



EDINBURGH TRAM Highlight Report to the Chief Executive's Internal Planning Group 7 July 2010



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 redacted version of this report 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

Evaluation of Financial Contingency Measures, Strategic Options and Financial update

An update is provided on projects 'Pitchfork' and 'Carlisle', the Council report on 21 September, financial contingency planning, Developers Contributions and the Council's £45m contribution.

Tram Monitoring Officer Update

An update on the Dispute Resolution Process (DRP) including a summary of disputes is provided plus an update on the ongoing works in Lindsay Road.

Communications Update

A media update is provided plus information on the proposed route branding and Partner & Stakeholder communication.

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.

Land Acquisition and Certificate(s) of Appropriate Alternative Development (CAAD)

An updated position for the CAADs is provided.

Planned Future Tram Council Reports

A list of planned future tram related Council reports is provided.

Risk Review

There were no risk updates this period, but a further review will be undertaken to assess the risks of Project Notice and Project Carlisle.



2.2 Matters to Note or for a Decision

- To note the update on projects 'Pitchfork' and 'Carlisle', the Council report on 21 September, the financial contingency planning and Financial update, the alignment of roads programme and the update on the Developers Contributions.
- To note the Tram Monitoring Officers (TMO) update on DRP, and that the works around Lindsay Road are to continue.
- To note the communications update.
- To note the progress with the Statutory Approvals and consents.
- To note the position regarding land acquisition and CAAD applications.
- To note the planned tram related Council reports planned.
- To note that there were no risk updates this period, but a further review will be undertaken to assess the risks of Project Notice and Project Carlisle.

3 Evaluation of Financial Contingency Measures, Strategic Options and Financial Update (Presented by Alan Coyle/Nick Smith)

Project "Pitchfork" Update

tie ltd continue to follow through the recommendations of the Pitchfork report. This has evolved into three themes:

Workstream A: Project Notice: Termination

Workstream B: Carlisle: where BSC complete part of the project and tie ltd re-procure the remainder on an incremental basis

Workstream C: Tram Business Case update as requested at the Council meeting on 24 June 2010. To be submitted to Council on 16 September 2010.

Workstream A – Project Notice/Termination

This workstream continues with the QC opinion being sought by **tie ltd** with regard to the 90.1.2 Remedial Termination letter. A consultation with the QC is planned for 8 July and the body of evidence to substantiate the notice is collected.

At the TPB meeting on 30 June concerns were raised that if the notice was issued it would likely result in BSC stopping all work on Project Carlisle, which would lead to termination being the only option available.

Planning is also underway by **tie ltd** for the re-procurement of the infrastructure should that be required.



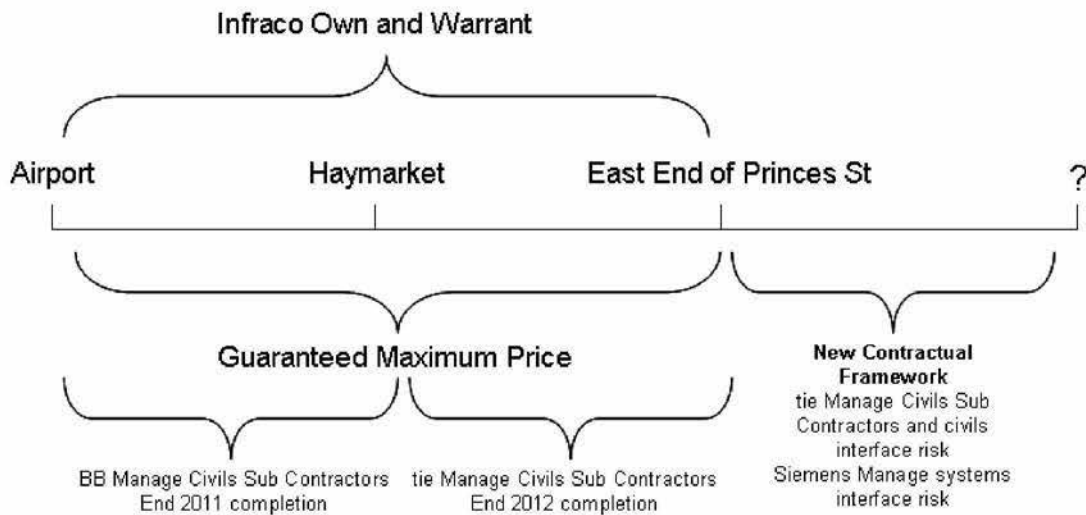
Workstream B – Project Carlisle

tie ltd have now provided a high level list of dates and milestones for close out of project Carlisle and these are listed below.

