

## Edinburgh Tram Project – Political Decisions and Events Timeline (as at 10 October 2014)

Note: Key decisions and events are shaded for ease of reference.

No.	Date	Committee	Report Title	Decision
1.	30/11/1998	Transportation Committee	New Edinburgh Tramways Company Limited – Proposed Tramway – Haymarket to Newhaven	<ol style="list-style-type: none"> <li>1) To note the draft consultancy brief as submitted prepared in consultation with NETC, LEEL and Forth Ports.</li> <li>2) To note that the Director of City Development had indicated that, as a preliminary estimate, the study would cost approximately £70,000.</li> <li>3) To note the comments from NETC regarding certain elements of the study brief.</li> <li>4) To note that NETC were prepared to contribute £5,000 towards the cost of the study.</li> <li>5) To note that LEEL had approved the brief for its interest and indicated its willingness to contribute up to a third of the cost of the study.</li> <li>6) To agree that the Council would contribute up to a maximum of £25,000 towards the costs of the study subject to the Director of City Development identifying an appropriate substitution from within the Department's approved budget for the financial year 1998/99 to meet the Council's contribution.</li> <li>7) To instruct the Director of City Development to consult further with LEEL and NETC to commission a comprehensive study to be carried out at a cost not exceeding £55,000 which sum to include the offer of £5,000 from NETC.</li> </ol>
<p><b>May 1999</b> - CEC commences its 'New Transport Initiative' to tackle congestion and environmental problems. (see item 2)</p>				
2.	31/05/1999	Transportation Committee		<ol style="list-style-type: none"> <li>1) To note the contents of a report dated 21 May 1999 by the Director of City Development and Appendix.</li> <li>2) To approve undertaking Phase 1 of the New Transport Initiative as outlined in Section 3 of the Appendix to the Director's report, including examination and consultation on the introduction of road user charging and any other appropriate sources of finance as a means to fund a substantially improved transport system for Edinburgh.</li> <li>3) To note that the cost of Phase 1 of the Initiative would be approximately £418,000. This included £103,000 staff costs that could be met within existing City Development resources. External contributions would be sought which could reduce the Council's overall commitment to £75,000. A further report would be submitted to the Committee in the event of that target not being met.</li> <li>4) To approve the submission of bids for European funding as outlined in paragraph 5.3 of the Appendix to the Director's report, noting that a further report would be presented to Committee before any contracts with the European Commission in respect of these bids were finalised.</li> <li>5) To note that external funding would be sought for further phases of the Initiative and that a further report would be presented on these matters later in 1999.</li> <li>6) To note that a further report in July 1999 would present the draft Local Transport Strategy and a consultation programme.</li> <li>7) To confirm the appointment of the Convener (Councillor Lazarowicz) on the recently established independent Transport Advisory Panel.</li> </ol>
<p><b>October 2001</b> - CEC submits an application to Scottish Ministers for Approval in Principle of an 'Integrated Transport Initiative for Edinburgh and South East Scotland'.</p>				
3.	18/10/2001	City of Edinburgh Council	New Transport Initiative – Next Steps	<ol style="list-style-type: none"> <li>1) To welcome the report 'New Transport Initiative – Next Steps'</li> <li>2) To recognise that many positive 'development pressures' within and around the City of Edinburgh meant that, in terms of Edinburgh's transport infrastructure, the status quo is simply not an option. To do nothing would abdicate political responsibility and would harm the long-term health of the city's economy and its social fabric.</li> <li>3) To adopt the 'Preferred Strategy', detailed in recommendation 1 of the report, of major transport investment part funded from congestion charging revenue as set out in the Local Transport Strategy approved by Council on 19 October 2000.</li> </ol>

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				<p>4) To recognise</p> <ul style="list-style-type: none"> <li>a. Any final decision on implementation would be subject to further consideration by the Council at future dates.</li> <li>b. Stage 1 'Approved in Principle' allows further consultation to take place on options but would not lead irreversibly to charging.</li> <li>c. There would be a major 'SESTRAN-wide' public consultation following the decision.</li> <li>d. There would be significant investment in public transport before any potential charging commences.</li> <li>e. All charging monies would be ring fenced by national legislation.</li> <li>f. Charging monies would be used primarily for major transport investment programme</li> <li>g. Charging monies would also be used for road/footway maintenance and improvements.</li> <li>h. All charging monies would be new money (added value)</li> <li>i. There would be no charging until at least 2005.</li> </ul> <p>5) To undertake detailed development work and consultation as detailed in the report on the 'Preferred Strategy' based on a city centre congestion charging cordon, aimed at tackling city centre congestion and other traffic related problems.</p> <p>6) To consider extending charging beyond the city centre to tackle congestion and related problems on the major radial routes at the edge of the city, as well as in the city centre, by means of a charging cordon inside Edinburgh within the City Bypass in combination with the city centre cordon.</p> <p>7) To submit the application to the Scottish Executive, for approval in principle of an 'Integrated Transport Initiative for Edinburgh and South East Scotland' as detailed in appendix 1 to the report.</p> <p>8) To note the next major milestone for Council decision in relation to the New Transport Initiative would be to consider a single scheme proposal to take forward the statutory order procedures anticipated to take place in summer 2002.</p> <p>9) To approve, in principle, the establishment of a company fully owned by the council to deliver the major projects included in the transport investment programme and to:</p> <ul style="list-style-type: none"> <li>a. Approve the draft memorandum and articles of association for the company detailed in appendix 2 to the report.</li> <li>b. Approve the draft shareholders agreement between the company and the council detailed in appendix 3 to the report.</li> <li>c. Approach appropriate individuals from the private sector with a view to membership of the board of the company</li> <li>d. Recommend to the Council the nomination of three elected members to the new board of the fully owner council company as follows: Executive Member for Transport Executive Member for Finance A member of the Official Opposition.</li> <li>e. Authorise the Directors of City Development and Finance in consultation with the Council Solicitor and the new board members to finalise the shareholders agreement and establish the company.</li> </ul> <p>10) To participate in the EUROPRICE2 project, at a total cost of EURO 15,200 over 18 months, to be funded by the New Transport Initiative budget.</p> <p>11) To thank all staff who had been involved in developing the New Transport Initiative to its current level of detail and to commend all officers involved in such a significant achievement for their flexibility and sheer hard work.</p>
<p><b>February 2002</b> - The Minister for Enterprise, Transport and Lifelong Learning responds to the application, requesting the following: CEC establish the arm's length company proposed in the application, the company once established should develop the application, CEC then submit this as supplementary information to the original Application in Principle. Partnerships UK (PUK) reported separately on the Preliminary Business Case and structural options for delivery.</p>				
<p><b>Throughout 2002</b> - Work carried out in 2002: Investment package development, North Edinburgh Tram Feasibility Study, West Edinburgh Tram/South East Tram pre-feasibility, Rail Studies for Scottish Executive.</p>				
4.	21/03/2002	City of Edinburgh Council	New Transport Initiative: Board of Directors for Delivery Company	1) To appoint Ewan Brown as Chairperson and John Richards, Jim Brown and Gavin Gemmell as independent Non-Executive Directors of the delivery company for the New Transport Initiative.

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<b>May 2002</b> - CEC establishes Transport Initiatives Edinburgh Limited.(see item 5)				
5.	02/05/2002	City of Edinburgh Council	New Transport Initiative – Framework for delivery	<ol style="list-style-type: none"> <li>1) To note the response by the minister for Enterprise, Transport and Lifelong Learning to the Council's NTI Application in Principle.</li> <li>2) To note the revised timetable for progression of the NTI</li> <li>3) To agree the Memorandum and Articles, Operating Agreement and company secretary for the new arms-length delivery company, Transport Initiatives Edinburgh Ltd, as set out in the report by the Director of City Development.</li> <li>4) To delegate power to the Director of City Development to approve on behalf of the Council a recommendation from the Board of Transport Initiatives Edinburgh Ltd for the appointment of an Interim Chief Executive for a period of not more than 6 months.</li> <li>5) To agree the transitional Business Plan for the company, as amended with the proposed savings identified in paragraph 3.15 of the Director's report and the modifications made by the Board members of the company described in paragraphs 3.16 to 3.19 of the report.</li> <li>6) To agree that remaining unfunded costs associated with the operation of the company should be met by adjustment of the Capital Investment Programme 2005-2005 as outlined in para 3.32 of the report.</li> <li>7) To seek additional match funding for development of the congestion charging scheme, as outlined in paragraph 3.32 of the report.</li> <li>8) To refer the Director's report to the Capital Planning Group for their information.</li> <li>9) To agree the monitoring and liaison arrangements set out in paragraphs 3.21 to 3.24 of the report.</li> <li>10) To note that, subject to agreement of the Director's report and resolution of the VAT issue, the first meeting of the Board of the new company will take place on 3 May 2002.</li> <li>11) To undertake a demonstration of congestion charging technology and systems on the basis set out in the report.</li> </ol>
<b>September 2002</b> - tie submits a revised 'Integrated Transport Initiative for Edinburgh and South East Scotland' to CEC and the Transport Group in the Scottish Executive. The revised report responds to Ministers requests to set up tie.				
6.	28/01/2003	Executive	Edinburgh Tram Network	<ol style="list-style-type: none"> <li>1) To note the report by the Director of City Development</li> <li>2) To instruct Transport Initiatives Edinburgh (tie) to take forward work on the issue of bus-tram integration.</li> <li>3) To safeguard routes for the Edinburgh Tram Network lines 1 to 3 and for extensions as listed in paragraph 16 of the report by the Director of City Development as detailed route identification developed.</li> <li>4) To remove safeguarding for the Edinburgh Metro routes once the safeguard identified in paragraph 16 of the report by the Director of City Development were in place.</li> </ol>
<b>March 2003</b> - Scottish Executive announces support for the construction of the northern loop and western line to the Airport (later amended to Phase 1A (Airport to Leith without Granton section) and Phase 1b (Roseburn to Western Granton)).				
7.	13/11/2003	City of Edinburgh Council	Edinburgh Tram Project – Lines 1 and 2	<ol style="list-style-type: none"> <li>1) To note that the proposed Edinburgh Tram Project was ranked fourth within the top ten national transport projects as detailed by the Scottish Executive in March 2002.</li> <li>2) To note progress to date with the development of proposals for Tram Lines 1 and 2 (paragraphs 3.1-3.11 of the Director of City Development's report) and that further reports would be submitted to the Council meeting on 11 December 2003.</li> <li>3) To note the results of the public consultation exercise (paragraphs 3.12- 3.17 of the Director's report).</li> </ol>

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				<p>4) To approve the alignment for tram line 1 (paragraph 3.18 of the Director's report) subject to:</p> <ul style="list-style-type: none"> <li>a) further investigation of the Craighleith option; this would be considered by the Planning Committee on 27 November 2003 and a final decision on the specific route alignment of this option (including the Western General Hospital) would not be taken until further investigations were completed, i.e. at the Council meeting in</li> <li>b) December 2003;</li> <li>c) further investigation by <b>tie</b> of the detailed route options for the length of road between Wardie Hotel and Granton Square before the Council made its final decision in December 2003.</li> </ul> <p>5) To approve the alignment for tram line 2 (paragraph 3.19 of the Director's report) with the exception of the Roseburn to Carrick Knowe option and to note:</p> <ul style="list-style-type: none"> <li>a) that this option would be considered by the Planning Committee on 27 November 2003; and</li> <li>b) that the final decision on the specific route alignment of the 'Carrick Knowe Option' (including Baird Drive) would not be taken until further investigations were completed, i.e. at the Council meeting in December 2003, although Council officials were currently minded to recommend 'option B'.</li> </ul> <p>6) To approve the tram stop locations (paragraph 3.20 of the Director's report).</p> <p>7) To approve depot sites at Constitution Street (line 1) and Gogar Roundabout (line 2) (paragraphs 3.21 -3.25 of the Director's report).</p> <p>8) To approve sub-station sites (paragraph 3.26 of the Director's report).</p> <p>9) To note that the locations of temporary construction sites would be reported to the Planning Committee on 27 November 2003.</p> <p>10) To approve the approach whereby the design of the tramway was integrated with the design of the public realm (paragraphs 3.30-3.32 of the Director's report) and to approve the setting up of an officer working group to bring forward proposals (paragraphs 3.33-3.34 of the Director's report).</p> <p>11) To approve the draft Design Manual as a means of ensuring high quality design (paragraphs 3.35-3.38 of the Director's report).</p> <p>12) To note that wide-area and local traffic impacts of the introduction of the tramway proposals, together with appropriate mitigation, would be the subject of future reports.</p> <p>13) To note the progress to date with the Development Partnering and Operating Franchise Agreement (paragraphs 3.47-3.50 of the Director's report).</p> <p>14) To approve the development of a Public Transport Integration Strategy and to note that a Quality Contract might be required.</p> <p>15) To note that the Park and Ride Strategy would be reviewed and would be the subject of a future report.</p> <p>16) To note that Appraisal documents would be presented to the Council in December 2003.</p> <p>17) To note that the capital cost estimates and business case for lines 1 and 2 being developed by <b>tie</b> would be reported to Council in December 2003.</p> <p>18) To approve the development of a strategy for securing financial contributions for the tram from developers and to note that this would be the subject of a future report.</p> <p>19) To note that separate Bills for tram lines 1 and 2 were being prepared with the Council as tram promoter and that these would be presented to Council for approval in December 2003.</p> <p>20) To approve the regulation of events, marches and demonstrations (paragraphs 3.51 -3.52 of the Director's report).</p> <p>21) To note that working arrangements between the Council and <b>tie</b> were being reviewed (paragraph 3.83 of the Director's report).</p> <p>22) To approve the creation of a unified Communications Group (paragraphs 3.84-3.85 of the Director's report).</p> <p>23) To agree the above decisions noting that final approval of the Parliamentary Bills for tram lines 1 and 2 would not happen until December 2003 and that such final approval would not take place before publication of 'Appraisal, Costs and Revenue' details for both lines (paragraphs 3.66, 3.71 and 3.72 of the Director's report).</p>

