achieved. | |
| 1.6 | Concern remains that SDS progress %ages complete and budget totals | TG/AD |
| | are inconsistent on a period by period basis – direct impact on tie | |
| | COWD report for TS. | |
| 1.7 | Still concerns about missed delivery dates and quality of submissions. | |
| 1.8 | Need to establish early warning system indicating potential slippages | |
| | arising from SUC. | |
| 1.9 | AD questioned status of discussions with NR. SB to phone TS to | SB |
| | ensure progress 29 th June. | |
| 1.10 | Concerns raised about reliance on survey for hazards and voids | Graeme |
| | identification. PB does not accept trial digs as part of their contract - | Walker / TC |
| | further discussion required. | /TG/GB |



| Period | 4 |
|--------|-------|
| Year | 07/08 |

1A PROJECT MANAGERS REPORT

| 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)

| | Period 4 | 1 - 07/08 | | |
|--|----------------------|-----------|----------|----------|
| Work Package | Previous forecast | Actual | Variance | Comments |
| Design Services under SDS | 11,666 | 11,666 | 0 | |
| Overall Value Main Works (Unallocated) | 2,427 | 1,427 | (1,000) | |
| Section 1 Newhaven Road to Haymarket | 2,639 | 2,639 | 0 | |
| Section 2 Haymarket Corridor | 241 | 241 | 0 | |
| Section 3 Haymarket to Granton Sq | 2,143 | 2,143 | 0 | |
| Section 3 1B deduction | (1.842) | (1,842) | 0 | |
| Section 4 Granton Sq to Newhaven Rd | 0 | 0 | 0 | |
| Section 5 Roseburn Junction to Gogar | 1,399 | 1,399 | 0 | |
| Section 6 Gogar Depot | 260 | 260 | 0 | |
| Section 7 Gogar to Edinburgh Airport | 472 | 472 | 0 | |
| Section 8 Ingliston West / Newbridge | 0 | 0 | 0 | |
| MUDFA / Utilities | 515 | 515 | 0 | |
| Site Investigation under SDS | 1,415 | 1,415 | 0 | |
| Total SDS | 21,335 | 20,335 | (1,000) | |

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) | 4.258 | 3,500 | (758) | | |
| Section 1 Newhaven Road to Haymarket | 1,659 | 1,659 | 0 | | |
| Section 2 Haymarket Corridor | 65 | 65 | 0 | | |
| Section 3 Haymarket to Granton Sq | 1,268 | 1,268 | 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 | 7,920 | 7,162 | (758) | Forecast remains unaltered pending resolution of Programme issues | |

Project Anticipated Final Cost (£000s)

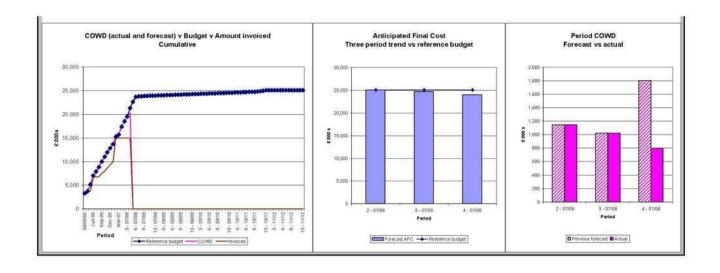
| Work Package | Reference budget | Current forecast | Variance | Comments |
|--|---------------------|------------------|----------|----------|
| Design Services under SDS | 11,666 | 11,666 | 0 | |
| Overall Value Main Works (Unallocated) | 5,500 | 4,400 | (1,100) | |
| Section 1 Newhaven Road to Haymarket | 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 | 25,099 | 23,999 | (1,100) | |

Project Anticipated Final Cost (£000s)

| Work Package | Previous forecast | Current forecast | Variance | Comments | |
|--|----------------------|---------------------|----------|--|--|
| Design Services under SDS | 11,666 | 11,666 | | | |
| Overall Value Main Works (Unallocated) | 5,158 | 4,400 | (758) | Changes and Claims provision reviewed and part allocated to 1b | |
| 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 | 24,757 | 23,999 | (758) | | |
| | | , | _ | | |
| | Previous | Current | | 5 <u>2 4000000</u> 5 | |

| | Previous period | Current forecast | End 07/08 | Comments |
|----------------|-----------------|---------------------|-----------|----------|
| TSS allocation | | å 8 | | |