Programmed Dates	Description
5 July	tie/BSC conf call
8 July	Project Notice conference with Richard Keen QC
16 July	Deadline for delivery of assured integrated design
16 July	MUDFA rev 8 adjudication finding deadline
20 July	BB board meeting
23 July	BSC to finalise sub-contract prices (should be visible milestone)
28 July	TPB
28 July	RJ/DJM meeting with Swinney
31 July	(more likely 7th August) Project Carlisle GMP and confirmation of Programme from BSC

The objective of this workstream is to negotiate a mature divorce with Bilfinger Berger (BB) and their role within the Infraco Consortium. Richard Jeffrey has reported that recent discussions with BSC have been positive, though significant progress still needs to be made. As part of negotiations BSC have agreed to produce an assured design by mid July 2010 and a Guaranteed Maximum Price by the end of July 2010.

During the negotiation it is important to monitor the behaviour closely. In the event that behaviour deteriorates it could be appropriate to issue the termination notice.



Workstream C – Tram Business Case Update

At the Council meeting on 24 June it was agreed that any report on the outcome of the contractual negotiations should include a refreshed tram business case on the options now being explored by **tie ltd**. An eight week timeframe is available to undertake this work.

The scope of this work will cover;

- A refresh of the case for tram
- Refreshed front end strategic assumptions in relation to development in the city
- A review of the TEL Business Plan, including a refresh on patronage, cost, revenue assumptions and incremental delivery details.

The skeleton of that Council report is being prepared now to ensure all the information is obtained in advance from **tie ltd**.

Financial Contingency Planning

Contingency Planning options were subject to discussion with **tie ltd** and Transport Scotland at the Funders, Operators Group on the 17 June 2010.

Transport Scotland has now been provided with further detail on the Council's current commitment of £45m and contingency planning options. Transport Scotland will be kept informed of the capital and revenue implications of project Carlisle and how this impacts on the Council's funding requirements.

Finance Update

Transport Scotland has now contributed £359m to the project to facilitate spending to the end of period 5 of financial year 2010/11. The latest cash application to Transport Scotland is for £3.6m with the Council contributing £325k.

The current forecast call on Transport Scotland funding for 2010/11 is £131m. Transport Scotland funding for 2010/11 is likely to be £130.5m, though official notification has yet to be received. The Council contribution is forecast at £11.8m for 2010/11. Transport Scotland has recently been provided with a refresh of the funding requirements from **tie ltd**. This followed a request from Transport Scotland to look at the projects Cashflow requirements, given potential funding requirements for the new Forth crossing.

Based on this run rate for the project there is around 18 months of funding to go on Transport Scotland's commitment of £500m.

It should be noted that a construction project of this nature will incur significant front-end costs, including land acquisition, design, procurement and legal costs. The contract with BSC accounts for £240m (less than half) of the original programme budget and only £135m relates to civil engineering costs mainly contracted to Bilfinger Berger. The table below itemises expenditure to date.



Expenditure to Date

	Financial Close Budget £m	Current Spend £m
Infrastructure	250.5	131.0
Vehicles	58.2	45.0
Utilities	48.4	62.0
Design	26.9	31.7
Resources	68.3	66.4
Other (Including Land Acquisition Costs)	32.6	31.9
Contingency Risk Reserve + Phase 1b postponement and design costs (included in Current Spend in right hand column)	30.3	
	515.2	368.0

Council Tram Funding

The table below shows the total funding achieved to date:

