



**EDINBURGH TRAM**  
**Highlight Report to the**  
**Chief Executive's**  
**Internal Planning Group**  
**27 May 2009**



# 1 Background

This 'highlight report' is an update to the Chief Executive's Internal Planning Group (IPG) on the Edinburgh Tram Project to inform on the progress on this project and any decisions required.

A version of this report (with commercially sensitive and confidential material removed) is also to be circulated within the Council as a means of communicating progress with the Tram project.

# 2 Executive Summary

## 2.1 Matters Arising

### Update on Dispute Resolution Process (DRP) and Programme Review

The Project Management Panel (PMP) which was set up to help resolve the disputes has shown its worth, as evidenced by the good progress of works on Princes Street.

### Communications Update

An update is provided on the Communications Campaign, the tram mock-up and the Open for Business marketing.

### Council Reports

None this period.

### Statutory Council Approvals and Consents

As the detailed design continues, there are several statutory consents that the Council must provide. These include Planning Prior Approvals, Building Warrants, Roads and Structures Technical Approvals.

### Financial Update

A financial update is provided for the project which includes a breakdown of the Council's contributions and projected cash flow, including the Tram Developer Contributions.

### Progress Update for Mudfa, Infraco and Tramco

An updated position on the major contracts is provided. There remains some concern about the lack of Infraco progress and that BSC have yet to provide a programme in an acceptable format.

### Tram Monitoring Officer Update

TEXT REQUIRED

### Third Party Agreements

There are still ongoing difficulties with Network Rail and the Bridge Agreements. Network Rail and Transport Scotland's interest in the proposed Rail/Tram interchange at Gogar may help to resolve matters.

### TEL/tie/LB Governance

An update is provided on progress with the proposed TEL/tie/LB Governance arrangements.





## 2.2 Matters to Note or for a Decision

- To note the update on the Dispute Resolution Process and Programme Review.
- To note the communications update.
- To note the reports that will be presented to the Council over the next month.
- To note the position with the status of the statutory Council approvals and consents.
- To note the financial update and the Tram Developer Contributions
- To note the progress on Mudfa, Infraco and Tramco.
- To note the Tram Monitoring Officer (TMO) update.
- To note the position with the third party agreements with Network Rail.
- To note the position with the proposed revised TEL/tie/LB Governance arrangements.

## 3 Dispute Resolution Process & Programme Review (Presented by Marshall Poulton)

The Project Management Panel (PMP) set up as part of the solution to the disputes surrounding works on Princes Street has now met on three occasions and has been focusing on key priorities for the project which are impacting on programme and commercial issues. This is helping to build the relationships between both teams and some successes have been delivered through this process including:

- Agreement on preliminary costs for the works on Princes Street;
- Good progress on the physical works on Princes Street;
- Agreement being reached to allow excavation works to commence at the depot and significant progress has been made against the plan at this location; and
- Constructive discussions in relation to the movement between Base Date Design and IFC drawings

Additionally, **tie ltd** and BSC have entered into mediation over the one item referred to the dispute resolution process. The mediator has been agreed between **tie** and BSC and the date set for 18/19<sup>th</sup> May.

During the period **tie** commenced an independent forensic planning exercise to validate the work done by **tie** in capturing all reasons for delay to date. This exercise will review the contractual liability for delay and put **tie** in a strong position when BSC and **tie** seek to agree the recalibration of the programme and any potential acceleration costs, mitigation and recovery.

Last period it was reported that BSC had appointed a new Project Director (Martin Foerder). This has been supplemented this period by the appointment of a new Director from Siemens (Miguel Berrozpe).

Carillion and **tie** have continued robust discussions regarding potential additional delay and disruption costs seeking to agree a mechanism for substantiating any additional costs. To date, Carillion has not been able to provide demonstrable evidence that would allow **tie** to substantiate this and work continues to resolve this.



## Programme

The **tie** live programme currently predicts an Open for Revenue Service date of July 2012. This is earlier than last period due to a small logic change being made to track resources at one location. Next period **tie** will begin to use some of the productivity rates experienced on Princes Street and the depot to re-forecast the live programme and this is expected to generate some further time benefits. These may of course be offset by delays / impacts elsewhere.