1A 04 SDS PM report, Project Report



1A 04 SDS PM report, Project Report
Printed on 30/07/2007 at 16:18

| CONTACT: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|-------------|--------------|--|----------------------|------------|-------------|---------------|-------------|---|-------------------------|-------------|-----------------|---------------|---------------------------------|-------------|-------------|---|-------------|------------|--------------|----------------|--------------|------------|--------------|---|--------------|---|---|--|
| Point of | 1. 1887 2. 1887 3. 1887 5. 1888 5. 1888 5. 1888 5. 1888 5. 1887 5. 1888 5. 188 | 11/81 | 3.56/1 | 1.1011 | 11111 | 11/11 | 1991 | 1644 | 1011 % | 1044 41 | 1811 12 | 18-14-15 | 10.11 | 1 1 | 42 2.44 | 3.40 | 4.44 | 5 6 444 | 2 6.110 | 7-44 | 8.4442 | 9.11.0 | 16 114 | 141.1415 | 2 42-44-6 | 43-446 | 44.42 | AFC | | urventure to |
| Smod and | 9165/10 | 200210 | 26.06.10 | 248779 | 1,486.15 | 100000 | 8/10/10 1 1 | 34440 1 4 | 14210 6 | 001111 0 | 4244 45 | 0344 34 | 1346 34 | 041 1 30 | 74 28.65 | 11 18.00 | 16.827 | 1 13087 | 1 18687 | 08.18.1 | 1 854174 | 034243 | MAZA | 28/01/12 | 25,62,42 | 316312 | 34.63.42 | |] | 7 - 07/00 |
| REFERENCE BUDGET | | 1 | 1 | t | 1 | - | 1 | - | - | 1 | ł | ł | ł | ł | - | | ŀ | | | | | | | | | | | | L | |
| Design Services under 50.5 Powell Vising Harm Verder (Used cape) Section 1 New Years Float In Heymand Section 2 Newmarket Confider Section 2 Newmarket Confider Section 3 Newmarket to Gentlem Signature 3 Newmarket Sec | 23,000 | 22,000 | 23,000 | 23,000 | 23,000 | 23,000 | 27000 | 22,000 | 23,000 | 23,000 | 23,000 | 22,000 | 800% | - 80'00 | | | | | | | | | | | | | .m.n.parotea | 41,000,000 5,400,000 2,970,000 2,470,400 2,470,400 | | 11,000,001 6,401,001 2,880,217 2,816,991 4,600,001 |
| Section & Oweten Sig to Newharren Rid Section 5 Rosebarn Avection to Organ Section 6 Organ Dispot Section 7 Organ to Edinburgh Amont | | | | | | | | | | | | | | | | | | | | | | | | | | | ALTERIO | 1,455,484 | | 1,452,989 852,852 |
| Section 8 Inglittor West / Nevbridge MUDPA, / Utilities Ste Investigation under SOS | | | | | | | | | | | 75,000 | 25,000 | 2 0000 | *** | _ | | | | | | | | | | | | 17.000 | 552,625 | | \$62,626 |
| Total SIS | 23,866 | 23,600 | 23,000 | 23,888 | 23,600 | 23,866 | 23,600 | 23,000 | 23,688 | 25,888 23,000 98,888 98,889 525,888 | 20,000 | 11,001 | 000'6 | 1,866 | | | 0 | 0 | | | | | 0 | | 0 | | | | Ц | 23,400,1451 |
| Cumfather | EKONDI KUSIDI KUMINI KU | 14424,077 | 4443077 2 | 4.886,877 3 | 1489,077 2 | 112,417 2 | 175,677 24 | Seam 2 | 131,877 24 | 884,077 24 | 25, 716,00 | 977 758 | 10077 25.0 | 1,677 75,88 | A17 25,000 | 25,869, | 77 25,000,0 | 177 25.000L | 77 25,888,8 | 7 25,000,0 | 7 25,099,0 | 25,099,0 | 7 25,000,00 | 75,690,67 | 7 25,8 10,07 | 7 25,000,07 | 75,000,07 | | П | |