CEC Contribution Breakdown	Planned Contribution	Current Forecast	Achieved Contribution
Council Cash	£2.5m	£2.5m	£2.5m
Council Land	£6.2m	£6.2m	£6.2m
Developer Contributions – Cash	£25.4m	£21.1m	£4.5m
Developer Contributions – Land	£1.2m	£1.2m	£1.2m
Capital Receipts (Development Gains)	£2.8m	£2.8m	£0.0m
Capital Receipts	£6.9m	£9.2m	£2.0m
Total	£45.0m	£43.0m	£16.4m

4 Tram Monitoring Officer (TMO) Update (Presented by Alan Coyle)

The TMO has completed his Project Assurance report and **tie ltd** have also been provided with a copy for comment. An internal meeting has been set up on 26 July to allow the TMO to present his report in detail.

An important consideration under project Carlisle will be the supervision in relation to the remaining on-street works and how this is resourced and monitored. As previously reported, a workshop will be set up in the near future with **tie ltd** to assess the apparent risks and the financial exposure of these risks.



As reported previously, BSC have commenced works at Lindsay Road on the retaining wall required in this section. Following a meeting with the Tram Project Director, it has been decided that the works at Lindsay Road will be finished as the cost of the do nothing scenario is £2.5m against a completion costs of £3.6m.

In total, 15 items have now been referred to the formal dispute resolution process – 11 by **tie ltd** and 4 by BSC. Three have been resolved through negotiation, three through external mediation, eight referred to adjudication and one is still at the early stage of the process.

In the period **tie ltd** received one adjudicator decision, had hearings on MUDFA Rev 8 adjudication, one item was referred to adjudication and a new item referred to DRP by BSC.

BSC referred the Depot Access Bridge dispute to adjudication in the period and this will be heard by the financial panel.

BSC also put a new item into dispute – Murrayfield underpass. This is effectively disputing **tie ltd's** right to instruct BSC to continue with works even if the issue has not been referred to dispute. The CEO's meeting has been held and this will go to the legal panel for adjudication.

Adjudicator decision on Section 7 drainage was received on 24/5/10 and supports BSC as to the existence of change in one section. Value being ascertained with final resolution expected around £650k - £750k generating ~ £600k saving from BSC's initial claim.

BSC Dispute Summary (Live and Potential Cases)

DRP No	Subject	Nature	Decision/Status	Approx BSC position	Approx Tie ltd position	Agreed or Potential Cost saving vs BSC claim
1	Bus lane on Princes Street	Initiate Work	Agreed between the parties – supplemental agreement			
2	% uplift in prelims	Costs	Agreed at Mediation			
3	Hilton Car Park	Contract definition	Awarded in tie's favour	£100k	£0	Agreed at nil £100k saving
4	EOT1	Costs	Agreement reached through mediation	£7.09m	£3.52m	Agreed at £3.524m £3.57m saving
5a	Gogarburn	BDDI – IFC	Decision made	£300k	£100k	Agreed at £176k £125k saving
5b	Carrick Knowe Bridge	BDDI – IFC	Decision made	£330k	£100k	Agreed at £138k £200k saving
B 5c	Russell Road Bridge	BDDI – IFC	Decision made	£4.8m	£1m	BDDI-IFC agreed at £1.46m £2.6m (incl contam.) £2.2m saving



DRP No	Subject	Nature	Decision/Status	Approx BSC position	Approx Tie ltd position	Agreed or Potential Cost saving vs BSC claim
5f	Haymarket	BDDI – IFC/ Costs	Agreement reached prior to reaching formal stages – costs reduced substantially	£400k	£96k	Agreed at £195k £200k saving
5i	Baird Drive	BDDI – IFC	Agreement reached before referral to adjudication – costs reduced substantially	Originally £3.9m reducing to £1.9m	£600k	Agreed at £915k £3m saving
5j	Balgreen Road	BDDI – IFC/costs	Agreement reached prior to reaching formal stages – costs reduced substantially	£800k	£300k	Agreed at £298k £500k saving
5o	Depot Access Bridge	BDDI – IFC/costs	BSC dispute; still to be referred to adjudication	£2.5m	£(4m)	Difference of ~£7m between valuations
A	MUDFA Rev 8	Time	Mediation failed. Adjudication live with decision expected in July			
5l	Section 7 track drainage	BDDI – IFC/costs	Decision made on principle (preferring BSC classification and part value. Significant value saving expected.	£1.35m	£25k	Expect resolution ~ £650-£750k delivering a saving of ~£600k
	Murrayfield Underpass	Clause 34.1/80.13.	CEO meeting held 21/6/10. To be referred by BSC to the Legal panel for adjudication.	<£50k	<£50k	The matter related to the ability to instruct works before an estimate is agreed.
5e	Tower Bridge	BDDI- IFC/costs	Decision made in tie's favour	£491k	£(369k)	Valued at £(260k) £750k saving