No.	Date	Committee	Report Title	Decision
				<p>24) To approve the recommendations of the Environmental Quality Scrutiny Panel that tie be asked:</p> <ul style="list-style-type: none"> <li>a) To reconsider the former rail route as an alternative to the proposed Starbank Road/Trinity Crescent route and to report on the following;</li> <li>b) the comparative capital cost and running times of the two options;</li> <li>c) the effect on tram stop positions for the Newhaven development and the practicalities of running a spur/shuttle into part of the development area; and</li> <li>d) the length of time that the road route would be closed should that option be chosen.</li> <li>e) To draw the lines of deviation within Craigeith to allow flexibility of stop positions.</li> </ul> <p>25) To thank all staff of tie, the Council and consultants who had been involved in developing the Edinburgh Tram Project to its current level of detail. To note this very significant achievement and commend all those involved for their commitment and sheer hard work.</p> <p><b>Amendment (also incorporated into final decision)</b></p> <p>26) To reiterate support for the construction of new tram lines in Edinburgh and welcome the report by the Director of City Development.</p> <p>27) To support:</p> <ul style="list-style-type: none"> <li>a) The Environmental Quality Scrutiny Panel recommendations to investigate use of the railway link bypassing Starbank Road on line 1.</li> <li>b) The Planning Committee recommendations for further discussions on the Telford Road and Baird Drive sections.</li> </ul> <p>28) express concern about the following outstanding issues:</p> <ul style="list-style-type: none"> <li>a) Difficulties with the consultation with local residents about the route of line 2 to the west of Ingliston.</li> <li>b) The impact on the viability of the Newbridge Terminus of the decision to study only a shuttle service to Ingliston from Newbridge as opposed to a direct service from Newbridge to the city centre.</li> <li>c) The threat to the Greenbelt for the proposal to run line 2 across country between Gogarburn and the Airport rather than run alongside the A8 and airport approach road and the proposal to locate the line 2 depot in the Greenbelt.</li> <li>d) The recommendation to reduce considerably the use of Princes Street for marches, demonstrations and events and the impact this is likely to have on the civic life of the city.</li> <li>e) The visual impact of overhead power lines in Princes Street (and other parts of the World Heritage Site) and to call for a detailed report on the use of alternative power supplies.</li> <li>f) The need for sufficient flexibility in the location of tram stops to allow further detailed consultation with local residents.</li> </ul> <p>29) To approve the recommendations in the Director of City Development's report as a basis for continued design work and to instruct the Director to address the issues raised in paragraphs 2) and 3) above in his report to the Council meeting on 11 December 2003.</p>
8.	18/11/2003	Executive of the Council	Transport Initiatives Edinburgh (tie) Financial Performance	<p>1) To note the budget and outturn expenditures for tie for the financial year 2002/03 and in particular the significant underspend on the Tram projects.</p> <p>2) To instruct the Directors of City Development and Finance to continue formal monitoring of tie and recommend modified liaison procedures and agreements where appropriate.</p> <p>3) To note that tie had been instructed to proceed with the implementation of the Ingliston Park and Ride project and that the budget implications for tie would be included in a future report.</p>
9.	27/11/2003	Planning Committee	Edinburgh Tram Project	<p>1) To support the routes and limits of deviation shown in the A3 Plans, subject to the views expressed in the report relating to limits of deviation.</p> <p>2) To agree that routes shown in the final plans, once agreed by Council, should be safeguarded for future transport purposes - the Finalised Rural West Edinburgh Local Plan 2003 should safeguard the land needed for the section of Line 2 from the city edge to Newbridge. It should also safeguard the tram route from Newbridge to Kirkliston. The rest of the Line 2 route, and the whole of Line 1, should be safeguarded in the Edinburgh City Local Plan.</p> <p>3) To note the Line 1 issues for further reports - Coltbridge Viaduct, RoseburnBridge, Starbank Road. This is likely to be at the prior approval stage.</p> <p>4) To note the Line 2 issues for further reports - Baird Drive and Gogar Depot. This is also likely to be at prior approval stage.</p> <p>5) To note the way forward on public realm design work to achieve the objective of integrated design wall-to-wall, and that the Planning Committee will continue to be involved as design progresses.</p>

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				<p>6) To note that a further report on developer contributions will be brought to Committee in two cycles.</p> <p>7) To agree the Draft Design Manual, the views of key parties be sought on the content and a Final Draft be brought back to the next Committee. It is intended that this should be finally agreed in whole or in part as supplementary planning guidance.</p> <p>8) To agree that the draft procedure note should be discussed with Historic Scotland and <b>tie</b> and reported back to Committee with the Design Manual.</p> <p>9) To agree that the Head of Planning review the final documentation - particularly the Environmental Statements and the powers in the Bills – and provides a written confirmation to Council that the matters raised in this report have been adequately addressed.</p> <p>10) To agree that the views of key parties be sought on the draft Principles for Princes Street and Haymarket and a further report be brought back to Committee at an early date.</p> <p>11) To ask officials to take account of the comments received from the West Edinburgh Residents Tram, Action Group on the report.</p>
<b>December 2003</b> - CEC approves alignment of Line 1 (city centre and northern loop) and Line 2 (Haymarket to Airport). CEC also approves the STAG2 appraisal for tram Lines 1 and 2 and that these should be submitted to the Scottish Executive. (see 10 and 11)				
10.	11/12/2003	The City of Edinburgh Council	Edinburgh Tram Project - Tram Lines 1 and 2	<p>1) To note that on 13 November 2003 the Council approved the alignment of line 1 with the exception of the Craigleith option.</p> <p>2) To note that <b>tie ltd</b> have undertaken further investigation of options A and B at Craigleith and have developed a third alignment, option C.</p> <p>3) To note that as a result of this work <b>tie</b> have recommended that option A, which follows the alignment of the disused railway corridor, should be adopted as the preferred alignment, and that this is endorsed by Council Officials.</p> <p>4) To approve that option A should be adopted as the preferred alignment at Craigleith,</p> <p>5) To note that <b>tie ltd</b> has undertaken further investigations into the alignment of tram line 1 on Lower Granton Road between Wardie Hotel and Granton Square.</p> <p>6) To note that <b>tie ltd</b> continue to recommend a segregated tram alignment adjacent to the seawall and that this is endorsed by Council Officials.</p> <p>7) To approve that the alignment for tram line 1 on Lower Granton Road should follow a segregated line adjacent to the sea wall.</p> <p>8) To note that <b>tie ltd</b> has undertaken further investigations, which consider using the former rail route as an alternative to the proposed Starbank Road / Trinity Crescent route.</p> <p>9) To note that <b>tie ltd</b> continue to recommend that the alignment for tram line 1 should be routed along Starbank Road / Trinity Crescent on a shared basis with other traffic and that allowances are made within the limits of deviation in the Bill for widening to cater for parking and servicing requirements. This is supported by Council Officials.</p> <p>10) To approve the alignment for tram line 1 on Starbank Road/Trinity Crescent.</p> <p>11) To note that the alignment of line 1 including the recommended options at Craigleith, Lower Granton Road, Starbank Road/Trinity Crescent was considered and supported by Planning Committee on 27 November.</p> <p>12) To note that Council approved the alignment of line 2 with the exception of the Roseburn to Carrick Knowe option.</p> <p>13) To note that <b>tie ltd</b> has undertaken further investigations, which have considered routing options between Roseburn and Carrick Knowe.</p> <p>14) To note that <b>tie ltd</b> continue to recommend that option B, which runs to the north of the railway and passes to the rear of Baird Drive should be adopted as the preferred alignment, and that this is supported by Council Officials.</p> <p>15) To approve that option B should adopted as the preferred alignment on tram line 2 between Roseburn and Carrick Knowe.</p> <p>16) To note that the alignment of line 2 including the recommended option B between Roseburn and Carrick Knowe was considered and supported by Planning Committee on 27 November.</p>

No.	Date	Committee	Report Title	Decision
				<p>Regarding various tram line 1 and 2 issues has been addressed within the main report:</p> <p>17) To note that the concern expressed by Council under the amendment (No3) Community Involvement</p> <p>18) To approve that <b>tie ltd</b> is instructed to create were appropriate community liaison groups and in the first instance groups should be established at Craigleith and Baird Drive.</p> <p>19) To approve STAG2 appraisal for tram line 1 and that this should be submitted to Scottish Executive.</p> <p>20) To approve STAG2 appraisal for tram line 2 and that this should be submitted to Scottish Executive.</p> <p>21) To note that both tram lines 1 and 2 show a positive Net Present Value, and that the Benefit to Cost ratios are 1.51 for tram line 1 and 1.3 for tram line 2 which demonstrate that both lines are good value for money.</p> <p>22) To approve the Environmental Statement for tram line 1 and to note that this is an accompanying document, which will be submitted with the Bill for line 1 to the Scottish Parliament.</p> <p>23) To approve the Environmental Statement for tram line 1 and to note that this is an accompanying document, which will be submitted with the Bill for line 1 to the Scottish Parliament.</p> <p>24) To approve the Preliminary Financial Case for tram line 1.</p> <p>25) To approve the Preliminary Financial Case for tram line 2.</p> <p>26) To note that tie ltd has put in place a rigorous risk management system to address what can be a significant factor in such major capital projects</p> <p>To note that current estimates of capital cost for tram lines 1 and 2 are £243.0 million and £230.4 million respectively.</p> <p>27) To note that capital and life-cycle costs will be market-tested next year and that the Council is under no obligation to proceed.</p> <p>28) To note that the Scottish Executive have given a funding commitment of £375 million for the tram network subject to STAG and Business Case approval.</p> <p>29) To note that present projections disclose a funding requirement beyond the current estimates of grant of £33 million for line 1 and £72 million for line 2 and it is hoped that this will be met by operational surpluses, commercial income, and property development gains and other public and private sector sources.</p> <p>30) To note that in the event that funding was not ultimately sufficient the Council would retain control over the scope of the network to be constructed.</p> <p>31) To approve the Estimate of Expense and Financial Statement for tram Lines 1 and 2.</p> <p>32) To note that a final business case will be submitted to the Council in due course, following refinements to project costings and funding availability.</p> <p>33) To approve the draft Bills for tram lines 1 and 2.</p> <p>34) To note that a motion to formally approve the lodging of the Bills and supporting documentation for tram lines 1 and 2 will be presented to a special meeting of the Council on 22 December 2003.</p> <p>35) To approve the system of Planning Prior Approvals.</p>
11.	22/12/2003	The City of Edinburgh Council	Edinburgh Tram Project - Tram Lines 1 and 2: Section 82 Resolutions	<p>1) Pursuant to the provisions of Section 82 of the Local Government (Scotland) Act 1973, as amended, to approve the resolution at Appendix A to this minute.</p> <p>2) Pursuant to the provisions of Section 82 of the Local Government (Scotland) Act 1973, as amended, to approve the resolution at Appendix B to this minute.</p> <p>3) To note that the Head of Planning had reviewed the outstanding planning matters and was satisfied that they had been adequately addressed.</p>