| Total California (California) Design Services under 503 Overall vibra Main Vibra (Unationale) Section 1 New America Canado Section 2 New Paris (Consider Section 2 New Paris (Consider Section 2 New Paris (Consider Section 3 Internative to Consider | 22,000 | 23,000 | 23,000 | 23,000 | 23,000 | 23,000 | 23,000 | 23,000 | 2000 | 27,000 | 23,000 | 23,000 | 8000 | -1 | | - | | | | | | | | | | | | 11,86,951 6,19,863 2,89,58 2,18,431 1,88,731 | | 11,886,861 4119,863 2,886,217 2,115,519 1,858,756 |
| Section 4 Charless Squares Not section 5 Biometures Junction to Cogar Section 5 Cogar Dispot Section 7 Cogar Di Editough Appet | | | | | | | | | | | | | | •••• | | | | | | | | | | | | | :T:7:2:4:1 | 1,485,481 | | 1,452,189 |
| MUDFA / Usibes MUDFA / Usibes Spanning SDS | | | | | 88 6 | | | 1 | | 75,000 75,000 75,000 255,000 | 25.00 | 25.00 | 200 | ••• | | _ | _ | - | 4 | | | | | | | | | 50,00 | | 1,005,000 |
| Cumpline | | C778.677 3 | 4,384,677 | 10000 | 1197.00 | 376,677 24 | 35,777,74 | HE.677 X | A38.877 24 | 462,077 24 | 246,077 | 25 1150 | 73K 778.73 | 2,477 24.75 | . ST. 24.76T. | 2087 | 17 Sept. | TT SEED | 775773 | 7 34757 | 7 24757.0 | 7 2057.8 | 7 24,757,87 | 7 54797.87 | 74,757,51 | 7 24157.47 | 74,787,87 | 11.1 | J | |
| FORE CAST THIS PERSON | | 150 | 195 | | -93 | 38 | 26 | 107 | ESS | 163 | 033 | 123 | 100 | Ess | 153 | 03 | 276 | 190 | 193 | 155 | 08 | 100 | | 130 | 135 | 08 | | 150 | | Ī |
| the sping Solvider and ESS (200 months) and ESS (20 | oorice | 000'tz | oxict. | 000111 | 000/12 | 000000 | 000/62 | 22,000 | 800 | 000/07 | 23,000 | 000000 | 000000 | | | | | | | | | | | | | | | 11,06,561 2,016,272 2,016,519 1,05,019 | | 1,166,507 1,361,770 2,660,317 241,624 2,476,489 1,662,48 |
| Total SDS | 23,888 | 23,000 | 23,660 | 23,600 | 23,080 23,888 23,008 | 23,888 | | 23,000 23,888 | | 23,000 96,800 98,000 | 96,860 | 98,000 | 99,000 525,000 | 7,888 | 0 | - | | 0 | | 0 | | | | | 0 | | | 23,999 | Ш | 22,700,£66 |
| Cumulation Defense a from had mouth | DARWELLES STANDERS ST | 3578,894 22 | 3,543,194 23 | 25,586,194 23,589,194 23,612,194 23,635,194 35,789, 35 | 257 883 | 767.881 | 357.001 | 747.881 | 207 881 | 7,681,194 23,784,194 23,682,194 23,980,194 707 881 207 881 767 881 307 881 | 002,194 23,8 NC7.861 | 57.881 23.9 | 3,1958,194 23,9 | 367 881 23,89 | 3,599,194 23,599,194 23,899,194 | 194 23,889, | 194 23,998, | 23,999,194 23,999,194 23,999,194 23,999,194 | 54 23,998,9 | 23,998,1 | 1 23,559,194 | 4 23,598,194 2 | 4 23,999,49 | 73,990,19 | 1 23.590.15 | 23,999,594 23,999,194 23,999,194 25,999,194 | 1 23,999,194 | 20,481 | П | |
| Practice History | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| in subject (Section 2016). See the subject (Section 2016). See | | | | | • | | • | | | | | • | 0 | | • | | | | | | | | | - | | | | 13,775,884 | | |
| Cumplifier | | CHRUSEL S. | 1.001.001 | S.001.984 9 | CHALSEL IS | 261.561.18 | MACSON 15. | 381,564 15 | 201,584,155 | 29 1997 185 | S1384 153 | 134 15C | 11.584 15.5 | PERMITTEE | 1997 15001 | 120 120 120 | THE PERSON | STATE OF THE PARTY | 17 17 17 17 | 2 62 22 2 | 2 102 27 | T COLUMN | Treatment of | 20.00.00 | 2 400 50 | 1 15 50F W | T ACRES DE | | П | |