5 Communications Update (Presented by Lynn McMath/Isabell Reid)

Media / Press Activity

There has been a substantial increase in the level of media interest in the project over the last few weeks. This largely can be attributed to the combination of issuing a pro-active statement from Councillor Mackenzie on the dispute, the release of the Council Tram Update report and the subsequent debate on the report at Council.

At the last IPG there was a discussion on Councillor Mackenzie's statement regarding the contractual dispute. This generated 13 print media articles, including outlets that do not regularly cover the tram project such as The Times, Daily Telegraph, Press and Journal, Daily Mail and Express and the Evening Times. It was also covered by five different broadcast outlets, including Radio Forth news bulletins; BBC Radio Scotland Newsdrive; BBC Radio Scotland news bulletins; Scotland Today on STV; and BBC Reporting Scotland.



Following this initial coverage, five follow-up articles appeared which mentioned Councillor Mackenzie's statement as part of a wider analysis on the project.

The key themes which were highlighted from the media coverage overall were related to:

- the Council putting pressure on **tie ltd** to terminate the contract, and;
- the possibility that termination of the contract could lead to a lengthy court battle.

There were several instances of incorrect reporting resulting from the release of this statement. This included:

- an alleged abandonment of the commitment to 2012;
- likelihood of a costly court battle;
- ending the current contract would mean the end of the project;
- 18% work completed, against 86% of planned work;
- two-thirds of the money has already been spent.

Clarifications were sent or letters to editors where appropriate and a 'mythbusters' document was produced and placed on the Trams Facebook page.

The Council report regarding the Edinburgh Tram project also generated a lot of coverage when it was made public on Friday 18 June. To maintain a degree of control on how this was dealt with by the media, a press release detailing the contents of the report was issued to the BBC, Scotsman and Evening News under embargo (and on a no-approach basis) the evening before.

The main themes covered by the media included the Director of Finance's recommendation to look at adding a 10% contingency to the funding envelope, the possibility of phasing in the construction of the route and options for resolving the current contractual dispute

A statement was released to all other media on the Friday morning. Over a five day period the release of the report generated 26 press articles and was again covered by three different strands of the BBC as well as Radio Forth and STV.

Due to the volume of information contained within the report and the extensive coverage that it generated, a series of points clarifying on the key issues was sent internally and posted on our Facebook site and the Edinburgh Trams website, for external use. Again, the point that required the most clarification was the inaccurate link between the 18% of infrastructure work completed with the £350m that has been spent on the project to date.

Further to the release of the Council report the Evening News carried out a limited, and self-selecting opinion poll. This included nine questions relating to the project and had in the region of 1,700 respondents.

Following the Full Council meeting there was coverage from the Guardian online, Scotsman, BBC and Evening News. We've also had numerous requests for project updates from trade publications.



Route branding

Branding projects across the route have been progressing in the last few weeks with discussions on opportunities for the festival season in August. Signage designs have been created in collaboration with partners including City of Literature, DEMA and Festivals Edinburgh. The branding team are also currently investigating possible locations for a City of Literature book reading.

The first of these projects will see three banners hung from the frontage of the currently vacant Haymarket House, directly across from the Haymarket train station. The second project involves a vinyl wrap of the tram mock-up vehicle, which is currently on display at the Edinburgh Airport. Finally, the poles which will support the overhead power cables will be transformed with a series of colourful banners advertising various festival events such as City of Literature, and Scottish Heritage events.