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<b>January 2004</b> - Two Bills submitted to the Scottish Parliament to enable statutory powers to build the tram system (Assent received March 2006). (see item 12)				
12.	22/01/2004	City of Edinburgh Council	Edinburgh Tram Project - Tram Lines 1 and 2	<p>1) To note the lodging of the Bills for Tram Lines 1 and 2 with the Private Bills Unit of the Scottish Parliament on 23 December 2003.</p> <p>2) To note that the Business Case for the Edinburgh Tram Project would come forward at a later date and that no commitment would be made towards procurement until this had undergone a detailed appraisal by the Director of Finance.</p> <p>3) To note that the Council's decision of 11 December 2003 had indicated: that the principal source of funding was the commitment of £375m from the Scottish Executive which had no commitment to indexation; that outline projections had disclosed a funding requirement beyond the current estimates of grant award, this additional capital requirement amounting to f33m for line 1 and f72m for line 2; and it was hoped that operational surpluses, commercial income and property development gains and other public and private sector sources would meet this deficit.</p> <p>To request an all-party meeting with the Minister for Transport to seek an assurance that the Scottish Executive would commit to covering the full costs of the network, with indexation, should any sum remain outstanding after the addition of development gains in order to ensure that operational revenues might be used to meet all future revenue costs.</p>
13.	05/02/2004	Planning Committee	Edinburgh Tram Project : Design Manual and Planning Approval Procedures	<p>1) notes the comments made by key parties;</p> <p>2) approves the revised Design Manual in the form now presented;</p> <p>3) requests further reports on arrangements and mechanisms to deliver a high quality design; and</p> <p>4) approves the revised Approval Procedures, and requests that the Scheme of Delegation is adjusted to incorporate reference to these, as appropriate.</p>
<b>April 2004</b> - CEC approve tie recommendation to appoint Transdev as the tram operator to engage in Design, Partnering, and Operating Franchise Agreement for the Edinburgh Tram Project. (see item 15)				
14.	01/04/2004	Planning Committee	Tram Developer Contributions	<p>1) To endorse the guideline by the Director of City Development as draft supplementary guidance and to seek the views of Transport Initiatives Edinburgh (tie), other interested parties and consultees prior to finalising the guidance.</p> <p>2) To agree that notwithstanding the draft nature of this guidance, it should be applied to applications received from 2 April 2004 onwards.</p> <p>3) To request that a report be brought back to Committee giving the results of the consultation exercise in August 2004. This report should also give fuller details on the resource required for monitoring the guidance and financial systems.</p>
15.	29/04/2004	The City of Edinburgh Council	Edinburgh Tram Project - Appointment of Tram Operator	<p>1) To note that <b>tie ltd</b> have undertaken a robust procurement process to select an experienced tram operator to engage in Design, Partnering, and Operating Franchise Agreement (DOPFA) for the Edinburgh Tram Project.</p> <p>2) To note that on 20 April 2004 the <b>tie ltd</b> Board recommended that Transdev should be appointed as the tram operator for the Edinburgh Tram Project.</p> <p>3) To approve the recommendation of the <b>tie ltd</b> Board and agree that <b>tie ltd</b> should appoint Transdev subject to funding approval being granted from the Scottish Executive.</p> <p>4) To note that there will be future reports to the Council during the development phase of the DPOF agreement.</p>
16.	15/06/2004	Executive	Edinburgh Tram Project : Site Transfers to Transport Initiatives Edinburgh Limited	<p>1) To enter into an Option Agreement with TIE Limited on the terms and conditions as set out in paragraphs 3 to 7 in the report by the Director of City Development and on the other terms and conditions to be agreed by the Director of City Development and the Council Solicitor.</p>
17.	07/09/2004	Executive	Edinburgh Tram Project - Site Transfers to Transport Initiatives Edinburgh Ltd	<p>1) To note that the Scrutiny panel had let the decision of the Executive be implemented.</p> <p>2) To approve the Scrutiny Panel's recommendations as follows:- i) That the Director of City Development report on viable development options after the first stage development appraisal. ii) To request an independent valuation of the land to be transferred.</p>



No.	Date	Committee	Report Title	Decision
				<ul style="list-style-type: none"> <li>iii) To ask that the localised information be provided on development proposals to residents through existing or new consultation groups.</li> <li>iv) That the Director of City Development examine issues of ownership rights and environmental impact in relation to the drying green area at Maidencraig Court.</li> </ul>
18.	08/09/2004	Planning Committee	Tram Developer Contributions	<ul style="list-style-type: none"> <li>1) To note the scope of the consultation exercise and the terms of the responses received ;</li> <li>2) To endorse the Guideline attached to the Director of City Development's report as supplementary planning guidance for publication in the DQ Handbook and publication on the Council's Web site;</li> <li>3) To agree that the contributions received will be spent both on tram and on tram-related public realm with a view to assisting achievement of the aspiration of holistic, wall-to-wall quality design;</li> <li>4) To note that there will be a review of applications received since 2 April 2004 to take account of amendments to the draft Guideline;</li> <li>5) To note that the Guideline will apply at present only to Tram Lines 1 and 2;</li> <li>6) the situation regarding Line 3 will be considered at the time of the report to Committee on that line, expected in Autumn 2004; and</li> <li>7) To note that the delivery of tram public realm will be the subject of a further report to Planning Committee in due course.</li> <li>8) That local members for wards served by Tram Lines 1 and 2 be advised of the approval for the Guideline for their interest.</li> </ul>
19.	19/10/2004	Executive	Edinburgh Tram Project Line 3 Route Alignment	<ul style="list-style-type: none"> <li>1) To note the progress to date with the development of Tram Line 3 Proposals, following the public consultation as detailed in paragraphs 3.1 - 3.6 of the report by the Director of City Development.</li> <li>2) To note the work being undertaken with the network effects of the Edinburgh South Suburban Railway, Tram Line 3 and the Waverley Railway and that there will be a further report to Council by the end of the year as detailed in paragraphs 3.5 of the report by the Director of City Development.</li> <li>3) To approve the final recommended route alignment for Tram Line 3 and to note that this will be considered by Planning Committee on 3 November 2004 as detailed in paragraphs 3.7 - 3.8 of the report by the Director of City Development</li> <li>4) To approve the recommended tram stop locations as detailed in paragraph 3.9 of the report by the Director of City Development.</li> <li>5) To note that the final decision over the closure of the vehicular access from Old Dalkeith Road and the route of an alternative exit were within the limits of deviation and would be the subject of further consultation with the local community.</li> <li>6) To note the progress being made with regard to a Tram Line 3 Depot, power sub stations and temporary construction compounds and that there will be further reports to Council in November and December 2004 as detailed in paragraph 3.1.1 of the report by the Director of City Development.</li> <li>7) To refer this report to the Environmental Quality Scrutiny Panel, for its interest.</li> </ul>
20.	03/11/2004	Planning Committee	Edinburgh Tram Project: Tram Line 3	<ul style="list-style-type: none"> <li>1) To support the routes and limits of deviation shown in the A3 Plans, subject to the views expressed in the report by the Director of City Development relating to limits of deviation, and, in particular, instructs the Head of Planning to resolve the issues at Ventnor Terrace and Jack Kane Centre/Hunter's Hall, in consultation with tie;</li> <li>2) To agree that a stabling facility should be identified through the process of finalising the Fort Kinnaird Brief, and the results reported to Committee along with the finalised brief;</li> </ul>

No.	Date	Committee	Report Title	Decision
				<p>3) To agree that the Head of Planning review the final documentation - particularly the Environmental Statements and the powers in the Bill - and provides a written confirmation to Council that the matters raised in the report by the Director of City Development have been adequately addressed;</p> <p>4) To agree that routes shown in the final plans, once agreed by Council, should be safeguarded for future transport purposes, and that this safeguarding be taken forward in the Edinburgh City Local Plan as well as development briefs and other supplementary planning guidance;</p> <p>5) To agree that following such agreement by the Council to promote the Bill for Line 3, the Tram Developer Contributions Guideline will be applied to Tram Line 3;</p> <p>6) To note that a further report on refining the Draft Design manual and a Tram Public Realm Strategy will be submitted to Committee at a later date.</p> <p>7) To thank staff of the Planning function and tie for their further work on the Tram Line 3 proposals.</p>
21.	11/11/2004	City of Edinburgh Council	Edinburgh Tram Project - Tram Line 3	<p>1) To note progress to date with the development of proposals for Tram Line 3 (paragraphs 3.1 -3.7 of the Director of City Development's report) and that further reports would be submitted to the Council meeting on 9 December 2004.</p> <p>2) To note the results of the public consultation exercise (paragraphs 3.8-3.1 1 of the Director's report).</p> <p>3) To approve the recommended final route alignment for Tram Line 3 (paragraph 3.1 2 of the Director's report).</p> <p>4) To acknowledge that the development of the Medi-Park at Little France was a project of equivalent national significance to Edinburgh Park or Waterfront Edinburgh and that it must be served by an effective public transport system.</p> <p>5) To acknowledge that provision of good public transport alternatives to the private car in south eastern Edinburgh was vital to the continued prosperity of the city and that a tram line on a route connecting major employment and retail centres in this area was necessary to achieve that objective.</p> <p>6) To instruct tie to continue to refine layouts for the route between East Preston Street and Cameron Toll and to seek opportunities to retain those right hand turns from the route that were necessary for the wider road network or efficient local access.</p> <p>7) To instruct tie to develop for those parts of the route outwith the current Controlled Parking Zone proposals to ensure that on street parking was equitably shared between residents, local business, shoppers and tram and bus passengers.</p> <p>8) To approve the proposed tram stop locations (paragraph 3.1 3 of the Director's report).</p> <p>9) To approve the proposed stabling site at Newcraighall (paragraphs</p>

No.	Date	Committee	Report Title	Decision
				<p>3.1 5-3.1 7 of the Director's report).</p> <p>10) To approve the proposed sub-station sites (paragraphs 3.1 8-3.1 9 of the Director's report).</p> <p>11) To approve the principle of the temporary construction compound sites (paragraph 3.20-3.21 of the Director's report).</p> <p>12) To approve the approach whereby the design of Tram Line 3 was integrated with the design of the public realm, similar to that approach previously approved from Tram Lines 1 and 2 (paragraphs 3.22-3.30 of the Director's report).</p> <p>13) To note that wide-area and local traffic impacts of the introduction of the tramway proposals, together with appropriate mitigation, would be the subject of future reports (paragraphs 3.31 -3.38 of the Director's report).</p> <p>14) To note the progress to date with proposals for the operation of the trams, particularly the Development Partnering and Operating Franchise Agreement (paragraphs 3.39-3.42 of the Director's report).</p> <p>15) To note the development of a Public Transport Integration Strategy and that a Quality Contract might be required (paragraphs 3.45-3.47 of the Director's report).</p> <p>16) To note that the Park and Ride Strategy would be reviewed and be the subject of a future report (paragraphs 3.50-3.54 of the Director's report).</p> <p>17) To note that Appraisal documents would be submitted to the Council meeting on 9 December 2004 (paragraphs 3.55-3.62 of the Director's report).</p> <p>18) To note that tie was developing capital cost estimates for Line 3 which would be submitted to the Council meeting on 9 December 2004 (3.63).</p> <p>19) To note that tie was developing a preliminary financial case and business case for Line 3 and that the preliminary financial case would be reported to the Council meeting on 9 December 2004 (paragraph 3.64 of the Director's report).</p> <p>20) To note that the development of a strategy for securing financial contributions for Tram Line 3 from developers would be similar to that already approved for Tram Lines 1 and 2 (paragraph 3.65 of the Director's report).</p> <p>21) To approve the regulation of events, marches and demonstrations (paragraphs 3.43-3.44 of the Director's report). To note that a Bill for Tram Line 3 was being prepared with the Council as Promoter and that this would be presented to Council for approval in December 2004 (paragraphs 3.66-3.71 of the Director's report).</p>