In advance of developing agreement with BSC, **tie** has developed a recalibrated baseline programme which reflects an Open for Revenue Service date of 23 Feb 2012. The table below also reflects a completely unmitigated programme as a control scenario only. This is an unapproved delay to the Open for Revenue Service date.

| Area              | Description                             | Unmitigated Finish | Re-baseline Finish |
|-------------------|---|--------------------|--------------------|
| <b>Section 1A</b> | Newhaven Road to Foot of the Walk       | 03-May-12          | 08-Sep-11          |
| <b>Section 1B</b> | Foot of the Walk to McDonald Road       | 10-Jan-12          | 09-Sep-11          |
| <b>Section 1C</b> | McDonald Road to Princes Street west    | 28-Mar-12          | 06-Sep-11          |
| <b>Section 1D</b> | Princes Street west to Haymarket        | 19-Oct-11          | 17-Mar-11          |
| <b>Section 2A</b> | Haymarket to Roseburn junction          | 14-Feb-11          | 28-Jul-10          |
| <b>Section 5A</b> | Roseburn Junction to Balgreen Road      | 20-Mar-12          | 17-Jun-11          |
| <b>Section 5B</b> | Balgreen Road to Edinburgh Park central | 23-Jun-11          | 04-Feb-11          |
| <b>Section 5C</b> | Edinburgh Park Central to Gogarburn     | 24-Oct-11          | 20-Jan-11          |
| <b>Section 6A</b> | Gogar depot                             | 28-Mar-11          | 15-Oct-10          |
| <b>Section 7A</b> | Gogarburn to Ingliston Park and Ride    | 07-Jul-11          | 11-Mar-11          |
| <b>Section 7B</b> | Ingliston Park and Ride to Airport      | 26-Jul-11          | 11-Mar-11          |
| <b>Section A</b>  | Depot (ready to receive trams)          | 21-Jan-11          | 15-Oct-10          |
| <b>Section B</b>  | Test track                              | 07-Jul-11          | 27-Dec-10          |
| <b>Section C</b>  | All construction complete               | 20-Apr-12          | 27-Aug-11          |
| <b>Section D</b>  | Open for Revenue Service                | 17-Oct-12          | 23-Feb-12          |

Importantly, the re-baseline programme does not take account of any opportunities regarding:

1. Improved productivity rates (*Princes Street will be an important test in this regard*);
2. Embargo relaxations;
3. Alternative construction methodologies to recover time;
4. Adjustments to the testing and commissioning phase (*the original programme window has been held*); or
5. Partial opening options.

The recalibration of the programme is one of the key priorities for the PMP in Period 1 with submission of a recalibrated programme expected from the consortium early in Period 2.





## Principle Review Points

### 3<sup>rd</sup> June Tram Project Board – informed by:

- Outputs from the technical and legal reviews of liability for delays and other commercial uncertainties
- Further updated cost estimate and risk allowance to reflect these outputs
- Report of progress with BSC engagement, recalibration or contractual programme and physical progress with the works including Princes Street.

### 8<sup>th</sup> July Tram Project Board – informed by:

- Consolidated review of outputs from this 3<sup>rd</sup> month engagement
- Formal consideration of recommendations regarding scope truncation, incremental funding sources and stop/go decision on project.

## 4 Communications Update (Presented by Isabell Reid)

### Communications on tram Festival Embargo Report

A press release was prepared addressing the fact that Princes Street will remain open throughout August, which will allow the famous street to reopen in time for the busy Christmas shopping period and Hogmanay. The report was given to the Evening News early and they ran a fairly straight story. The Council Leader also did interviews with Radio Forth and the BBC.

The report referred to a communications plan to help mitigate against the tram works during the summer festivals and a workshop has been arranged for Friday, 29<sup>th</sup> May to allow stakeholders to input into the plan.

