
From: Tom Hickman
Sent: 30 May 2007 08:38
To: Tony Glazebrook; David Crawley
Cc: Ailsa McGregor; Geoff Gilbert; Matthew Crosse; Susan Clark; John McAloon - TSS; Orla O'Regan - TSS; Jim Cahill; David Carnegie; Clare Norman; Gavin Murray
Subject: Overview of SDS Design Programme V15 Received 23rd May 2007 (Data Date 07May07)
Attachments: Analysis of Design Schedule Revision 28May07.pdf; SDS Table of Percentages 28May07.pdf; SDS Forecast Curve 28May07.pdf

David / Tony,

I have completed my overview review of the SDS Design Programme V15 received 23rd May 2007 and progressed to a data date of 7th May 2007. (Note this is again 21 days behind our period cut-off)

I have reviewed only to sub-section level and not line by line.

We should ask SDS to provide a commentary on the reasons for the movement in dates since the agreed V9 Baseline issue in mid December 2006.

The attached spreadsheet (*Analysis of Design Schedule Revision*) shows the movement in number of days by phase (PD or DD) and sub-section since the agreed baseline issue V9. Positive numbers/red blocks indicate finish date has slipped and negative numbers/green blocks indicate finish date has come forward.

- There are ten areas where the PD is not complete and the completion date has slipped from the V9 Baseline issue.
- There are ten areas where PD is not complete and the completion date has slipped since previous issue V14.
- There are fifty-four areas where the DD is not complete and the completion date has slipped from the V9 Baseline issue.
- There are thirty-three areas where DD is not complete and the completion date has slipped since previous issues V14.
- There are five areas where the DD completion date has improved since the last issue V14
- There are no areas where the DD completion date has improved since the V9 Baseline issue.
- The total planned man-hours have increased by 24524hrs
- There are nineteen areas where the slippage in completion of Detailed Design (V15) is greater than the 28 days elapsed since the last update (V14). The worst being
 - Gyle to Depot – 97 days
 - Haymarket to Newhaven Road Section Wide – 85 days
 - Gogar to Ingliston Park & Ride – 85 days
 - Management Project Wide Activities – 63 days
 - Haymarket to Granton Square Section Wide – 62 days
 - Ravelston Dykes to Craigeleith – 53 days
 - Caroline Park to Granton Waterfront – 52 days
 - Saughton Road North to South Gyle Access – 48 days
 - Ingliston Park & Ride to Airport – 48 days
 - Telford Road to Crewe Toll – 47 days
 - Edinburgh Park to Gogar Intermediate Section Wide – 43 days
 - Haymarket to Murrayfield – 40 days
 - Balgreen Road to Edinburgh Park Intermediate Section Wide – 40 days
 - South Gyle Access to Edinburgh Park Station – 40 days
 - Roseburn Junction to Haymarket – 33 days
 - Edinburgh Park Station to Edinburgh Park – 32 days
 - MacDonald Road to Balfour Street – 29 days
 - Balfour Street to Foot of the Walk – 29 days

Also attached is a table of percentages against Prelim and Detailed Design indicating Planned and Actual percentage completes against the V9 agreed baseline. The summary table at the bottom of this report shows the current position against both the V9 Baseline man-hours and the current V15 programmed man-hours.

Finally, I have also attached the forecast curve showing where Design will complete using average monthly earned hours over two different criteria.

Regards,

Tom Hickman
Tram Programme Manager
Edinburgh Trams Project
City Point
65 Haymarket Terrace
Edinburgh EH12 5BH
Tel: + [REDACTED]
Mob: + [REDACTED]
Fax: +44(0) 131 622 8301
Email: tom.hickman@tie.ltd.uk