No.	Date	Committee	Report Title	Decision
				<p>22) To instruct the Chief Executive to ensure that regular reports on the progress of the Tram Line 3 Bill in the Scottish Parliament were submitted to the Executive along with any revised Business Case prior to its lodging with the Scottish Parliament.</p>
22.	09/12/2004	City of Edinburgh Council	<p>Edinburgh Tram Project - Tram Line 3</p> <p>And</p> <p>Edinburgh Tram Project - Tram Line 3: Section 82 Resolution</p>	<ol style="list-style-type: none"> <li>1) To note the Council's decision of 24 June 2004 calling for a report on underground waste facilities (paragraph 3.2 of the Director of City Development's report).</li> <li>2) To note that tie had undertaken an investigation of opportunities of providing underground waste facilities in relation to the Edinburgh Tram Project and to consider the matter in more detail but on a wider scale (paragraphs 3.3-3.6 of the Director's report).</li> <li>3) To set up a Working Group to investigate the opportunities for waste facilities and to discharge the outstanding motion (paragraph 3.7 of the Director's report . )</li> <li>4) To note that the STAG 2 appraisal for Tram Line 3 was currently being completed by tie and its consultant and would be reported to Council at a later date for approval prior to its submission to the Scottish Executive (paragraph 3.1 1 of the Director's report).</li> <li>5) To approve the draft Environmental Statement for Tram Line 3 and to note that this was an accompanying document which would, once complete, be submitted with the Bill for Line 3 to the Scottish Parliament (paragraph 3.1 2 of the Director's report).</li> <li>6) To note that the Preliminary Financial Case for Tram Line 3 was currently being completed by tie and would be reported to Council for approval at a later date (paragraph 3.1 3 of the Director's report).</li> <li>7) To approve the draft Estimate of Expenses and Financial Statement for Tram Line 3 and to note that this formed part of the Bill documentation (paragraph 3.13 of the Director's report).</li> <li>8) To note that tie had put in place a rigorous risk management system to address what could be a significant factor in such major capital projects (paragraph 3.14 of the Director's report).</li> <li>9) To note that tie was presently calculating the Net Present Value and Benefit to Cost Ratio, which would be reported to Council at a later date (paragraph 3.1 5 of the Director's report). To note that the current estimate of total capital construction costs for Tram Line 3 was f228.2 million, which included a current 27% Optimism Bias contingency of €48.5 million (paragraph 3.16 of the Director's report).</li> <li>10) To note that capital and life-cycle costs would be market-tested next year and that the Council was under no obligation to proceed thereafter (paragraph 3.17 of the Director's report).</li> <li>11) To note that there was no committed funding for the construction of Tram Line 3 at this time but that a provisional sum off 154 million from potential congestion charging revenue had been allocated to Tram Line 3</li> </ol>

No.	Date	Committee	Report Title	Decision
				<p>(paragraph 3.18 of the Director's report).</p> <p>12) To note that, even allowing for the €1 54 million allocation, present projections showed a funding shortfall of €74.2 million, which included a f48.5 million Optimism Bias contingency, and that it was hoped that this would be met by operational surpluses, commercial income, property development gains and other public and private sector sources, as well as a reduction in the Optimism Bias contingency (paragraph 3.18 of the Director's report).</p> <p>13) To note that the Council would retain control over the scope of the work to be constructed in the event that funding was not ultimately sufficient (paragraph 3.1 8 of the Director's report).</p> <p>14) To note that a Business Case would be submitted to the Council in due course, following refinements to project costings and funding availability (paragraph 3.1 3 of the Director's report). To approve the draft Bill for Tram Line 3 (paragraph 3.19 of the Director's report).</p> <p>15) To note that the Council approved the lodging of the Bill and supporting documentation for Tram Line 3 at its Special meeting on 9 December 2004, prior to its ordinary meeting (paragraph 3.19 of the Director's report).</p> <p>16) To approve the system of Planning Prior Approvals (paragraph 3.21 of the Director's report).</p> <p>17) To safeguard the previously approved alignment of Tram Line 3 through the Edinburgh City Local Plan and other appropriate planning briefs and guidance documents .</p>
23.	26/05/2005	Planning Committee	<p>Edinburgh Tram Project : Update (part 1)</p> <p>And</p> <p>Edinburgh Tram Project : Update (part 2)</p>	<p>1) To support the changes to the bills and the limits of deviation as shown in the attached Plans, subject to the views expressed in this report, and agrees that these additional areas be safeguarded in addition to the original LODs;</p> <p>2) To note the likely implications for the Section 50 Agreement at Murrayfield and instructs the Head of Planning to write to tie to advise on how this should be taken forward;</p> <p>3) To note the proposal to set up a Design Working Group and that appropriate support from City Development Department should be given to this or other similar arrangement which recognises the role of the local planning authority;</p> <p>4) To note that a further report on a revised Draft Tram Design Manual and a proposed Tram Public Realm Strategy will be brought before the next Planning Committee;</p> <p>5) To approve the Draft Policy Guideline attached as Appendix 4 for public consultation to take place with the revised Draft Design Manual next month;</p> <p>6) To agree that the Design Principles for 131 to 165 Leith Walk should be reassessed in the light of the Draft Policy Guideline;</p> <p>7) To ask tie to complete a programme of work to resolve the loose ends for Tram Line 3 and to undertake the additional work identified for Tram Line 2 extension in time for inclusion in the Edinburgh City Local Plan;</p>

No.	Date	Committee	Report Title	Decision
				8) To endorse the application of the Tram Developer Contributions guideline but notes that a further report will be brought back at an early date specifically in relation to Affordable Housing and Tram Line 3.
24.	02/06/2005	The City of Edinburgh Council	Tie Limited Business Plan - 2005/06  And  tie Limited Business Plan - 2005/06 - Business Plan	To approve the tie Business Plan for the financial year 2005/2006, subject to: 1) any expenditure in excess of the tie projected out turn for 2004-5 being contained within the tie 2005-6 budget, and 2) the award of grant funding from the Scottish Executive to meet the additional funding required.
25.	02/06/2005	The City of Edinburgh Council	Edinburgh Tram Project: Tram Lines 1 and 2 Proposed Amended Limits of Deviation  And  Edinburgh Tram Project - Tramlines 1 and 2 Proposed Amended Limits of Deviation - Background Papers (1)  and  Edinburgh Tram Project - Tramlines 1 and 2 Proposed Amended Limits of Deviation - Background Papers (2)	1) To approve the amendments to the alignment and limits of deviation to: i) Tram Lines 1 and 2 at Haymarket Yards; ii) Tram Lines 1 at Newhaven; and iii) Tram Line 2 at the Gyle.  2) To ask the Director of City Development to submit a progress report on the Business Case for Tram Line 1 and 2 to all members.
26.	16/06/2005	Planning Committee	Edinburgh Tram Project : Design Manual  And  Edinburgh Tram Project : Design Manual (Part 2)	1) To approve, as a draft for consultation, the design manual in its generality and in particular the matters relating to planning control which will constitute a form of supplementary planning guidance;  2) To note the intention to link this consultation to that on the draft Safeguarding Policy for Tram, and to report back to Committee thereafter.
<b>September 2005</b> - SDS appointed by tie to commence design and management services with provisions for novation to future Infraco Contract.				
27.	29/09/2005	Planning Committee	Development Quality Handbook: Tram Developer Contributions - Review of Guideline	1) To approve the proposed approach in relation to Tram Line 3, as detailed in the report by the Director of City Development, 2) To agree that the legal agreements that have not been concluded in respect of contributions towards Tram Line 3 be re-negotiated.  3) To note that the policy for lines 1 and 2 will continue in line with the report by the Director of City Development.
<b>December 2005</b> - CEC Executive confirms that the Tram Design Manual is finalised. (see item 28)				
28.	01/12/2005	Planning Committee	Edinburgh Tram Project : Design Manual  Edinburgh Tram Project : Design Manual - Appendix 1 (Part 1)	1) To approve the Tram Design Manual, subject to any non-material editing changes by the Director of City Development; 2) To approve the sample of photographs contained in Appendix 2 to the report by the Director of City Development, as suitable for inclusion within the Manual,; 3) To approve the General Planning Provisions for New Development on or Near Safeguarded Tram Routes as Supplementary Planning Guidance;

No.	Date	Committee	Report Title	Decision
			Edinburgh Tram Project : Design Manual - Appendix 1 (Part 2)  Edinburgh Tram Project : Design Manual - Appendix 2  Edinburgh Tram Project : Design Manual - Appendix 3	4) To ask the Director of City Development to report to the Planning Committee on the reappraisal of wire free options prior to the production of a finalised publication version of the Manual.  5) To refer the report by the Director of City Development to the Executive of the Council for information.  6) To advise the Scottish Parliament of the Committee's decision and submit a copy of the Manual for consideration in relation to the Tram Bills.
<b>January 2006</b> - CEC approves Airport to Leith Waterfront sections of Lines 1 and 2 as the first phase and optional extension of Line 1 from Haymarket to Granton Square, provided that funding and works costs permit. (see item 29)				
29.	26/01/2006	The City of Edinburgh Council	Edinburgh Tram	1) To express the Council's commitment to the development of Tram Lines 1 and 2, which were undoubtedly the key infrastructure projects for the centre of the Edinburgh city region. Core to the continued strength of the city region was the ability to move freely within the city itself and between key employment and development areas. The Edinburgh Tram could deliver the quality transport system which an expanding and prosperous Edinburgh needed. The key benefit of the current proposals was this positive link with the economy, and hence to employment, for the whole of the wider city region.  2) To approve the development of the Airport to Leith Waterfront sections of Lines 1 and 2 as the first phase of the Edinburgh Tram Network, noting that the extension of Tram Line 1 from Haymarket to Granton Square would be within the first phase of development, providing that funding and works costs permitted.  3) To note that further recommendations would be reported in late summer 2006 in respect of the Roseburn to Granton (if not included in phase I), Granton to Leith and Ingliston to Newbridge sections; and  a) to note, in particular, the issues surrounding Tram Line 1 and express concern for the city region economy that some sections might possibly be delayed.  b) to continue to review the proposals and funding options to avoid any delay in the completion of the Haymarket to Granton Square section.  c) to request additional reports from the Director of City Development regarding the funding to completion of Tram Line 1 including: <ul style="list-style-type: none"> <li>• expenditure control and savings options on other sections of the Tram within the concept of a complete route from Leith</li> <li>• Waterfront to the Airport further contributions from developers and business, including Waterfront Edinburgh, on this section of the route.</li> </ul> 4) To note and confirm that the success of the Edinburgh Tram would require clear commercial focus and that this would be best achieved by all Edinburgh Tram parties and Lothian Buses plc working as a single economic entity as 'Transport Edinburgh Limited'.

No.	Date	Committee	Report Title	Decision
				<p>5) To approve, in principle, a Council contribution of f45m, as detailed in the report by the Director of City Development and subject to a satisfactory final business case.</p> <p>6) To note that the Scottish Executive had indicated its willingness to take account of construction price inflation by indexing its existing, in principle, commitment of f375m for the Edinburgh Tram Network.</p> <p>7) To call for all political parties represented on the City of Edinburgh Council to continue to vigorously press the case for the full development of a modern, 21st century tram system for the Edinburgh city region.</p> <p>8) To agree that the Edinburgh tram system must be affordable and cover its full operating costs.</p>
<b>April 2006 – Edinburgh Tram (Line Two) Act 2006 received Royal Assent on 27 April 2006</b>				
30.	04/05/2006	The City of Edinburgh Council	<p>tie Limited Business Plan 2006-2007 (Part 1)</p> <p>and</p> <p>tie Limited Business Plan 2006-2007 (Part 2)</p> <p>and</p> <p>tie Limited Business Plan - 2006/07</p>	<p>1) To approve the tie Limited Business Plan for the financial year 2006-07, subject to the award of grant from the Scottish Executive to meet the additional funding required.</p> <p>2) To note that a further report would be submitted on funding the shortfall on the Ingliston Park and Ride project once the extent of the overspend (if any) had been finalised and how this would be contained within the Capital Investment Programme.</p> <p>3) To note that further reports would be submitted seeking approval on the Final Business Case and the awards of contracts for utilities diversion, tram vehicle manufacture and supply and the main tram infrastructure works.</p>
<b>May 2006 – Edinburgh Tram (Line One) Act 2006 received Royal Assent on 8 May 2006.</b>				
31.	01/06/2006	The City of Edinburgh Council	Edinburgh Tram Project - Delegated Powers	<p>1) To extend the Scheme of Delegation to Officers to include "Prior Approval" submissions relating to the Edinburgh Tram Project.</p> <p>2) In light of the complexity of the Tram Project and the needs for ongoing quality decision making, to instruct the Director of City Development to report (following consultation with TEL) on how an information working group or forum could be established where local elected members and the transport spokespersons of the political groups on the Council could have an early and effective involvement in the ongoing design work on the Tram Project as it affected local communities during the development, design and construction phases of the project.</p>
<b>September 2006 - tie issues ITN for Infraco Works to obtain initial tender price for draft Business Case.</b>				
32.	21/09/2006	The City of Edinburgh Council	<p>Edinburgh Tram - Appointment of Contractor for the Multi-Utilities Diversion Framework Agreement (MUDFA)</p> <p>and</p> <p>Edinburgh Tram -</p>	<p>1) To authorise tie to appoint the contractor known as Lewis to undertake the MUDFA contract, subject to Scottish Executive approval.</p> <p>2) To note that the contract award complied with the Edinburgh Tram Network programme.</p> <p>3) To note that the information from the pre-construction stage would be required for the business case, which would be submitted to the Council for approval, and that the MUDFA contract could be terminated during the</p>