### Tram mock-up in Constitution Street

The tram mock-up is still open in Leith with reduced opening hours (12-12.30pm). It is likely to close in this location on Saturday, 23<sup>rd</sup> May but may also stay open for the following Saturday (30<sup>th</sup> May). More than 4,500 people have visited the mock-up in Constitution Street so far and the feedback has mainly been positive.

The *I Love Leith* banner campaign on lampposts celebrating Leith past, present and future was highly successful with excellent feedback received from local businesses and people. It also received excellent coverage in the Scotsman and Herald newspapers.

### Tram mock-up moving to Ocean Terminal

The tram mock-up will move to Ocean Terminal on Friday 5<sup>th</sup> June to the end of July to coincide with the Leith Festival. A children's art competition has been arranged as part of 'art in the mall' in Ocean Terminal to celebrate the Leith Festival. Children from P4-P7 in Leith have been asked to produce artwork to depict how they see the tram in Leith when it arrives in their area in 2011. Winning artwork and runners up will be displayed in the Ocean Terminal building.



Costs are also being worked out for display materials and posters inside the Ocean Terminal building to direct people out to the main entrance to view the mock-up.

**Open for business**

*Princes Street Banners:* **tie** have produced artwork for Princes Street banners to promote the EdinburghShopper.com address and retail images. They will also include the Inspiring Capital logo.

*Spa in the City:* The Spa in the City event will take place in St Andrew Square on Sunday 24 May.

A photoshoot will take place on Wednesday 19th May at 9.30am in St Andrew Square Gardens with a rugby player from Edinburgh University’s team getting a massage and facial from Neal’s Yard and a manicure from Edinburgh Nail Factory which should secure additional coverage. An advertising campaign has also been put in place to promote the day.

**5 Council Reports (Presented by Marshall Poulton)**

None for this period?

**6 Statutory Council Approvals and Consents (Presented by ????????????)**

The table below provides an updated summary position on all the necessary approvals required from the Council for the tram project. A further detailed breakdown is attached as Appendix 2. Fortnightly ‘Task Force’ meetings are held between **tie ltd**, the designers, BSC and the Council to closely monitor progress and minimise potential delays. Current progress is broadly in line with V31 of the programme. Where delays have occurred mitigation plans are in place.

| CEC Statutory Council Approvals and Consents                   | Total Number of Submissions | Total number of Approvals | % Complete |
|--|-----------------------------|---------------------------|------------|
| Prior Approval   | 63                          | 59                        | 94%        |
| Full Planning Permission                                       | 9                           | 7                         | 78%        |
| Listed Building Consent  | 11                          | 11                        | 100%       |
| Scheduled Monument Consent                                     | 1                           | 1                         | 100%       |
| Building Warrant   | 16                          | 14                        | 81%        |
| Technical Approvals (including Structures, Roads and Drainage) | 123                         | 96                        | 79%        |
| <b>Total</b>   | <b>223</b>                  | <b>188</b>                | <b>84%</b> |

An approvals tracker that identifies each of the approvals and their status has been developed. An extract from that tracker is also included as Appendix 3. The status of the approvals relates to the Issue for Construction drawings which is on the critical path for the project construction. However, there remains many ‘conditioned matters’ that need to be closed out. A programme is awaited from **tie ltd**.





## 7 Financial Update (Presented by Alan Coyle)

### Funding Agreement with Transport Scotland

TS have now contributed £248m to the project to facilitate spending to the end of period 3 of financial year 2009-10 (period ending 23rd May 2009). The latest cash application to TS is for £2.6m with the Council contributing £236k.

| Contract     | Actual Project to Date £m | Current Approved Budget (CAB) £m | Unmitigated Forecast £m | Variance to CAB £m | % Variance to CAB |
|--------------|---------------------------|----------------------------------|-------------------------|--------------------|-------------------|
| MUDFA        | 53.4                      | 53.4                             | 55.3                    | 1.9                | 3.6%              |
| Infraco      | 71.1                      | 245.2                            | 266.4                   | 21.2               | 8.6%              |
| Tramco       | 18.6                      | 58.5                             | 58.5                    | 0.0                | 0.0%              |
| Risk         | 0.0                       | 20.2                             | 35.3                    | 15.1               | 74.8%             |
| Other        | 97.0                      | 135.0                            | 144.7                   | 9.6                | 7.1%              |
| <b>Total</b> | <b>240.1</b>              | <b>512.4</b>                     | <b>560.2</b>            | <b>47.8</b>        | <b>9.3%</b>       |