The branding team is also currently in discussion with Clear Channel Advertising for their expertise in identifying possible sponsors for the branding opportunities across the tram route.

Partner and Stakeholder Communications

A group of post-graduate City and Urban Planners from the University of Utrecht, Holland recently visited Citypoint to hear about the project's origins, impact on the city's development, investment and environment.

Communication continues on a regular basis between businesses and residents to keep them informed of the progress being made on the project and of any works due to commence in their area. The following stakeholder group meetings were attended by a member of the Communications and Customer Service team:

- Leith Business Association
- George Street Traders AGM
- Elm Row Traders
- Ocean Terminal
- Forth Ports

6 Statutory Council Approvals and Consents (Presented by Andy Conway)

There has little change in the number of approvals completed this period, with the majority of time being spent dealing with resolving the conditioned matters. For completeness, Appendix 1 provides a summary of the current position.



**7 Certificate of Appropriate Alternative Development (CAAD)
(Presented by Dave Anderson)**

There is no significant change in the tram CAAD position. The current status is set out in Appendix 2, and an update is provided below on the two live issues.

Cala (land on Ocean Drive)

Cala have lodged an appeal against the Council’s failure to issue a CAAD for the land at Ocean Drive within the prescribed time last November. On 27 May, the Council has received notice that the appeals have been allocated to a Reporter (Lindsay Nicoll – the Chief Reporter). The Council lodged its comments on that appeal on 16 June and a date has not yet been set for the inquiry.

BAM Ltd (land at Haymarket Yards)

Consideration of the BAM Ltd application continues and a decision on that will be taken at the Planning Committee at the end of July.

8 Planned Future Tram Council Reports (Presented by Andy Conway)

The table below identifies the planned tram related Council reports and will be a standing item on the IPG for agenda planning purposes.

		2010											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	Update on governance – on ETL						24/6/10						
2	DRP progress, including costs and programme implications						24/6/10						
3	Lothian Buses integration proposals and approval of final arrangements										14/10/10		
4	Remuneration Strategy (for all Council companies) - including TEL and tie ltd								19/8/10				
5	Tram Traffic Regulation Orders		9/2/10							21/9/10	14/10/10		
6	Magdala area traffic calming							27/7/10					
7	Update reports to the Tram Sub			22/3/10			3/06/10						
8	Further tram progress update and refreshed outline business case provided									16/09/10			

Key

Full Council
Transport, Infrastructure and Environment Committee
Policy and Strategy
Tram Sub Committee



9 Risk Review (Presented by Alan Coyle)

A further risk review will be undertaken in the next period to assess potential risks of Project Notice and Project Carlisle. There were no updates in the current period.

List of Appendices:

- 1 Statutory Council Approvals – Tables 1 and 2
- 2 Certificate of Appropriate Alternative Development (CAAD)



Summary Table

CEC Statutory Council Approvals and Consents	Total Number of Submissions	Total number of Approvals	% Complete
Prior Approval	65	61	94%
Full Planning Permission	13	9	69%
Listed Building Consent	11	11	100%
Scheduled Monument Consent	1	1	100%
Building Warrant	19	15	79%
Technical Approvals (including Structures, Roads and Drainage)	152	108	71%
Total	261	205	78%

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 started	10	2	4	0	0	2
Informal consultation started	1	1	0	0	0	0
Application submitted	3	1	0	0	0	2
Approval granted	97	61	9	11	1	15
GRAND TOTAL and Sub Totals	111	65	13	11	1	19
% Complete	87%	94%	69%	100%	100%	79%

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	16	11	0	4		1	1
Technical Approval Granted	108	85	12	10	1	0	
Not Yet Due	28	25	2	0	0	0	1
Delay	0	0	0	0	0	0	0
GRAND TOTAL and Sub Totals	152	121	14	14	1	1	1
% Complete	71%	70%	85%	71%	100%	0%	0%