No.	Date	Committee	Report Title	Decision
			Appointment of Contractor for the Multi-Utilities Diversion Framework Agreement (MUDFA) - Background Paper	pre-construction stage without penalty, although the MUDFA contractor's pre-construction costs would be required to be paid until the date of termination.
<b>October 2006</b> - tie appoints MUDFA (Alfred McAlpine, acquired by Carillion) to commence mobilisation for utilities diversions. (see item 32)				
33.	05/10/2006	Planning Committee	DQ Handbook: Tram Developer Contributions - Review of Guideline	1) To approve the revised guideline for use as supplementary planning guidance. 2) To ask the Director of City Development to investigate the application of the guidance in relation to housing associations.
34.	21/12/2006	The City of Edinburgh Council	Edinburgh Tram Draft Final Business Case (Part 1) Edinburgh Tram Draft Final Business Case (Part 2) Edinburgh Tram Draft Final Business Case (Part 3) Edinburgh Tram Draft Final Business Case (Part 4) Edinburgh Tram Draft Final Business Case (Part 5) Edinburgh Tram Draft Final Business Case (Part 6) Edinburgh Tram Draft Final Business Case (Part 7) Edinburgh Tram Draft Final Business Case (Part 8) Edinburgh Tram Draft Final Business Case (Part 9) Edinburgh Tram Draft Final Business Case (Part 10)	1) To approve the Draft Final Business Case. 2) To note that the Council gave, in January 2006, approval, in principle, to a Council contribution of £45m toward funding Tram; subject to a satisfactory final business case. 3) To approve the continuation of contract negotiation for Infraco and Tramco, subject to there being no significant adverse changes to the figures upon which the business case is based. 4) To note that final Council approval for the award of the Infraco and Tramco contracts will be sought in September 2007. 5) To note that the contractual right was maintained to defer the construction or restrict the construction of components of (of the Roseburn/ Granton corridor line or to restrict construction to the Airport to Leith line) the Tram in the event that capital costs do not lie within a comfortable funding headroom. 6) To note the schedule of milestones presented at Section 4.43 in the report. 7) To approve progress towards the commencement of utility diversions in April 2007 subject to the tender evaluations for Tramco and Infraco confirming the affordability of an appropriately phased Tram network. 8) To instruct the Directors of City Development and Finance to apply for grant support for the commencement of advance utility diversions under MUDFA. 9) To note that the Directors of City Development and Finance will continue discussions with the Scottish Executive with regard to extending the national concessionary travel scheme to include Edinburgh Tram. 10) To instruct the Directors of City Development and Finance to continue discussions with Transport Scotland in respect of additional funding for Phase 1b, should such funding be required. 11) To note that agreement with Transport Scotland was required before approval to commence MUDFA works can be issued. 12) To approve the budget for interim funding of £61m up to final closure of the Infraco and Tramco contracts in October 2007, pending receipt of a full tie ltd business plan for 2007/8 and note that approval of Transport Scotland is also required for this sum.
35.	27/02/2007	Executive of the Council	Edinburgh Tram - Delegated Powers for Leases	1) To delegate to the Director of City Development authority to take on long leases for the Tram Project from BAA and Network Rail on terms and conditions to be agreed by the Director of City Development and the Council Solicitor.

No.	Date	Committee	Report Title	Decision
36.	27/02/2007	Executive of the Council	Edinburgh Tram - Works at Sighthill for HP Gas Main Replacement at Gogar	1) To lease an area of land at Cultins Road extending to approximately 575 sq m at a rental of f 1 .00 per annum to Scotland Gas Networks to allow them to install a gas governor and associated gas supply pipes on the main terms outlined in the report by the Director of City Development and on other conditions to be agreed by the Director of City Development and the Council Solicitor.
<b>March 2007</b> - Ministerial approval for draft Business Case, draft grant 2007/08 £60M for MUDFA construction works.				
37.	08/03/2007	The City of Edinburgh Council	Edinburgh Tram: Update	<p>1) To instruct the Council Solicitor, in discussion with the Chief Executive and Director of City Development, to conclude an agreement with <b>tie ltd</b> protecting the Council's interests in all aspects of the project;</p> <p>2) Authorise the Director of City Development in consultation with the Director of Finance to instruct the execution and service of the General Vesting Declaration Part 2 Notices following receipt of a positive Ministerial Announcement;</p> <p>3) To delegate to the Director of City Development to grant a lease of the project land to <b>tie ltd</b> on terms to be agreed by the Director in consultation with the Council Solicitor.</p>
38.	08/03/2007	The City of Edinburgh Council	tie Business Plan - 2007/8	1) Approval of <b>tie ltd</b> Business Plan 2007/2008, subject to the award of grant from Transport Scotland to meet additional funding requirements.
39.	13/03/2007	Executive of the Council	Edinburgh Tram Project: Tram Line 3 - Amendments to Limits of Deviation	1) Approval of the alteration of the alignment of Tram Line 3 and safeguarding in the Local Plan.
40.	23/08/2007	City of Edinburgh Council	Edinburgh Tram: Update	<p>1) To note the contents of the report by the Chief Executive with respect to the revised funding arrangements for the Tram Project and the implications for the transfer of financial risk to the Council;</p> <p>2) To note that this position requires revised governance structure for the project and for the relationships between the various companies and agencies promoting it;</p> <p>3) To instruct and delegate to the Council Solicitor to conclude Operating Agreements with <b>tie</b> and TEL;</p> <p>4) To note that the roles of Executive Chairman of <b>tie</b> and Chief Executive of TEL are being reviewed with a view to clarifying the contracts and responsibilities of each post;</p> <p>5) to establish a subcommittee of the Environmental and Infrastructure Committee with a remit to review and oversee decisions with respect to the Tram Project;</p> <p>6) to note that the Chief Executive will report further to Council in September on a detailed scheme of delegation of powers to the various parties mentioned and that in the meantime Council agrees to delegate responsibility to the Chief Executive for any decisions that may require to be taken; and</p> <p>7) agrees that the Chief Executive's report in September will also deal with the relationship between TEL and Lothian Buses and the post of the Executive Chairman of <b>tie</b>.</p>
41.	20/09/2007	The City of Edinburgh Council	Edinburgh Tram: Further Update	<p>1) To note the contents of the report by the Chief Executive with respect to the revised governance structure for the project and for the relationships between the various companies and agencies promoting it;</p> <p>2) Note that the Council Solicitor was finalising and will shortly conclude Operating Agreements with <b>tie ltd</b> and TEL;</p> <p>3) Note that the role of Executive Chairman of <b>tie ltd</b> was being reviewed by the <b>tie ltd</b> Board and its remuneration committee and that the contract and</p>

No.	Date	Committee	Report Title	Decision
				responsibilities of the post was being revised 4) Agree the proposed remit for the Tram subcommittee, a subcommittee of the Transport, Infrastructure and Environment Committee; 5) Note that work on reviewing the relationship between TEL and Lothian Buses and the role of the TEL Chief Executive, continues and agree to receive a further report on these areas at a future meeting.
October 2007 - tie signs pre-contract agreement with CAF (Tram Supplier).				
October 2007 - tie announces Bilfinger Berger/Siemens as Infraco preferred bidder.				
42.	04/10/2007	Planning Committee	Tram Project Sub-Committee	1) approves the draft guideline and supporting documents (Appendices 1,2 and 3) as for the purposes of consultation; 2) approves the use of the revised figures in Appendix 2 for the purposes of calculating levels of contributions to be effective from the date of the Committee meeting; and 3) notes the intention to submit a further report providing the results of the consultation exercise, identifying the amount that could be borrowed and the rationale for this, and providing a recommendation on whether this approach should be taken.
43.	25/10/2007	The City of Edinburgh Council	Edinburgh Tram Final Business Case	1) To approve the Final Business Case (version 1 ) for the Edinburgh Tram Network. 2) To note that the Auditor General for Scotland had reported that procedures were in place to actively manage risks associated with the Tram Project and that tie had implemented a clear procurement strategy aimed at minimising risk and delivering successful project outcomes. As previously stated, this had been endorsed by the Office of Government Commerce reviews. 3) To endorse tie's procurement process and the selection of the preferred bidders for the Tramco (CAF) and Infraco (the Bilfinger Berger and Siemens consortium) contract and note that final Council approval of these contracts would be sought at the December 2007 Council Meeting with the formal award of these contracts in January 2008. 4) To note the schedule of milestones presented at Section 4.35 in the joint report by the Directors of Finance and City Development. 5) To note that the Directors of Finance and City Development would continue discussions with the Scottish Government with regard to including Edinburgh Tram in the national concessionary travel scheme. 6) To congratulate the staff of the Council, tie and TEL, and others involved with the tram project, in developing the project and, in particular, the Final Business Case to this stage. 7) Further to reiterate the Council's commitment to providing tramline 1 b and to request that further progress reports be provided to Council over the coming year to monitor progress with the options and affordability of delivering line 1 b. 8) To call for an independent review within two cycles of the risks to the Council Tax payer based upon the information contained in the Final

No.	Date	Committee	Report Title	Decision
				<p>Business Case pertaining to the Council's f45m contribution to the Tram Project.</p> <p>9) To reaffirm the commitment in the Local Transport Strategy to maintain or improve conditions for pedestrians and cyclists and investigate ways whereby bicycles can be carried on trams (as suggested by the Council's Tram Design Manual) especially during off-peak operation.</p>
44.	25/10/2007	The City of Edinburgh Council	Edinburgh Tram Procurement of Tramco and Infraco	<p>1) To endorse <b>tie ltd's</b> selection of preferred bidder of CAF for Tramco.</p> <p>2) To endorse <b>tie ltd's</b> selection of preferred bidder of Bilfinger Berger for Infraco.</p>
December 2007 - tie publishes final business case and CEC approve it.tie signs a mobilisation and advanced works agreement with Infraco. (see item 46)				
45.	19/12/2007	Planning Committee	Development Management Handbook – Tram Developer Contributions: Revision of Guideline	<p>1) approves the revised guideline and supporting documents (Appendices 1, 2 and 3) as supplementary planning guidance;</p> <p>2) agrees that the sum to be borrowed referred to in the guideline should reflect the decision of Council on 20 December; and</p> <p>3) notes that the revised guideline will be effective from the decision of full Council.</p>
46.	20/12/2007	The City of Edinburgh Council	Edinburgh Tram Contracts Acceptance. Independent Review of Tram Funding Strategy - Council Contribution	<p>1) To approve the Final Business Case version 2 for the Edinburgh Tram Network.</p> <p>2) To authorise the Chief Executive to instruct <b>tie</b> to enter into contracts with the Infraco bidder (BBS) and Tramco bidder (Construcciones y Auxiliar de Ferrocarriles SA (CAF)), providing the remaining issues were resolved to the satisfaction of the Chief Executive as detailed in the joint report (no CEC/1 39/07-08/CD+F) by the Directors of City Development and Finance.</p> <p>3) To delegate authority to the Chief Executive to exercise the role in terms of paragraph (2) above.</p> <p>4) To authorise the Director of City Development to grant leases or licences, as required, to facilitate the construction and operation of the tram.</p> <p>5) To note that the formal award of these contracts was programmed to take place in January 2008 and would be notified to Council on 7 February 2008.</p> <p>6) To issue the Guarantee (as detailed in paragraphs 8.7-8.1 0 and Appendix 2 of the joint report) and to delegate authority to the Council Solicitor to conclude and execute this on behalf of the Council for the benefit of BBS.</p> <p>7) To note that the terms of the Draft Grant Award had been agreed in principle and to delegate authority to the Director of Finance to execute this on behalf of the Council.</p> <p>8) To approve:</p> <ul style="list-style-type: none"> <li>the Tram governance structure as detailed in Appendix 1 to the Directors' joint report.</li> </ul>