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|-------|--------|---|---|
| 4 | Period | | |
| 07/08 | Year | 0 | ÷ |

1B PROJECT MANAGERS REPORT

| Project Number | T04.01 |
|----------------|--------|
| Project Title | SDS |

PROJECT DETAILS

Project Manager: Allsa McGregor Line Manager: Matthew Crosse Contract Value

Cost of Work Done - Cumulative (£000s)

| | | 1 - 07/08 | | | |
|--|----------------------|-----------|----------|------------------|--|
| Work Package | Previous forecast | Actual | Variance | Comments | |
| Design Services under SDS | 0 | | 0 | 0.1040/300/10004 | |
| Overall Value Main Works (Unallocated) | 0 | | 0 | | |
| Section 1 Newhaven Road to Haymarket | 0 | | 0 | | |
| Section 2 Haymarket Corridor | 0 | (| 0 | | |
| Section 3 Haymarket to Granton Sq | 0 | | 0 | | |
| Section 3 1B deduction | 1,842 | 1,842 | 0 | | |
| Section 4 Granton Sq to Newhaven Rd | 0 | | 0 | | |
| Section 5 Roseburn Junction to Gogar | 0 | | 0 | | |
| Section 6 Gogar Depot | 0 | | 0 | | |
| Section 7 Gogar to Edinburgh Airport | 0 | | 0 | | |
| Section 8 Ingliston West / Newbridge | 0 | | 0 | | |
| Site Investigation under SDS | 0 | | 0 | | |
| Total SDS | 1,842 | 1,842 | 0 | | |

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) | 0 | 1.065 | 1,065 | |
| Section 1 Newhaven Road to Haymarket | 0 | . 0 | 0 | |
| Section 2 Haymarket Corridor | 0 | 0 | 0 | |
| Section 3 Haymarket to Granton Sq | 0 | . 0 | 0 | |
| Section 3 1B deduction | 859 | 859 | 0 | |
| Section 4 Granton Sq to Newhaven Rd | 0 | . 0 | 0 | |
| Section 5 Roseburn Junction to Gogar | 0 | . 0 | 0 | |
| Section 6 Gogar Depot | 0 | 0 | 0 | |
| Section 7 Gogar to Edinburgh Airport | 0 | . 0 | 0 | |
| Section 8 Ingliston West / Newbridge | 0 | 0 | 0 | |
| Site Investigation under SDS | 0 | 0 | 0 | |
| Total SDS | 859 | 1,924 | 1,065 | |

Project Anticipated Final Cost (£000s)

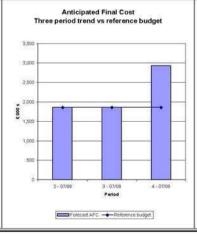
| Work Package | Reference budget | Current forecast | Variance | Comments |
|--|---------------------|---------------------|----------|----------|
| Design Services under SDS | 0 | 0 | 0 | |
| Overall Value Main Works (Unallocated) | 0 | 1,065 | 1,065 | |
| Section 1 Newhaven Road to Haymarket | 0 | 0 | 0 | |
| Section 2 Haymarket Corridor | 0 | 0 | 0 | |
| Section 3 Haymarket to Granton Sq | 0 | 0 | 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 | 0 | 0 | 0 | |
| Section 6 Gogar Depot | 0 | 0 | 0 | |
| Section 7 Gogar to Edinburgh Airport | 0 | 0 | 0 | |
| Section 8 Ingliston West / Newbridge | 0 | 0 | 0 | |
| Site Investigation under SDS | 0 | 0 | 0 | |
| Total SDS | 1,859 | 2,924 | 1,065 | |

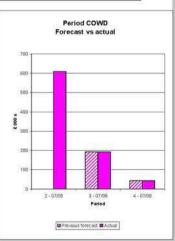
Project Anticipated Final Cost (£000s)

TSS allocation

| Work Package | Previous forecast | Current forecast | Variance | Comments |
|--|----------------------|---------------------|-----------|--|
| Design Services under SDS | 0 | | 0 | was strategy to the court, on the court directly on |
| Overall Value Main Works (Unallocated) | 0 | 1,065 | 1,065 | Changes and Claims provision reviewed and part allocated from 1a |
| Section 1 Newhaven Road to Haymarket | 0 | | 0 | |
| Section 2 Haymarket Corridor | 0 | 0 | 0 | |
| Section 3 Haymarket to Granton Sq | 0 | 0 | .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 | 0 | | 0 | |
| Section 6 Gogar Depot | 0 | | 0 | |
| Section 7 Gogar to Edinburgh Airport | 0 | 0 | 0 | |
| Section 8 Ingliston West / Newbridge | 0 | | 0 | |
| Site Investigation under SDS | 0 | | 0 | |
| Total SDS | 1,859 | 2,924 | 1,065 | |
| | Previous | Current | End 07/08 | Comments |

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18 04 SDS PM report, Project Report