Council's contribution remains at £45m and is to be made up from a variety of sources. The latest position is detailed below:

| CEC Contribution Breakdown           | Planned Contribution | Achieved Contribution |
|--------------------------------------|----------------------|-----------------------|
| Council Cash                         | £2.5m                | £2.5m                 |
| Council Land                         | £6.2m                | £4.3m                 |
| Developer Contributions – Cash*      | £25.4m               | £3.2m                 |
| Developer Contributions – Land       | £1.2m                | £1.2m                 |
| Capital Receipts (Development Gains) | £2.8m                | £0.0m                 |
| Capital Receipts                     | £6.9m                | £2.0m                 |
| <b>Total</b>                         | <b>£45.0m</b>        | <b>£13.2m</b>         |

DTZ have been asked to provide an update on the evaluation of the Council's £45m contribution towards the project, given the current economic climate. The report will be provided by DTZ no later than the 19<sup>th</sup> June. The outputs of the report will help inform a report on the Council's contingency planning for Tram.

**CEC Cash - £2.5m (No Change)** – Achieved - This funding has been contributed through the Council's Capital Investment Programme.

**CEC Land - £6.2m (No Change)** - £4.3m is for Phase 1a. £2m of the £6.2m is for Phase 1b. If Phase 1b does not go ahead alternative funding sources will be required.

**Developers Contributions Land - £2.2m (No Change)**

Of the £2.2m land contribution from developers £1m relates to Phase 1b. Again if Phase 1b does not go ahead further funding sources will be required.

**Developers Cash Contributions - £25.4m (No Change)**



**£3.2m** received to date. It should be noted that the Council's risk in relation to the tram contribution would be significantly reduced should the Planning Application with Forth Ports (FP) be agreed. The quantum of contributions from FP is subject to continuing negotiations. There are circa £16m of developers contributions in the planning system. The table below shows the value of the contributions at each stage in the planning process. A report is currently being prepared for the Director of Finance, City Development and the Tram Project Board, refreshing the assumed contributions to take into account the anticipated amounts and timings, as well as likely interest costs borne by the Council.

| Breakdown of Phase 1a Contributions  |               |
|--|---------------|
| Tram Cash  | Value (£m)    |
| Amount received  | £3.2          |
| Amount in concluded legal agreements (where development has commenced)     | £1.62         |
| Amount in concluded legal agreements (where development has not commenced) | £3.54         |
| Minded to grant/Pending Consideration                                      | £7.7          |
| <b>Potential Total</b>   | <b>£16.06</b> |

**Capital Receipts - £9.7m (No Change)**– Work is currently being undertaken to look at the effect on the value of these Capital Receipts due to the wider economic climate. An initial assessment on the sites which made up the previous estimate values them now at £7.4m. The above report on developers contribution assumptions will also take into account the latest assessment of capital receipts. £2m will be received in 2009/10 for sale of land at Eastern Industrial Estate.

## 8 Mudfa (Presented by Alan Coyle)

Spend currently stands at £53.4m excluding risk against a project to date budget of £53.4. The anticipated final costs (AFC) for MUDFA are currently forecast at £55.3m, no change since last period.

MUDFA works are now 74% complete. Progress during the period was primarily concentrated at St Andrews Square, the Mound and Haymarket. Of the remaining works, about 65% relates to Section 1A (Newhaven to Foot of the Walk). tie is proposing to outsource the work in this section to address ongoing poor outputs from Carillion.

A revised version on the MUDFA programme (Rev 08) has been developed and is currently under review by both Infracore and Carillion. The programme is expected to be signed off during w/c 11 May 2009.