* 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

COMPULSORY ACQUISITION														
LOCATION	PREVIOUS OWNERSHIP DETAILS	PLOT NO	AREA (m2)	DV VALUE	PLANNING BASIS	PLANNING CAAD RISK	RISK VALUE	COST RISK	ADDITIONAL FEES	ADDITIONAL INTEREST	TOTAL AT RISK	BUDGET RISK	ACTION TO MITIGATE	LIKELY OUTCOME
FORTH PORTS	CALA Management Ltd	47												
	CALA Management Ltd	48	224	£ 10,000	transport reservation/amenity	residential	£1,200,000	£ 250,000	£ 30,000	£ 130,356	£ 1,910,356	£ 1,900,356	CAAD appeal in front of reporter	
HAYMARKET YARDS	CEC	49	310		transport reservation/amenity	residential	incl in above							
	Haymarket SPV Ltd	516	306		transport reservation/amenity	office/business	£0							
	Haymarket Yards Ltd	517	1056	£ 20,750	transport reservation/amenity	office/business	£250,000	£ 75,000	£ 5,000	£ 21,726	£ 351,726	£ 322,976	risk arises from CAAD decisions where different from planning advice given to District Valuer when estimates were prepared. BAM have application for CAAD currently in CALA ad appeal and likely to go further to appeal. Thereafter to Lands Tribunal, considerable costs already incurred and not recoverable possible substantial third party costs to meet. Statutory obligation to pay, CEC defending action. Planning dept continuing Negotiate CAAD in appropriate. All legal routes of defending applications being employed	
	The Institute of Chartered Accountants of Scotland, 1 unknown owner, & Douglas Traynor (as liquidator for Braemar Homes Ltd in respect of 21 m2)	518	1000	£ 80,000	transport reservation/amenity	office/business	£250,000	£ 75,000	£ 5,000	£ 21,726	£ 351,726	£ 301,726		
	CEC & James Lang LaSalle Ltd as agents for the Universities Superannuation Scheme Ltd	523	1245	£ 45,104	transport reservation/amenity	office/business	£250,000	£ 75,000	£ 5,000	£ 21,726	£ 351,726	£ 306,622		
GYLE	CEC & James Lang LaSalle Ltd as agents for the Universities Superannuation Scheme Ltd	478	1966	£ 52,500	transport reservation/amenity	retail								
	CEC	479	1111	£ 1,160	transport reservation/amenity	retail	£1,000,000	£ 50,000	£ 20,000	£ 86,904	£ 1,166,904	£ 1,189,804	Risk caused by changes to planning framework rules regarding retail developments. This land previously thought of as amenity land now has potential to be considered as extension to car park to permit larger shopping centre so much more valuable. Hopefully claimants have not picked up on this so we may not have to pay, no claim lodged yet so nothing we can do as yet, no real betterment issue here, although having the tram stop will help value of centre.	
	CEC & James Lang LaSalle Ltd as agents for the Universities Superannuation Scheme Ltd	480	69	£	transport reservation/amenity	retail	£35,000	£ 50,000	£ 700	£ 3,042	£ 88,742	£ 88,742		
	CEC	481	5619	£ 33,660	transport reservation/amenity	retail	£0							
	CEC & James Lang LaSalle Ltd as agents for the Universities Superannuation Scheme Ltd	482	1196	£	transport reservation/amenity	retail	£600,000	£ 50,000	£ 12,000	£ 52,142	£ 714,142	£ 714,142		
AIRPORT/AB	CEC	483	3152	£ 14,407	transport reservation/amenity	retail	£0							
	CEC	496	506	£ 7,266	hope value	hope value	£0							
	Haslemere Estates as agents for Meadowfield Developments Ltd	496	10734	£ 153,841	hope value	hope value	£450,000	£ 50,000	£ 9,000	£ 99,107	£ 548,107	£ 394,266		
	CEC	497	25817	£ 213,645	hope value	hope value	£0							
	Haslemere Estates as agents for Meadowfield Developments Ltd	258	14551	£ 86,430	hope value	hope value	£800,000	£ 50,000	£ 12,000	£ 52,142	£ 714,142	£ 627,712	Risk here arises from the evolving planning position with prospect of development now more realistic than when estimates were done. Land valued on a hope value basis and hope element is increasing. Risk being managed by betterment issues which could offset any compensation amounts. Unlikely that no claimant will accept that without Lands Tribunal decision so we are looking to pick our case. EAL currently has reasons as we consider it would be very difficult publicly for them to claim that the tram was of no benefit to the airport. Consider CEC applying for CAAD on future basis so we are on the front foot	
	DAA plc, Edinburgh Airport Ltd, & Scottish Airports Ltd	499	41805	£ 779,174	hope value	hope value	£2,100,000	£ 50,000	£ 42,000	£ 182,498	£ 2,374,498	£ 1,535,324		
	Haslemere Estates as agents for Meadowfield Developments Ltd	498	18015	£	hope value BAA?	hope value	£850,000	£ 50,000	£ 13,000	£ 56,488	£ 769,488	£ 769,488		
	Pinnacle Towers Ltd, Royal Bank of Scotland plc	273	4419	£ 115,000	hope value	hope value	£250,000	£ 50,000	£ 5,000	£ 21,726	£ 326,726	£ 211,726		
	Haslemere Estates as agents for Meadowfield Developments Ltd	289	1186	£ 89,000	hope value	hope value	£130,000	£ 50,000	£ 2,400	£ 10,428	£ 182,828	£ 113,828		
	New Ingliston Ltd	291	8046	£ 176,000	hope value	hope value	£980,000	£ 50,000	£ 17,000	£ 73,889	£ 990,889	£ 816,889		
	New Ingliston Ltd	303	10064	£ 150,000	hope value	hope value	£1,100,000	£ 50,000	£ 20,000	£ 86,494	£ 1,267,494	£ 1,117,494		
	New Ingliston Ltd	312	17,738	£ 180,000	hope value	hope value	£1,850,000	£ 50,000	£ 36,000	£ 156,427	£ 2,082,427	£ 1,862,427		
	New Ingliston Ltd	318	5615	£ 100,000	hope value	hope value	£600,000	£ 50,000	£ 12,000	£ 52,142	£ 714,142	£ 614,142		
PSM Airport (Edinburgh)	322	24477	£ 460,000	hope value	hope value	£4,000,000	£ 50,000	£ 80,000	£ 347,616	£ 4,477,616	£ 3,927,616			
Saracens Ltd	327	3560	£ 75,000	hope value	hope value	£450,000	£ 50,000	£ 9,000	£ 39,107	£ 548,107	£ 473,107			
TOTALS				£ 2,894,847			£ 16,855,000	£ 1,225,000	£ 337,100	£ 1,161,767	£ 19,881,867	£ 17,725,395		