Printed on 19/07/2007 at 16:22

EDINBURGH TRAM 1B T04.01-T04.02 SDS

PROJECT NAME: Edinburgh Tram
ADVISOR NAME SDS - Parsons Brinkerhoff
PERIOD: 4 - 07/08

PERIOD: 4 - 07/08
tie REPRESENTATIVE: Allsa McGregor
ADVISOR CONTACT: David Hutchlson

| | Period | 04/05/06 | 06/07 | | 2 - 07/08 | | | | | | | | | | | | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | AFC | Cumulative |
|---|--|----------|-----------|-----------|-----------|---------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--|---|---|--------------------------------------|---------------------------------|--|------------|
| F | Period end | 31/03/06 | 31/03/07 | 28/04/07 | 26/05/07 | 23/06/07 | 21/07/07 | 18/08/07 | 15/09/07 | 13/10/07 | 10/11/07 | 08/12/07 | 05/01/08 | 02/02/08 | 01/03/08 | 31/03/08 | 31/03/08 | 31/03/09 | 31/01/10 | 31/03/11 | 31/03/12 | - 2 | 7 - 07/ |
| 1/05/07 | REFERENCE BUDGET | | | | | | | | | | - 0 | | | | | | | | | | | | _ |
| 01.01 C 01.02 S 01.03 S 01.03 S 01.04 S 01.05 S 01.06 S 01.07 S 01.08 S 01.09 S | Design Services under SDS Overetti Value Main Works; Cunallocated) Section 1 Newhaven Road to Haymarket Section 2 Haymarket Cornidor Section 3 Haymarket To Granton Sq Section 3 Haymarket To Granton Sq Section 3 H5 deduction Section 4 Granton Sq to Newhaven Rd Section 6 Forston Sq to Newhaven Rd Section 6 Forston Sq to Newhaven Rd Section 5 Roseburn Junction to Gogar Section 7 Gogar Depot Section 7 Gogar to Edinburgh Airport Section 8 Ingliston West / Newbridge MUDFA / Utilities Site Investigation under SDS | | 1,000,000 | | 607,932 | 191,799 | 42,171 | 16,853 | | | | | | | | | 0 0 0 0 0 858,755 0 0 0 0 | 0 0 0 0 0 0 0 | 000000000000000000000000000000000000000 | 0 0 0 0 0 0 0 0 | 0 0 0 0 0 0 0 | 0 0 0 0 0 1,858,755 0 0 0 0 | 1,858,7 |
| | Total SDS | 0 | 1.000.000 | | 607,932 | 191,799 | 42,171 | 16,853 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 858,755 | 0 | 0 | 0 | 0 | 1,858,755 | 1,858,7 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| numerous of | Cumulative | 0 | 1,000,000 | 1,000,000 | | 0 - 1 - 0 - 0 - 1 - 1 - 1 | | | 1,858,755 | 1,858,755 | 1,858,755 | 1,858,755 | 1,858,755 | 1,858,755 | 1,858,755 | 1,858,755 | 1,858,755 | 1,858,755 | 1,858,755 | 1,858,755 | 1,858,755 | | - |
| 07/08 F 01 D 01.01 O 01.02 S 01.03 S 01.04 S 01.05 S 01.06 S 01.07 S 01.08 S 01.09 S | FORECAST LAST PERIOD Design Services under SDS Overall Value Main Works (Unallocated) Section 1 Newhaven Road to Haymarkel Section 2 Haymarkel Corridor Section 3 Haymarkel Touridor Section 3 Haymarkel to Granton Sq Section 3 1B deduction Section 4 Granton Sq to Newhaven Rd Section Rosenum Junction to Gogar Section 6 Gogar Depot Section 6 Gogar Depot Section 1 Gogar to Edinburgh Airport Section 8 Ingliston West / Newbridge MUDFA / Utilities | 0 | | 1,000,000 | | 1,799,731 | | | 1,858,755 | 1,858,755 | 1,858,755 | 1,858,755 | 1,858,755 | 1,858,755 | 1,858,755 | 1,858,755 | 1,858,755 0.0 0.0 0.0 0.0 858,755 0.0 0.0 | 1,858,755 | 1,858,755 | 1,858,755 | 1,858,755 | | |
| 7/08 F 01 01.01 0 01.01 0 01.02 S 01.03 S 01.04 S 01.05 S 01.06 S 01.06 S 01.07 S 01.08 S 01.09 S 01.09 S | FORECAST LAST PERIOD Design Services under SDS Overall Value Main Works (Unallocated) Section 1 Newhaven Road to Haymarket Section 2 Haymarket Corridor Section 3 Haymarket to Granton Sq Section 3 Haymarket to Granton Sq Section 3 Haymarket Newhaven Rd Section 6 Granton Sq to Newhaven Rd Section 6 Roseburn Junction to Gogar Section 6 Gogar Depot Section 7 Gogar to Edinburgh Airport Section 8 Togar to Edinburgh Airport Section 8 Roseburn West / Newbridge | 0 | 1,000,000 | 1,000,000 | 1,607,932 | 1,799,731 | 1,841,902 | 1,858,755 | | 1,858,755 | 1,858,755 | 1,858,755 | 1,958,755 | 1,858,755 | 1,858,755 | 1,858,755 | 0 0 0 | 1,858,755 0 0 0 0 0 0 0 0 0 0 0 0 | 1,858,755 | 1,858,755 | 1,858,755 | 0 0 0 | 1,858 |