The table below highlights MUDFA progress in period 1 (2009-10) and cumulative, based on the current Rev 07.9 programme.

| Period 01             |         |        |          |                             |        |          |
|-----------------------|---------|--------|----------|-----------------------------|--------|----------|
| (30.03.09 – 26.04.09) |         |        |          | Overall Performance to Date |        |          |
|                       | Planned | Actual | Variance | Planned                     | Actual | Variance |
| Full Phase 1a         | 0.0%    | 2.9%   | 2.9%     | 100.0%                      | 73.9%  | -26.1%   |

There was one risk and contingency drawdown application in the period, for a total of £1.6m, to fund the additional scope of utilities diversion works.

Due to the ongoing poor performance of Carillion, **tie ltd** are considering alternative delivery options for diversions in the Forth Ports estate and at Edinburgh Airport. This will accelerate the completion of the utility works and reduce overheads and will be presented to the Tram Project Board in Period 2 for formal approval. This allows a controlled closure of the Carillion utility works substantially by the end of July 2009 with residual works being transferred to BSC or other contractors. It is envisaged that the management of the outstanding scope will be in conjunction with the infrastructure works, ensuring optimal synchronisation of the overall programme aims.

## 9 Infraco (Presented by Alan Coyle)

The formal Dispute Resolution Process (DRP) continued during the period, with mediation being agreed as the next step in the process.

Construction works have continued at Princes Street during the period and there has been commencement of works at Gogar depot following a commercial settlement. Since work commenced on Princes St, BSC are 4 weeks ahead of programme, when taking into account the delay to commencement of Princes St works, they are a few days ahead. Depot works are also progressing well. It is expected that a re-calibrated commercially agreed programme will be executed between **tie** and BSC by the end of June. The programme and financial consequences of this revised programme will likely be reported to Council in August.

The programme for Infraco works on Princes Street is predicted to be completed by 29<sup>th</sup> November 2009, subject to MUDFA completion on schedule, and work continuing throughout the planned August embargo period.

Project Management Panel discussions during the period have seen progress made on three locations: Carricknowe, Gogarburn and Russell Road retaining wall.

Serious conflicts have been identified with the Utilities works within Leith Walk, and BSC have been advised that access will not be available until early September 2009. However, early discussions have taken place with BSC regarding an alternative access plan to allow execution of the tram works on Leith Walk.

The four prime Infraco risks identified by **tie ltd** are unchanged for this period and are:

- Commercial dispute relating to lack of agreement over design changes preventing progress of critical works
- MUDFA do not finish diversion works prior to commencement of Infraco
- Lack of visibility of design changes from Nov 07
- Failure of SDS/CUS to supply 'as built' drawings to **tie ltd**



£15m of construction milestones have been moved out of periods 1-6 and into periods 7-13 of 2009/10.

The Infraco Anticipated Final Cost (AFC) line is forecast currently at £267.0m against a budget revised budget of £245.2m. The increase in AFC compared to last period (£2.4m) is due to a £1m increase for Burnside Road, and other miscellaneous changes. The adverse AFC variance of £21.8m does not take account of any drawdown from the Infraco risk allowance which would cover prolongation claims.

There was no movement in Value Engineering (VE) opportunities during the period 1. VE opportunities of £8.3m have been instructed to date, but **tie** have had no response from BSC. Total VE opportunities amount to £12.6m in relation to Infraco, **tie's** view of actual savings is currently around £7.1m. This shortfall would effectively be an increase to the AFC.

## 10 Tramco (Presented by Alan Coyle)

Tramco is currently forecasting final AFC in line with the Current Approved Budget (CAB), at £58.4m (an increase of £0.3m on CAB following the approval of the internal layout change).

Fabrication of the 7 body shells for the first tram has been completed some 2 months ahead of schedule, and internal fit-out has commenced. The first tram is now aiming for completion and the start of Factory Acceptance Testing at the end of July 2009, compared with October in the contract programme.

Agreement was reached on moving the tram mock-up to Constitution Street in Leith, with effect from Monday 27<sup>th</sup> April.

## 11 SDS (Systems Design Services Contract) (Presented by Alan Coyle)

Tramco is currently forecasting final AFC in line with the Current Approved Budget (CAB), at £58.4m (an increase of £0.3m on CAB following the approval of the internal layout change).