No.	Date	Committee	Report Title	Decision
				<ul style="list-style-type: none"> <li>• the draft <b>tie</b> Operating Agreement as detailed in Appendix 2 to the Directors' joint report and to delegate authority to the Council Solicitor to execute the Operating Agreements with <b>tie</b> and TEL on behalf of the Council.</li> <li>• the delegation of general authority to the Tram Project Board through TEL and <b>tie</b>.</li> <li>• the nomination of the Director of City Development and Director of Finance to the Tram Project Board.</li> </ul> <p>9) To note the schedule of milestones presented at paragraph 8.19 of the Directors' joint report.</p> <p>10) Subject to the satisfaction of the Chief Executive, as detailed in paragraph 2 above, to resolve in terms of (i) Edinburgh Tram (Line One) Act 2006, Section 69 (2) &amp; (3); and (ii) Edinburgh Tram (Line Two) Act 2006, Section 68 2) &amp; (3):</p> <ul style="list-style-type: none"> <li>• To enter into an agreement with <b>tie</b> Limited whereby <b>tie</b> Limited is permitted to exercise the powers of authorised undertaker to enter into and manage a contract ("the Infraco Contract") with Bilfinger Berger UK Ltd and Siemens plc (together "the Infraco" acting with joint and several liability) for the design, construction and maintenance of the Edinburgh Tram Network Phase 1 a (and Phase 1 b if instructed) such Infraco Contract to be on terms approved by the <b>tie</b> Limited Board;</li> <li>• To enter into an agreement with <b>tie</b> Limited whereby <b>tie</b> Limited is permitted to exercise the powers of authorised undertaker to enter into the tram vehicle and tram maintenance contracts with Construcciones y Auxiliari de Ferrocarriles S.A. on terms acceptable to <b>tie</b> Limited and to novate the contracts to the Infraco at the time of the execution of the Infraco Contract, such tram vehicles and tram maintenance contracts to be on terms approved by the <b>tie</b> Limited Board;</li> <li>• To authorise <b>tie</b> Limited to novate the design contract dated 19 September 2005 between <b>tie</b> Limited and Parsons Brinkerhoff Limited to Infraco in accordance with the terms of that agreement (and such other conditions as <b>tie</b> may agree) at the time of execution of the Infraco Contract.</li> <li>• To authorise <b>tie</b> Limited to make such use of (and amendment to) the agreement dated 14th May 2004 between <b>tie</b> Limited and Transdev Edinburgh Tram Limited as <b>tie</b> sees fit in connection with the operation of the authorised works under the Tram Act.</li> <li>• To notify Scottish Ministers in accordance with the provision of the Tram Acts that an agreement has been entered into between the Council and <b>tie</b> concerning the exercise of certain of the statutory powers granted to the Council.</li> </ul> <p>11) To note that <b>tie</b> was to act as agent for the Council under NRSWA 1991 for the purposes described in paragraph 8.9 of the Directors' joint report.</p> <p>12) To note that the Chief Executive would report back to Council on 7 February 2008 on the outcome of the above.</p> <p>13) To note the findings of the DTZ report on the review of the Tram Funding Strategy as detailed in Appendix 1 to the joint report (no CEC/I 30/07-08/CD+F) by the Directors of City Development and Finance.</p>
<b>January 2008</b> - Scottish Ministers offer grant support up to a maximum of £500M, CEC become the "funder of last resort".				
47.	01/05/2008	The City of Edinburgh Council	Edinburgh Tram - Financial Close and Notification of Contract Award	<p>1) To note the imminent award of the contracts with a final price of the Edinburgh Tram Network (ETN) of £508m which is within the funding envelope of £545m;</p> <p>2) To refresh the delegated powers already given, to authorise the Chief Executive to instruct <b>tie</b> Ltd to enter the contracts with Infraco bidder and Tramco bidder, in light of recent changes noted in report number</p> <p>3) To note that the FBCv2, which was approved by Council on 20 December 2007, had been modified to reflect the above position.</p>

No.	Date	Committee	Report Title	Decision
				<p>4) To note the tie Ltd and TEL operating agreements had been amended to reflect the fully up to date position.</p> <p>5) To note that the Guarantee to be executed on behalf of the Council for the benefit of Bilfinger Berger Siemens (BBS) would be provided at financial close.</p> <p>6) To note the adverse movement in the estimated cost of the Tram Project since the final business case and that this may impact severely on the Council's ability to deliver Tramline 1 B. At a public meeting held on 29 April 2008, traders in Leith Walk and Constitution Street had stated that their businesses and therefore their livelihoods were severely threatened and could lead to bankruptcies. Many of these businesses were family concerns with life savings invested. The traders pleaded for further financial assistance to stave off potential bankruptcies, which the Council should endeavour to satisfy. To this end to instruct the Director of Finance to investigate these issues and report back to Council or the appropriate Committee, within one cycle, with proposed actions to address these critical matters.</p>
48.	13/05/2008	Policy & Strategy (B Agenda)	minute 13.05.08	<p>1) Approval of the final estimated cost for phase 1a of the Edinburgh Tram Network of £512m, with a further contingent payment of £3.2m due, if phase 1b is not built, all of which is within the funding envelope of £545m;</p> <p>2) Authorised the Chief Executive to instruct tie Ltd to enter into contracts with the Infraco and Tramco bidders, in the context of the recent changes noted in this report;</p> <p>3) To refresh delegated powers already given to the Chief Executive to make any final, minor amendments in respect of the contracts;</p> <p>4) That the Final Business Case v2, which was modified by the Council on 20 December 2007, be further modified to reflect the above position;</p> <p>and</p> <p>5) To note that, following contract close, a report will be submitted to the Tram Sub-Committee.</p>
49.	29/05/2008	The City of Edinburgh Council	Tram Construction Project - Discretionary Rating Relief/Other Possible Assistance	<p>1) To award additional relief for retail properties affected by the tram construction project in accordance with the scheme outlined in paragraph 3.3 of the report by the Director of Finance.</p> <p>2) To note that the Convener of the Economic Development Committee would meet with the relevant ward members to discuss the matter, including</p> <ul style="list-style-type: none"> <li>• The best way to implement a 'loss adjuster' to assess those who had been affected the most;</li> <li>• A shop-front improvement scheme for Leith Walk premises</li> <li>• The revival of Leith Initiatives for Tourism.</li> </ul> <p>3) In relation to paragraph 3.4.1 of the Director's report on tables and chairs permits, to note that applications for permits around tram work sites in Leith Walk would be treated sensitively and no fee would be collected this.</p>
<b>May 2008 - tie appoints Infraco for construction of tram infrastructure and executes Infraco contract and novation agreements for SDS and CAF contracts. CEC guarantee signed May 2008. (see item 48)</b>				
50.	17/06/2008	Finance and Resources Committee	Edinburgh Tram Project: Site Transfer to EDI	<p>1) That the Council enter into an option agreement with EDI on the terms and conditions set out in this report and on other terms and conditions to be agreed by the Director of City Development and the Council Solicitor.</p> <p>2) To note that progress reports will be submitted to the Committee as the project progresses.</p>
51.	29/07/2008	Transport, Infrastructure and Environment	tie Limited Business Plan - 2008/09	<p>1) Approval of tie Ltd Business Plan for the financial year 2008/2009</p> <p>2) To note tie's continuing activity on non-Council sponsored projects.</p>

No.	Date	Committee	Report Title	Decision
52.	25/11/2008	Transport, Infrastructure and Environment	Edinburgh Tram - Bus Priority Measures on Broomhouse/Stenhouse Drive: TRO Process	<ol style="list-style-type: none"> <li>1) To agree to proceed with the statutory process for the promotion of the draft Traffic Regulation Order.</li> <li>2) That the South West Edinburgh Transport Sub-Committee be advised of the Committee's need to make an urgent decision in regards to this matter.</li> </ol>
53.	18/12/2008	The City of Edinburgh Council	Princes Street Temporary Traffic Management	<ol style="list-style-type: none"> <li>1) Approved the option to close Princes Street during construction of the tram infrastructure for all vehicles, except for emergency vehicles.</li> <li>3) Approved the temporary re-opening of Moray Place and the second New Town to widen the road network in the city centre, as a contingency measure in the event of an incident on another part of the network and to note that the enabling works to open this route will be reversed at the end of the programme.</li> </ol>
54.	18/12/2008	The City of Edinburgh Council	Edinburgh Tram Network - Phase 1(b) Update	<ol style="list-style-type: none"> <li>1) Notes the work that has been done to bring the TEL Business Plan and Phase 1b Business Case up to date;</li> <li>2) notes that a further report will be submitted in the spring of 2009 on Phase1b, and on the approach being taken for the feasibility study in relation to the South East Tramline, formerly known as Tramline 3.</li> </ol>
55.	18/12/2008	The City of Edinburgh Council	Edinburgh Transport: Staffing and Governance Issues	<ol style="list-style-type: none"> <li>1) To note the steps taken to ensure business continuity since the resignation of the Executive Chairman of <b>tie ltd</b> and the appointment of an interim Chairman;</li> <li>3) Notes that the current interim arrangements under the <b>tie ltd</b>/TEL executive team are working well;</li> <li>4) delegates to the Chief Executive authority to secure any further, interim working arrangements and, in consultation with the interim Chairman of <b>tie ltd</b> to progress arrangements for an appointment to the post of Chief Executive of <b>tie ltd</b> ; and</li> <li>5) Notes that a further report will be submitted in March 2009 setting out the options for a revised company structure, dealing with the delivery and operational aspects of integrated public transport in the city.</li> </ol>
<b>December 2008</b> - tie meet Senior Executives from Infraco to resolve programme and commercial issues.				
<b>February 2009</b> - CEC Tram Monitoring Officer, Marshall Poulton, reports to CEC internal planning group that tie are negotiating on significant claims and a full report is required by tie.				
<b>March 2009</b> - Tram Project Board reviews potential revised contract delivery options. These options continue to be reviewed, along with truncation options and revised price/programme proposals from Infraco, until Autumn 2010.				
56.	12/03/2009	City of Edinburgh Council	Edinburgh Transport: Integration of Bus and Tram	<ol style="list-style-type: none"> <li>1) To note the two stage approach to restructuring the family of companies.</li> <li>2) To delegate authority to the Chief Executive to put in place the interim structure as described in Appendix 1 to the report by the Director of Corporate Services.</li> <li>3)To instruct the Chief to Executive to report back to Council in autumn 2010, prior to the implementation of the proposed second phase of the proposals contained within the report; the next report to include: <ul style="list-style-type: none"> <li>▪ an evaluation of the first phase of the proposals within the report of 12 March 2009;</li> <li>▪ the different options that would be available for the delivery and operational aspects of public transport in the city, including results of further investigations into the second phase together with appropriate recommendations;</li> <li>▪ a detailed risk register.</li> </ul> </li> <li>4)To note that a further report would be submitted on the outcome of the Dispute Resolution Procedure between <b>tie</b> and BSC and the implications for the Tram project budget and completion date recommendations; <ol style="list-style-type: none"> <li>1) notes that a further report will be submitted to Council in Autumn 2010 after stage one to update members on transfer of Lothian Buses shareholding and outcome of discussion with minority shareholders;</li> <li>2) notes that a further report will be submitted on the outcome of the DRP between tie and BSC and the implications for the Tram project budget and completion date</li> </ol> </li> </ol>
<b>April 2009</b> – Council agreed to postpone the development of Phase 1b due to current economic and funding constraints.				