| 704.01.10 MUDFA / Utilities F04.02 Site Investigation under SDS F04 Total SDS | 0 | 1,000,000 | 607,932 | 191,799 | 42,171 | 476,853 | 330,000 | 275,351 | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 1,924,106 | 0 | 0 | 0 | 0 | 0 0 2,924,106 | 2,924,1 |
|--|---|---|---------|---------|--------|-------------------|-----------------|---------|---|---|---|---|---|---|--|---|---|---------------------------------|----------------------------|---|--------------------|
| 174.01 Design Services under SDS 170.01.01 (Overli Value Main Works (Unallocated) 170.01.02 Section 1 Newhaven Road to Haymarket 170.01.03 Section 2 Haymarket Corridor 170.01.03 Section 3 Haymarket to Granton Sq 170.01.03 Section 3 Haymarket to Granton Sq 170.01.05 Section 3 Haymarket to Granton Sq 170.01.05 Section 4 Granton Sq to Newhaven Rd 170.01.05 Section 4 Granton Sq to Newhaven Rd 170.01.07 Section 6 Gogar Deptitud Phaymarket 170.01.01 Section 6 Gogar Deptitud Phaymarket 170.01.01 Section 8 Gogar to Edinburgh Airport 170.01.01 Section 8 Ingliston West / Newbridge | | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 607,932 | 191,799 | 42,171 | 460,000 16,853 | - State Control | 275,351 | | | | | | | 1,065,351 0 0 0 858,755 0 0 0 | 000000000000000000000000000000000000000 | 000000000000000000000000000000000000000 | 0 0 0 0 0 0 0 | 0 0 0 0 0 0 | 1,065,351 0 0 0 0 1,858,755 0 0 0 | 1,065,3 1,858,7 |

| T04.01.01 T04.01.02 T04.01.03 T04.01.03 T04.01.04 T04.01.05 T04.01.06 T04.01.07 T04.01.08 | Design Services under SDS Overall Value Main Works (Unallocated) Section 1 Newhaven Road to Haymarket Section 2 Haymarket Corridor Section 3 Haymarket to Granton Sq Section 3 Haymarket to Granton Sq Section 3 Be deduction Section 6 Granton Sq to Newhaven Rd Section 6 Rossburn Junction to Gogar Section 6 Sq Gagar Depot Section 7 Gogar Depot Section 7 Gogar to Edinburgh Airport Section 7 Howbridge | | 000000000000000000000000000000000000000 | | | | | | | | | | | 0 0 0 0 0 0 0 | 000000000000000000000000000000000000000 | 24 | 0 |
|---|---|---|---|---|-----|---|-----|---|---|---|---|---|---|---------------------------------|---|-----|---|
| | MUDFA / Utilities Site Investigation under SDS | | 0 | | | | | | | | | | 7 | 0 | 0 | 1 8 | 0 |
| | Total SDS | 0 | 0 | - | 0 (| 0 | 0 (| 0 | 0 | 0 | | 0 | | 0 | 0 | | 0 |
| _ | Cumulative | 0 | 0 | | 0 | 0 | 0 (| 0 | 0 | 0 | - | | | 0 | | | 0 |