Completion of the design continues to be the biggest blocker to progress on both the MUDFA and Infraco contracts and potentially represents the basis for a number of commercial disputes.

## 12 Tram Monitoring Officer (TMO) Update (presented by Marshall Poulton)

TEXT REQUIRED

## 13 Third Party Agreements (Presented by Marshall Poulton)

### Network Rail Bridge Agreements

The proposed Rail/Tram interchange at Gogar is being progressed by Transport Scotland. Discussions have been held with both **tie** and City Development on achieving the best solution for the interchange. As part of the design work we have been approached to release land back to TS for transfer to NR to assemble the land required for the rail station. A bridge agreement over the Tram route is also required to allow passengers to interchange between the Rail and Tram systems.





This may be the catalyst needed to focus NR and TS on a solution for the problems we have reaching final agreement on the Tram Bridge agreements with NR.

It is anticipated that a planning application is targeted for September/October this year.

#### 14 Governance Arrangements Update (Presented by Alan Coyle)

This document is intended to provide the IPG with an update on the workstreams to update the governance arrangements for *tie* and TEL. It should be noted that progress on this area is likely to be reported to Council on the 20<sup>th</sup> August.

The table below highlights the workstreams and the progress made to date:

| No | Action   | Lead Responsibility                | Date                                     | Comments from Lead Officers  |
|----|--|------------------------------------|--|--|
| 1  | <b>Due Diligence</b>   |                                    |  |  |
|    | Collate detailed information on <i>tie</i> , TEL and Lothian Buses: <ul style="list-style-type: none"> <li>• Directors and their terms and conditions</li> <li>• Annual accounts</li> <li>• Analysis of contracts, leases and other commitments</li> <li>• Auditor details including term of office</li> <li>• Staffing numbers and terms and conditions (including pension arrangements)</li> </ul> | Alan Coyle                         | Done                                     | Information for each of the elements for this item has now been gathered for analysis. |
| 2  | <b>Contractual Issues</b>  |                                    |  |  |
|    | <ul style="list-style-type: none"> <li>• Formal re-confirmation that DPOFA assignation is painless</li> <li>• Formal re-confirmation that Competition Law / State Aid / TA85 aspects are not prejudiced</li> <li>• Tie share transfer from CEC to TEL</li> </ul>   | DLA<br><br>DLA<br><br>Gill Lindsay | 17/04/09<br><br>17/04/09<br><br>15/05/09 |  |



|          |  |  |   |  |
|----------|--|--|---|--|
|          | execution  |  |   |  |
| <b>3</b> | <b>Financial Issues</b>  |  |   |  |
|          | <ul style="list-style-type: none"> <li>Formal re-confirmation that interim structure does not jeopardize tax planning</li> <li>Initial high-level only examination of LLP option</li> <li>Financial cut-off, Grant Letter – no action other than notification to Transport Scotland</li> </ul>   | <p>PriceWaterhouse Coopers</p> <p>Alan Coyle/SGR</p> <p>Alan Coyle</p> | <p>17/04/09</p> <p>Done</p> <p>Done</p> | <p>Examination of LLP option is no longer required as under the Transport Act 1985 a bus undertaking would require to be a Company limited by shares.</p> <p>Further discussions have taken place with Graeme Bissett to allow PwC to progress the next phase of tax planning.</p> |
| <b>4</b> | <b>Governance</b>  |  |   |  |
|          | <ul style="list-style-type: none"> <li>Confirmation that TEL's Articles permit tie shareholding, or amendment</li> <li>Review of tie's Articles to ensure no impediments, or amendment</li> <li>Revised CEC / TEL Operating Agreement (OA) as necessary</li> <li>Revised CEC / tie OA as necessary</li> <li>Re-assessment of Trams Monitoring Officer role and responsibilities</li> </ul> | Gill Lindsay   | 30/04/09                                |  |
| <b>5</b> | <b>Board Composition</b>   |  |   |  |
|          | <ul style="list-style-type: none"> <li>Review of tie Board, Tram Project Board and TEL Board composition</li> <li>Consideration of role and positioning of prospective CEO appointees</li> <li>Initial discussion with David Mackay as Chair of tie / TEL / TPB on Board</li> </ul>  | <p>Gill Lindsay</p> <p>Jim Inch</p> <p>Jim Inch</p>                    | 29/05/09                                |  |