Notes

- 1 No allowances for Injurious Affection
- 2 No allowances for severance
- 3 No offset for betterment
- 4 No allowance for change of Planning

FORTH PORTS RISK OF ADVERSE CAAD REQUIRING REVISED BASIS OF VALUATION CALA CAAD at appeal stage. Awaiting appointment of Reporter

HAYMARKET YARDS RISK OF ADVERSE CAAD REQUIRING REVISED BASIS OF VALUATION BAM CAAD being considered

GYLE RISK FROM CHANGING PLANNING REQUIREMENTS FOR SHOPPING CENTRES PERMITTING ADDITIONAL DEVELOPMENT THEREFORE INCREASED VALUATION

AIRPORT/AB ONGOING PLANNING DISCUSSIONS INCREASING HOPE VALUE PLUS CHANGE OF PLANNING CONSENT WITHIN 10 YEAR PERIOD ALLOWS CLAIMANT TO REVISIT CLAIM

EAL NOW SUBMITTED CLAIM

GENERAL CONSIDERABLE EXPOSURE TO COSTS FOR CAADS, LANDS TRIBUNAL AND COURT REFERRALS ADDITIONAL SETTLEMENTS ALSO RESULT IN ADDITIONAL FEES AND INTEREST PAYMENTS

CLAIMS LOGGED	DV ESTIMATE	SHORTFALL
WEST CRAIGS	£ 8,500,000	£ 240,271
WB	£ 11,500,000	£ 1,445,500
BAM	£ 2,000,000	£ 28,750
CALA	£ 1,500,000	£ 10,000
EAL	£ 4,500,000	£ 666,825
TOTAL	£ 26,000,000	£ 2,391,346