1B 04 SDS PM report, Advisor Sheet



Project Manager Period Progress Report

Project Manager: Tony Glazebrook Project Title: SDS – T04.01-T04.02 Period: Four

Contract Value: circa £20m

| | Activities in current Period | | | | | | | |
|------------------------------|--|-------------|--|--|--|--|--|--|
| No Planned Achieved / Status | | | | | | | | |
| 1. | 161 design items started | 51 started | | | | | | |
| 2. | 232 design items finished | 63 finished | | | | | | |
| 3. | 21 critical high impact issues removed | 17 removed | | | | | | |
| 4. | Design Assurance Package for Section X delivered | 0 Achieved | | | | | | |

| | Activities in next Period | Change control | | | | | | | | | | | |
|----|--|---|------------|------|-------|---|--|--|--|--|--|--|--|
| No | Planned | Change description | Impact - £ | Prog | Scope | status | | | | | | | |
| 1 | 214 design items started | One off settlement needed for SDS "historical" changes (i.e. up to 31st March 2007) | Circa £1m | | | With Geoff Gilbert for resolution | | | | | | | |
| 2 | 261 design items finished | Ocean Drive bridge mods | £285k | Nil | | Agreed | | | | | | | |
| 3 | 4 critical high impact issues removed | 16 others | £300k | Nil | | Under consideration by AG/AMcG/JC | | | | | | | |
| 4 | Design Assurance Package for Section X delivered | | | | | | | | | | | | |



Project Manager Period Progress Report

| Project Manager: Tony Glazebrook | Project Title: SDS - T04.01-T04.02 | Period: Four |
|----------------------------------|------------------------------------|--------------|
|----------------------------------|------------------------------------|--------------|

| No | Key Issues and Concerns – General | Approval / Support required? |
|----|---|---|
| 1. | Possibility of design review process change producing a rash of "preferential engineering" requests | Continue regular dialogue with stakeholders |
| 2. | CEC not buying into principle of progressive acceptance of design | Need MC's help please! |
| 3. | Non-alignment of SDS design with Infraco expectations | Open approach to resolution |
| 4. | Difficulty of achieving VE savings for structures | Meetings w/c 23 July to further examine |
| | Key Issues and Concerns for Safety / Quality/ Safety tours | |
| 1. | | |
| 2. | | |
| 3. | | |

| TSS requirement in the next period | | | | | | | |
|---|---------------------------|--|--|--|--|--|--|
| Deliverable | Approximate time required | | | | | | |
| Network Rail 3 rd party rep duties | 37 hours | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

| DLA requirement in the next period | | |
|--|---------------------------|--|
| Deliverable | Approximate time required | |
| Possible APA meeting and updates (Chris Horsley) | 8 hours | |
| | | |
| | | |
| | | |



Project Manager Period Progress Report

| Project Manager: Tony Glazebrook | Project Title: SDS - T04.01-T04.02 | Period: Four |
|----------------------------------|------------------------------------|--------------|
|----------------------------------|------------------------------------|--------------|

| Project | Project Opportunities – Top 5 | | | | | |
|---------|-------------------------------|-------------------|------------------|--------------|----------------------|--------------------|
| Opp ID | Opportunity Description | Potential impact | | | | |
| | | Cost Saving £'000 | Programme impact | Scope impact | Date for realisation | Date last reviewed |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

Data Sheet

TIE Ltd 279 **Business Folder:** Risk ID: 7.3 Infraco Area of Risk: Third party consents including Network Rail, CEC Planning, CEC Roads Department, Historic Scotland, **Event** Building Fixing Owner consent is denied or delayed T Glazebrook Owner Risk Area (OB) Open Environment > Permits, Consents & Status: Approvals 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 25.0 Risk Rating: Significance: Edinburgh Tram Assessment Matrix CAPEX Cost (£k) Programme (Days) Model Notes Planned Planned Current Current Residual Residual NIL NIL Catastrophi Catastrophi 1250.00 0.00 16.25 0.00 Expected **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. Planned Residua NIL 0.00% Frequent 94.50% Probability: Current Title Obtain consents Plan Owner Undefined **High Level Plan** Description Fallback Plan Have clear and agreed plan with authorities giving consents by the required date Description Title Due **Action Owner** CEC Planning - mock application by SDS T Glazebrook 31-Jan-2007 T Glazebrook 31-Aug-2007 Engagement with third parties to discussed and obtain prior approvals to plans Identify fallback options T Glazebrook 31-Aug-2007 Obtain critical consents prior to financial close T Craggs 10-Jan-2008

| Caveat: | Undefined | Classification: | Undefined | |
|---------|-----------|-----------------|-----------|--|
| | | | | |