No.	Date	Committee	Report Title	Decision
57.	30/04/2009	The City of Edinburgh Council	Edinburgh Tram Network - Update Report	<ol style="list-style-type: none"> <li>1) To reaffirm the Council's commitment to delivering Tramline 1A within the current funding envelope.</li> <li>2) To note the updated position in relation to progress, programme and cost of Phase 1a.</li> <li>3) To instruct the Directors of City Development and Finance to prepare a further report updating the Business Case for Tramline 1A in light of the current economic climate.</li> <li>4) To approve the settlement negotiated by <b>tie Ltd</b> under the MUDFA contract for Phase 1a.</li> <li>5) To note the pedestrian footfall and car parking utilisation monitoring, including the major media and marketing campaign undertaken.</li> <li>6) To note the position with the city events and that a final decision on the August roadworks embargo would be taken at the Policy and Strategy Committee on 12 May 2009.</li> <li>7) To postpone the development of Phase 1b due to current economic and funding restraints.</li> <li>8) To take forward discussions for the feasibility study in relation to the South East Tramline, formerly known as Tramline 3.</li> <li>9) To note the appointment of the Chief Executive of <b>tie Ltd</b>.</li> </ol>
58.	20/08/2009	The City of Edinburgh Council	Edinburgh Tram Project - Status Report	<ol style="list-style-type: none"> <li>1) While recognising there were divisions on the principle of Trams, to acknowledge that the Council was united in expressing its ongoing determination and full support for <b>tie's</b> efforts to continue to protect the public purse from the effect of undue programme delay and any unwarranted financial claims not provided for within the agreed contract signed by all parties involved in the trams project.</li> <li>2) To acknowledge fully that <b>tie Ltd</b> had put extensive efforts into resolving issues at dispute with the contractor through negotiation and mediation but that this approach had not produced the desired resolution.</li> <li>3) Therefore, to support the utilisation of the clearly documented dispute resolution procedures within the agreed contract as a means of ensuring the most appropriate resolution of the outstanding commercial issues on a formal basis to ensure best value for money for the public purse.</li> <li>4) Further, to reaffirm that Edinburgh Tram Line 1a would run from the Airport to Newhaven.</li> <li>5) To note the updated position as detailed in the joint report by the Directors of City Development and Finance and endorse the contractual processes <b>tie Ltd</b> had entered into with the BSC consortium to produce greater cost and programme certainty.</li> <li>6) To approve the additional costs associated with the utility works</li> </ol>



No.	Date	Committee	Report Title	Decision
				<p>subject to the necessary detail being provided to the Tram Monitoring Officer by <b>tie Ltd</b>.</p> <p>7) To note the position on the external evaluation of the Council's funding strategy and the intention to undertake continual review of the position in light of wider economic uncertainty.</p> <p>8) To note the updated position of the TEL Business Plan and the continuance of the robust case it had put forward for public transport in Edinburgh.</p> <p>9) To approve the <b>tie Ltd</b> Business Plan for 2009/10.</p>
59.	20/08/2009	The City of Edinburgh Council	Edinburgh Tram Project - Governance Arrangements	<p>1) To approve the key changes to corporate governance outlined in the report by the Director of Corporate Services and to ask the Director to report back to Policy and Strategy Committee on the finalised Operating Agreement between the Council and TEL and all related documents, including the Memorandum of Understanding, for its approval. To implement the consequential changes that would flow from the revised corporate governance arrangements as quickly as possible and to ask the Chief Executive to report on their implementation no later than December 2009.</p> <p>2) To instruct the Chief Executive to report to Council, for approval, on the finalised agreement for the transfer of Lothian Buses to TEL. The report should:</p> <ul style="list-style-type: none"> <li>a. give details, for approval by the Council, of the policy principles on</li> <li>b. any remuneration matters for TEL; and</li> <li>c. address any other remuneration matters for policy direction</li> <li>d. including remuneration package of the Chair of TEL.</li> </ul> <p>3) To alter the Articles of Association for <b>tie Ltd</b> to allow ten Directors to be appointed to the Board (six Directors and four Council Directors).</p> <p>4) To agree the appointment of Richard Jeffrey to the Board of <b>tie Ltd</b>.</p>
60.	29/09/2009	Policy & Strategy	Edinburgh Tram - Governance Arrangements	<p>1) To approve the terms of the Operating Agreement and Memorandum of Understanding and to delegate authority to the Council Solicitor to sign the documents on behalf of the Council.</p> <p>2) To approve the renewal of the term of office of the four Non-Executive Directors detailed in paragraph 2.4 of the report by the Director of Corporate Services.</p> <p>3) To note that the transfer of ownership of <b>tie</b> would take place as soon as possible after the signing of the agreements referred to in 1) above.</p>

No.	Date	Committee	Report Title	Decision
61.	01/12/2009	Policy & Strategy	Composition of the Board of Transport Edinburgh Limited (TEL)	<ol style="list-style-type: none"> <li>1) To continue the report for consideration at the Council meeting on 17 December 2009.</li> <li>2) To instruct that a supplementary report also be presented to that meeting to address the terms outstanding from the report agreed at the Council meeting of 20 August 2009.</li> </ol>
62.	17/12/2009	The City of Edinburgh Council	Integration of Public Transport: Governance Structures/Company Structures	<ol style="list-style-type: none"> <li>1) To note that over the last year substantial progress had been made in designing the company governance arrangements needed to facilitate the development of an integrated high-quality public transport service in the city. .</li> <li>2) To note that the procedures used by the Boards of TEL/Lothian Buses in making senior management appointments would be similar to those followed by the Council.</li> <li>3) To note that, where appropriate, further reports would be submitted to Council and/or Committee in the run-up to the submission of a comprehensive report in the autumn of 2010.</li> <li>4) To agree that the Articles of Association for TEL Limited be altered to allow up to 16 Directors to be appointed to the Board.</li> <li>5) To instruct the Director of Corporate Services to enact the necessary changes in the composition of the Board of TEL and also the Tram Project Board (detailed in paragraphs 4-8 of report no CEC/84/09-10/P&amp;S by the Policy and Strategy Committee).</li> <li>6) To transfer the ownership of Edinburgh Trams Limited from Lothian Buses to TEL and to note that Edinburgh Trams Limited would undertake certain aspects of operational planning work in relation to the Trams Project under the guidance and oversight of TEL.</li> <li>7) To delegate authority to the Director of Corporate Services to agree appropriate terms and conditions with TEL and Edinburgh Trams Limited in relation to the preparations for integrated operations and to instruct the Director to report back to Council on the implementation of such transfer and the terms of the agreement in Spring 2010. To note that such terms would be similar to those recently agreed by the Council in relation to TEL and tie Ltd.</li> <li>8) To agree that the report referred to in paragraph 2.20 of report no CEC/83/09-10/CE by the Chief Executive (on the remuneration matters for TEL and all arms length Council owned companies) be submitted to the Policy and Strategy Committee before any of these matters were agreed by the TEL Board</li> <li>9) To note the assurance by the Convener of the Transport, Infrastructure and Environment Committee on behalf of the Administration, that the Chief Executive would advise TEL/Lothian Buses of the Council's commitment to keeping Lothian Buses in public ownership.</li> </ol>
63.	17/12/2009	The City of Edinburgh Council	Integration of Public Transport: Overview of Governance Issues	<ol style="list-style-type: none"> <li>1) To note that over the last year substantial progress had been made in designing the company arrangements needed to facilitate the development of an integrated high-quality public transport service in the city.</li> <li>2) To note that the procedures used by the boards of TEL/Lothian Buses making senior management appointments would be similar to those followed by the Council.</li> <li>3) To note that, where appropriate, further reports would be submitted to Council and/or Committee in the run-up to the submission of a comprehensive report in the autumn of 2010.</li> <li>4) To agree that the Articles of Association for TEL Limited by altered to allow up to 16 Directors to be appointed to the Board.</li> <li>5) To instruct the Director of corporate services to enact the necessary changes in the composition of the board of TEL and also the Tram project Board (detailed in paragraphs 4 to 8 of the report no CEC/84/09-10/P&amp;S by the Policy and Strategy Committee).</li> <li>6) To transfer the ownership of Edinburgh Trams Limited from Lothian Buses to TEL and to note that Edinburgh Trams Limited would undertake certain aspects of operational planning work in relation to the Trams Project under the guidance and oversight of TEL.</li> <li>7) To delegate authority to the Director of Corporate Services to agree appropriate terms and conditions with TEL ad Edinburgh Trams Limited in relation to the preparations for integrated operations and to instruct the Director to report back to Council on the implementation of such transfer and the terms of the agreement in Spring 2010. To note that such terms would be similar to these recently agreed by the Council in relation to TEL and tie limited.</li> <li>8) To agree that the report referred to in paragraph 2.20 of report no CEC/83/09-10/CE by the Chief Executive (on the remuneration matters for TL and all arms</li> </ol>

No.	Date	Committee	Report Title	Decision
				<p>length Council owned companies) be submitted to the Policy and Strategy Committee before any of these matters were agreed by the TEL board.</p> <p>9) To note the assurance by the Convener of the Transport, Infrastructure and Environment Committee on behalf of the Administration, that the Chief Executive would advise TEL/Lothian Buses of the Council's commitment to keeping Lothian Buses in public ownership.</p>
64.	09/02/2010	Transport, Infrastructure and Environment	Edinburgh Tram - Traffic Regulation Order	1) To note the contents of the report and agree that the statutory process be continued for the promotion of the draft TRO1 Traffic Regulation Order.
65.	24/06/2010	The City of Edinburgh Council	Edinburgh Tram Project - Update Report	<p>1) All five political parties on the Council had agreed to the final sign-off of the current Tram Contracts on 1 May 2008. Council was therefore united in expressing its ongoing determination and full support for <b>tie's</b> efforts to continue to protect the public purse from the effect of undue programme delay and any unwarranted financial claims not provided for within the agreed contract</p> <p>2) To note that those original plans, and the contract sign-off, were predicated on the tram connecting Edinburgh's Airport with Edinburgh's Seaport/s.</p> <p>3) To note that, as at June 2007, Audit Scotland had investigated the Edinburgh Tram Project and had concluded that:</p> <ul style="list-style-type: none"> <li>• "arrangements in place to manage the project appear sound with: <ul style="list-style-type: none"> <li>a clear corporate governance structure for the project which involves all key stakeholders</li> <li>clearly defined project management and organisation</li> <li>sound financial management and reporting</li> <li>procedures in place to actively manage risks associated with the project</li> <li>a clear procurement strategy aimed at minimising risk and delivering successful project outcomes.</li> </ul> </li> <li>• The project is approaching a critical phase leading up to early 2008 when Cabinet Secretaries and CEC are expected to be asked to approve <b>tie's</b> final business case. This will allow infrastructure construction to commence. A range of key tasks needs to be completed before the final business case can be signed off and unless work progresses to plan, the cost and time targets may not be met."</li> </ul> <p>4) To welcome recent announcements that Audit Scotland would re-investigate the Edinburgh Tram Project; in order to hopefully learn lessons about the advice provided to <b>tie</b>, the City of Edinburgh Council, and Transport Scotland; as well as about the way the project had been politically managed.</p> <p>5) To agree the recommendations in the joint report by the Directors of City Development and Finance, as follows:</p> <ol style="list-style-type: none"> <li>a. To note the current status of the Project and to request <b>tie</b> to continue to seek an acceptable resolution with Bilfinger Siemens CAF Consortium (BSC) if at all possible;</li> <li>b. To note that whilst no clear estimate of the cost of Phase 1a was available at this time due to uncertainty, Council officers and <b>tie</b> were examining all possible options for contingency funding and the possibility of incremental delivery;</li> <li>c. To note that, in the event that an acceptable agreement could not be reached, <b>tie</b> had carried out the necessary preparation should termination of the contract be the most appropriate option; and,</li> <li>d. To note that any changes to cost, programme or scope which may emerge from the negotiations with BSC would be reported to Council prior to any further funding commitment being made or changes to the project scope or timetable being agreed.</li> </ol> <p>6) To agree that current contractual negotiations between <b>tie</b> and Bilfinger Berger needed to be concluded as a matter of urgency and that any outcome was reported back to the Council at the earliest possible opportunity.</p> <p>7) To support a decision by <b>tie</b> to initiate 'Remedial Breach' notice procedures should this prove necessary.</p> <p>8) To call for the following to be delivered to Full Council of 16 September 2010:</p> <ol style="list-style-type: none"> <li>a. a report on the current contractual negotiations;</li> <li>b. a separate report outlining a refreshed business case detailing the capital and revenue implications of all the options currently being investigated</li> </ol>