|   |   |            |          |  |
|---|---|------------|----------|--|
|   | composition principles.   |            |          |  |
| 6 | <b>Health &amp; Safety</b>  |            |          |  |
|   | <ul style="list-style-type: none"> <li>H&amp;S responsibilities to be re-assessed</li> <li>Confirmation that no changes are required in Insurance cover arrangements</li> </ul> | <i>tie</i> | 29/05/09 |  |

**List of Appendices:**

- 1 Statutory Council Approvals – Tables 1 and 2
- 2 Statutory Council Approvals – Tracker



## Statutory Council Approvals Summary Table

| CEC Statutory Council Approvals and Consents                   | Total Number of Submissions | Total number of Approvals | % Complete |
|--|-----------------------------|---------------------------|------------|
| Prior Approval   | 63                          | 59                        | 94%        |
| Full Planning Permission                                       | 9                           | 7                         | 78%        |
| Listed Building Consent  | 11                          | 11                        | 100%       |
| Scheduled Monument Consent                                     | 1                           | 1                         | 100%       |
| Building Warrant   | 16                          | 14                        | 86%        |
| Technical Approvals (including Structures, Roads and Drainage) | 123                         | 96                        | 79%        |
| <b>Total</b>   | <b>223</b>                  | <b>188</b>                | <b>84%</b> |

Table 1 - Planning and Building Warrant Approvals

| CURRENT STATUS                     | Sub Totals | Prior Approval | Full Planning Permission | Listed Building Consent | Scheduled Monument Consent | Building Warrant |
|------------------------------------|------------|----------------|--------------------------|-------------------------|----------------------------|------------------|
| Informal consultation not required | 0          | 0              | 0                        | 0                       | 0                          | 0                |
| Informal consultation not started  | 2          | 2              | 0                        | 0                       | 0                          | 0                |
| Informal consultation started      | 1          | 0              | 1                        | 0                       | 0                          | 0                |
| Application submitted              | 5          | 2              | 1                        | 0                       | 0                          | 2                |
| Approval granted                   | 92         | 59             | 7                        | 11                      | 1                          | 14               |
| <b>GRAND TOTAL and Sub Totals</b>  | <b>100</b> | <b>63</b>      | <b>9</b>                 | <b>11</b>               | <b>1</b>                   | <b>16</b>        |
| <b>% Complete</b>                  | <b>92%</b> | <b>94%</b>     | <b>78%</b>               | <b>100%</b>             | <b>100%</b>                | <b>86%</b>       |

Table 2 - Roads & Structures Technical Approvals

| CURRENT STATUS                    | Sub Totals | CEC Technical Approval | *Network Rail Form A | *SW Drainage Outfall Consent | *SNH        | *BAA Approval | Roads Construction Consent |
|-----------------------------------|------------|------------------------|----------------------|------------------------------|-------------|---------------|----------------------------|
| TA delayed due to recent change   | 0          | 0                      | 0                    | 0                            | 0           | 0             | 0                          |
| Issued for informal consultation  | 0          | 0                      | 0                    | 0                            | 0           | 0             | 0                          |
| Issued for Technical Approval     | 23         | 11                     | 1                    | 10                           | 0           | 1             | 0                          |
| Technical Approval Granted        | 96         | 80                     | 11                   | 4                            | 1           | 0             | 0                          |
| Not Yet Due                       | 2          | 2                      | 0                    | 0                            | 0           | 0             | 1                          |
| Delay                             | 0          | 0                      | 0                    | 0                            | 0           | 0             | 0                          |
| <b>GRAND TOTAL and Sub Totals</b> | <b>123</b> | <b>94</b>              | <b>12</b>            | <b>14</b>                    | <b>1</b>    | <b>1</b>      | <b>1</b>                   |
| <b>% Complete</b>                 | <b>78%</b> | <b>85%</b>             | <b>92%</b>           | <b>29%</b>                   | <b>100%</b> | <b>0%</b>     | <b>0%</b>                  |

\* These consents are not CEC's responsibility, but for completeness they have been included as they are required to allow construction to commence.