Data Sheet TIE Ltd 44 **Business Folder:** Risk ID: 2 PROCUREMENT CONSULTANT Area of Risk: Late prior aproval consents **Event** T Glazebrook Owner Environment > Permits, Consents & Risk Area (OB) Status: Open Approvals 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 22.0 Risk Rating: Significance: Edinburgh Tram **Assessment Matrix** Model CAPEX Cost (£k) Programme (Days) Notes Planned Current Planned Current Residual Residual Catastrophi NIL NIL NIL С 900.00 0.00 Min 1800.00 0.00 0.00 0.00 Expected 2700.00 0.00 Max 3 Month delay assumed, max resource cost @ £3000k per month. Treatment includes preparation and **Model Notes** implementation of programme for prior approvals and Traffic Management Plan. NIL 0.00% Remote 10.00% Planned Residua Probability: Current 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

Data Sheet

| TIE Ltd | Risk ID : | 52 |
|---|---|--|
| 7.3 Infraco | | |
| Amendments to design scope from current baseline and functional specification. | | |
| T Glazebrook | | |
| Environment > Permits, Consents & Status: Open Approvals | | |
| | | |
| | | |
| 회사에 가장 살아가 있는데 그는데 가장 살아가 되었다면 하는데 가장 살아가지 않는데 가장 살아가지 않는데 가장 살아가지 않는데 하는데 가장 살아가지 않는데 하는데 살아가지 않는데 살아가지 않는데 하는데 살아가지 않는데 살아가지 살아가지 않는데 살아가지 살아가지 않는데 살아야 되었다면 살아야 되었다면 살아야 되었다면 살아야 되었다면 살아야 살아야 되었다면 살아요요. 얼마나 살아 살아 살아 살아요요. 얼마나 살아 살아 살아 살아요. 얼마나 살아 살아 살아 살아 살아 살아 살아요. 얼마나 살아 살아 살아 살아 살아 살아 살아요. 얼마나 살아 살아요. 얼마나 살아 | 아일 아름이면서 요즘 아름이 있다면서 바다를 잃었다. 그 얼마를 모르고 그 | |
| 22.0 Significance: | Hig | h |
| Edinburgh Tram PEX Cost (£k) Programme (Days) ent Planned Current Planned Residual Residual NIL Catastrophi c | | |
| 16.25 | | |
| 0 0.00 16.25 0.00 0 16.25 | | |
| | | |
| Current Remote 20.00% Planned Residua | NIL | 0.00% |
| | | |
| | Amendments to design scope from current baseline and functional specification. T Glazebrook Environment > Permits, Consents & Status: Open Approvals Programme delay as a result of re-work; Programme delay due late receipt of change of resolution; Scope/cost creep (dealt with through change process); Project ultimately unaffordable. Political and/or Stakeholder objectives change or require design developments that conscope; Planning Department requires scope over and above baseline scope in order to as a result of lack of agreement over interpretation of planning legal requirements). 22.0 Significance: Edinburgh Tram PEX Cost (£k) Programme (Days) Int Planned Current Planned Residual NIL Catastrophi NIL c 16.25 0.00 16.25 0.00 16.25 CEC to buy-in to project scope and funding availability. Capex change will now be decomined to the change Process therefore capex impact is NIL. Late changes will result in delay to | Amendments to design scope from current baseline and functional specification. T Glazebrook Environment > Permits, Consents & Status: Open Approvals 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. 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). 22.0 Significance: Higher Current Planned Residual NIL Catastrophi c 16.25 0.00 16.25 0.00 16.25 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. |

Caveat: Undefined Classification: Undefined

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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

Edinburgh Tram Assessment Matrix Model CAPEX Cost (£k) Programme (Days) Reputation (N/A) Notes Current Planned Current Planned Current Planned Residual Residual Residual Moderate NIL Major Moderate Moderate Moderate 100.00 0.00 4 00 2 00 3.00 3.00

 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 Residua
 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 | E Cropley | 31-Aug-2007 |
| landowners | | |
| AMIS to seek to divert under Statutory Utility powers where outwith LoD | G Barclay | 28-Dec-2007 |

Caveat: Undefined Classification: Undefined

Data Sheet

| Business Folder: | TIE Ltd | Risk ID : | 914 |
|--|---|-------------------|-------|
| Area of Risk: | 7.2 MUDFA/Utilities | | |
| Event Owner | Statutory Utility Companies unable to meet design approval/acceptance turnaround time T Glazebrook | to meet programme | |
| 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; enough resource or process capability to achieve 20 day turnaround | SUCs do not have | |
| Risk Rating: | 18.0 Significance: | High |) |
| Model CA Notes Curre NII Expected 0.0 Model Notes Probability: Title | Residual Residual NIL Major NIL | NIL | 0.00% |
| Plan Owner High Level Plan Description Fallback Plan Description | | | |

Caveat: Undefined Classification: Undefined

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