## APPENDIX 2

| Prior Approvals Status |       |           |                   |  | Approved by CEC         | IFC        |   |
|------------------------|-------|-----------|-------------------|--|-------------------------|------------|---|
| Section                | Batch | CEC Delay | SDS/TIE/BSC Delay | Activity ID  | Current forecast (live) | v31        | Notes   |
| 3B                     | 3/16  |           |                   | Tram Stop West Pilton                                | 06/08/2008              | 15/08/2008 | "Application Clock Stopped" SDS issued Change Order 27/2.                                     |
| 5A                     | 5/06  |           |                   | Tram Stop Murrayfield Stadium (Task 700.2.6)         | 01/08/2008              | 27/06/2008 | SDS had pre submission meeting with CEC 08/05/09 SDS to resubmit revised drawings 11/05/09    |
| 5A                     | 5/06  |           |                   | W18 Murrayfield Stop Retaining Walls (Task 700.2.17) | 01/08/2008              | 27/06/2008 | SDS had pre submission meeting with CEC 08/05/09 SDS to resubmit revised drawings 11/05/09    |
| 5A                     | 5/07a |           |                   | Murrayfield Accommodation Works                      | 17/10/2008              | ?          | SDS issued estimate 11/02/09. tie to confirm exact scope of works following meeting 11/03/09. |
| 5C                     | 5/30  |           |                   | Tram Stop Gogarburn                                  | 11/09/2008              | 11/09/2008 | SDS submitted change estimate 13/02/09  |

| Technical Approvals Status - Structures |  |           |                   |                                     | Approved by CEC         | IFC        |   |
|---|--|-----------|-------------------|-------------------------------------|-------------------------|------------|---|
| Section                                 |  | CEC Delay | SDS/TIE/BSC Delay | Activity ID                         | Current forecast (live) | v31        | Notes   |
| 5A                                      |  |           |                   | S22B Balgreen Road NR Access Bridge |                         | 16/01/2009 | Design Certificates approved by CEC 14/05/09.<br>SDS awaiting final NR approval.. |

## Technical Approvals Status - Roads &amp; Drainage

|         |          |              |                              |   | Approved<br>by CEC            | IFC        |   |
|---------|----------|--------------|------------------------------|---|-------------------------------|------------|---|
| Section |          | CEC<br>Delay | SDS/<br>TIE/<br>BSC<br>Delay | Activity ID   | Current<br>forecast<br>(live) | v31        | Notes   |
| 1A3     | Road     |              |                              | VO252<br>Subsection 1A3 -<br>Roads (Ocean<br>Terminal to Port<br>of Leith)    | 09/01/2009                    | 21/01/2009 | Submitted for CEC<br>approval 20/4/09.                            |
| 1A3     | Drainage |              |                              | VO252<br>Subsection 1A3 -<br>Drainage (Ocean<br>Terminal to Port<br>of Leith) | 09/01/2009                    | 21/01/2009 | Submitted for CEC<br>approval 20/4/09.                            |
| 1C2     | Road     |              |                              |   | -                             | 24/11/2008 | Progressing<br>application in<br>accordance with<br>priority list |
| 1C2     | Drainage |              |                              |   | -                             | 24/11/2008 | Progressing<br>application in<br>accordance with<br>priority list |
| 6       | Road     |              |                              | Roads, Street<br>Lighting &<br>Landscaping inc.<br>car park                   | 22/08/2008                    | 13/08/2008 | Progressing<br>application in<br>accordance with<br>priority list |
| 6       | Drainage |              |                              | Depot Drainage<br>Design (Task<br>870.8)                                      | 19/08/2008                    | 13/08/2008 | Progressing<br>application in<br>accordance with<br>priority list |