No.	Date	Committee	Report Title	Decision
				<p>by tie and taking into account assumptions contained within the original plan (eg anticipated development) that either no longer apply or whose timescales were now substantially changed.</p> <p>9) To agree that a decision on the options referred to in the report would only be taken by Full Council and that a special meeting of Full Council would be convened for this purpose, if required.</p>
66.	14/10/2010	The City of Edinburgh Council	Edinburgh Tram Update Report	<ol style="list-style-type: none"> <li>1) To note the position regarding the Business Case and discharge the motion of 24 June 2010.</li> <li>2) To note the disappointing lack of progress in relation to the negotiations and progress of physical works.</li> <li>3) To endorse rigorous application of the contract by tie.</li> <li>4) To note that, in the absence of robust remediation plans from the consortium ad a change of behaviour in relation to progressing works, serious consideration would need to be given to termination of the contract and re-procurement.</li> <li>5) To note the recent governance developments and future work streams.</li> <li>6) To note that a report would be prepared for the December Council (or possibly an earlier special meeting) on the next steps.</li> <li>7) To agree that the provision of commercially sensitive information on current and future patronage and profits of Lothian Buses would represent an unnecessary risk to the company irrespective of whether or not there was a combined bus and tram operation future.</li> <li>8) To agree that a more detailed account of the updated Business Case, including further options as requested, will be made available to all members for the Council meeting in December (or earlier if there is a Special Meeting) while protecting the commercial interests of Lothian Buses but that members of each political group would be provided with access to the full update for scrutiny, subject to written undertakings by those individuals that they would not disclose commercially sensitive detail to any other individual or organisation.</li> <li>9) To note that the reports to Council on 17 December 2009 referred specifically to 'remuneration matters for TEL and all other arms-length Council owned companies' and that the decision that day was to report 'on the remuneration matters for TEL and all arms-length Council owned companies'</li> <li>10) To further note that the report before Council today did not recommend any changes in remuneration</li> <li>11) To reaffirm the undertaking given in the report, detailed above, that a report would be provided on remuneration matters for Council owned arms-length companies and to instruct the Chief Executive to ensure that a report was provided to Council on remuneration matters at TEL before there was any change to remuneration for the Chief Executive or Chief Operating Officer position at TEL.</li> <li>12) To agree that the updated Business Case and report on governance issues would also included entailed information not considered to be commercially sensitive about the impact specifically on Lothian Buses, of the different options for moving forward with the Tram Project.</li> </ol>
<b>Autumn 2010 - CEC appoint Shepherd &amp; Wedderburn and independent QC to provide advice to CEC on tie's grounds for termination.</b>				
	18/11/2010	City of Edinburgh Council		<ol style="list-style-type: none"> <li>1) To note that the Chief Executive wrote to the Managing Director of Bilfinger Berger Civil UK Limited on 16 November to offer a meeting with Council officers.</li> <li>2) To note that the Council Leader and the Chief Executive later that day met with the Cabinet Secretary for Finance and Sustainable Growth at which they discussed the possibility of mediation as a means of progressing the tram project.</li> <li>3) To note that the Council Leader will take all appropriate steps to facilitate mediation and asked the Chief Executive to take forward a mediation proposal.</li> <li>4) To note that the Chief Executive subsequently discussed with the Chief Executive of tie the potential for using mediation or anything other form of dispute resolution and</li> <li>5) To note that the Tram project Board on 17 November agreed to support an independent mediation process.</li> <li>6) To instruct the Chief Executive to continue to make preparations with tie and BSC for mediation or other dispute resolution process.</li> </ol>

No.	Date	Committee	Report Title	Decision
				7) To request that the Chief Executive report back on progress it these matters.
67.	23/11/2010	Transport, Infrastructure and Environment	Edinburgh Tram - Traffic Regulation Orders (deferred from 21/09/10)	<p>8) To note the responses to the issues raised by objectors and make TRO1 as advertised; and approve the recommendations incorporated within the Director's report.</p> <p>9) To note and agree the actions which had been identified to address a number of the issues raised by objectors, as noted in Appendices 1, 2 and 3 to the Director's report.</p> <p>10) To note that of the recommendations incorporated within the report included the set up of workshops to engage with the local communities to investigate and consider potential mitigation measures in relation to the required Shandwick Place restriction.</p> <p>11) To delegate powers to the Director of City Development to vary the operational dates of each and every measure so as to align with the completion of work dates in the tram construction programme.</p>
December 2010 - tie QC and CEC QC recommend that the contract be enforced until grounds of termination can be established as result of failure to perform the works. This places tie in the strongest position to any mediation/negotiated settlement.				
December 2010 - CEC commence planning for mediation. CEC emergency motion instructing mediation or other DRP on 18 November 2010.				
68.	16/12/2010	The City of Edinburgh Council	Edinburgh Tram Project	<p>1) To note the position in respect of the refreshed business case but to regret that it only provided detailed information on the Airport to St. Andrew Square stage of Phase 1a of the Tram Project and not on the overall 'Airport to Seaport' scope.</p> <p>Indeed, the 24 June 2010 report (no CEC/17/10-11/CD&amp;F) to Council explicitly referred to five stages of incremental delivery:</p> <p>1 Airport - Haymarket 2 Airport - York Place 3 Airport - Foot of the Walk 4 Airport - Ocean Terminal 5 Airport - Newhaven</p> <p>The subsequent Act of Council agreed that further information would be submitted to Council as:</p> <p>"a separate report outlining a refreshed business case detailing the capital and revenue implications of all the options currently being investigated by tie and taking into account assumptions contained within the original plan (eg anticipated development) that either no longer apply or whose timescales were now substantially changed."</p> <p>Following this June decision, a further report (no CEC/43/10-11/CD&amp;F) was presented to Council on 14 October 2010. That report was simply noted by Council (on a division) and the subsequent Act of Council agreed that:</p> <p>"a more detailed account of the updated Business Case, including further options as requested, will be made available to all members for the Council meeting in December (or earlier if there is a Special Meeting) while protecting the commercial interests of Lothian Buses but that members of each political group would be provided with access to the full update for scrutiny, subject to written undertakings by those individuals that they would not disclose commercially sensitive detail to any other individual or organisation."</p> <p>These Acts of Council have clearly not been delivered and consequently Council insists that detailed information on programme, cost and the contractual implications of the remaining three stages of Phase 1a be provided to Council as earlier agreed on two previous occasions:</p> <p>3 Airport - Foot of the Walk 4 Airport - Ocean Terminal 5 Airport - Newhaven</p> <p>2) To regret the failure of the Lib-Dem/SNP Administration in not bringing forward these earlier agreed Acts of Council.</p>

No.	Date	Committee	Report Title	Decision
				<p>3) To agree to a review of the business case by a specialist public transport consultancy that had no previous involvement with the Edinburgh Tram Project.</p> <p>4) To note the steps taken to date to take forward a mediation proposal.</p> <p>5) To agree now to the principle of the transfer of the management of the trams to Lothian Buses subject to a report on the governance arrangements necessary within the Council - as well as for TEL and tie - in order to facilitate that transfer.</p> <p>6) To request Scottish Ministers to grant an extension of the current land acquisition powers in accordance with the Tram Acts.</p>
<b>March 2011 - Mediation.</b>				
69.	16/05/2011	The City of Edinburgh Council	Edinburgh Tram Update	<p>1) To note:  a) the outcomes of the mediation process to date.  b) the consultation arrangements for remedial work on the Princes Street road surface.  c) that a further detailed report would be brought to the Council in the summer of this year.</p> <p>2) To instruct the Chief Executive to seek absolute clarification on the new Scottish Government's intention in relation to the release of the remainder of the £500million Government Grant and that such an update be received by Council prior to any further decisions on this project.</p> <p>3) To instruct the Chief Executive to report on potential compensation arrangements for Princes Street and West End traders given the possible, additional closure of Princes Street and that such an update be received by Council prior to any further decisions on this project.</p> <p>4) To instruct the Chief Executive to ensure the next Council report on the Tram project, scheduled for 30 June 2011, was in the public domain a full seven days prior to the Council meeting.</p> <p>5) To note the details provided in paragraph 3.5 of the report by the Director of City Development in relation to the further report to be presented to the Council later this summer. To instruct the Chief Executive to include detailed figures and analysis of the cost of cancelling the Tram Project on that date in order that Council Members can adequately weigh up the financial options of such cancellation versus proceeding to St Andrew Square. All such information should be as accurate as possible and contain details of the sources of such information in order that it can be verified.</p>
70.	30/06/2011	The City of Edinburgh Council	Edinburgh Tram Project	<p>1) To agree recommendations 8.1(a), (c) and (e) by the Director of City Development.</p> <p>2) To delete recommendations 8.1(b) and (d) and replace these with:</p> <p>8.1(b)(i) subject to 8.1(b)(ii) below, to authorise the Chief Executive to enter into the Settlement Agreement (substantially on the terms set out in the Settlement Agreement summary) in respect of option (iii).  8.1(b)(ii) to agree that the Settlement Agreement would not become unconditional until the Council was satisfied that there was sufficient funding available and that the project had been sufficiently de-risked.  8.1(b)(iii) to instruct the Chief Executive to bring a report back to the Council (prior to any Settlement Agreement for satisfaction of the Funding Condition) setting out:</p> <p>i. How that funding was to be provided; and  ii. Greater detail in relation to:  1. The risks being incurred particularly in relation to utilities in the Haymarket to St Andrew Square section;  2. The risks surrounding the potential sale or lease of tram vehicles; and  3. The extent to which (and how) the Haymarket to St Andrew Square section had been de-risked, all to enable a fully informed decision to be taken as to the acceptability of that funding.</p> <p>8.1(d) to instruct the Director of City Development to:  i. report back in the autumn on revised governance arrangements and  ii. review and refresh the 'Open for Business' programme in order to improve the focus on support for small and medium sized businesses.</p>

No.	Date	Committee	Report Title	Decision
				3) To insert the following clause: 8.1(f) to begin the procurement of road pavement and public realm improvements for the Picardy Place to Newhaven section of Tram Line 1A with immediate effect, utilising funds which had been set aside in the capital programme for that purpose.
<b>July/August 2011</b> - CEC appoint external legal team to advise on Settlement Agreement and Independent Project Manager to support Delivery.				
71.	25/08/2011	The City of Edinburgh Council	Edinburgh Tram Project	<ol style="list-style-type: none"> <li>1) To note that this was a project which Audit Scotland had given a clean bill of health in June 2007. Since then it appeared to have totally unravelled.</li> <li>2) To note that the earlier decision of 30 June 2011 to pursue the St Andrew Square/York Place option was subject to funding.</li> <li>3) To note the report's recommendations but not to agree them, with the exception of 8.1(d) o the project governance arrangements.</li> <li>4) To reject the proposed funding package for the St Andrew Square/York Place option ad agree that option had not been sufficiently de-risked.</li> <li>5) To note that, as a result, the earlier decision of 30 June 2011 to pursue the St Andrew Square/York Place option effectively fell away.</li> <li>6) Therefore, to now agree that the proposal with the least risk was to build from the Airport to Haymarket as phase one of a longer-term, strategic plan.</li> <li>7) To instruct that a new settlement agreement reflecting paragraph 6 above should be negotiated and finalised by the Chief Executive after consultation with the political group leaders;</li> <li>8) To authorise the Chief Executive to enter into a new settlement agreement substantially on the terms set out in the earlier 'settlement summary', with such amendments as may be necessary to reflect paragraph 6 above, following consultation with political group leaders, all prior to 1 September 2011 or any later date mutually agreed by the main parties; and</li> <li>9) To instruct that the Council, as shareholder, gives Lothian Buses a primary role in preparing for operations as soon as possible to ensure maximum operational income and public transport service integration.</li> <li>10) To note that there were ongoing and significant concerns within Edinburgh 's business community about the specific issues of: rates relief; general business support; and potential compensation.</li> <li>11) Thus to finally instruct the Chief Executive to bring a separate report on the issues referred to in paragraph 8 above to the next meeting of the Policy and Strategy Committee on 6 September 2011.</li> </ol>
<b>September 2011</b> - Settlement Agreement signed, construction commences. Contracts assigned from tie to CEC.				
72.	02/09/2011	The City of Edinburgh Council	Edinburgh Tram Project	<ol style="list-style-type: none"> <li>1) To agree that the report by the Chief Executive presented for decision today contained material changes of circumstances to the Tram Project since the decision of the Council meeting of 25 August 2011.</li> <li>2) Council was pleased to be able to provide additional review funds equivalent to £445k per annum from 2011 to 2013 for the Open for Business Programme.</li> <li>3) To agree the recommendations by the Chief Executive, taking trams to St Andrews Square in the first instance, subject to: <ol style="list-style-type: none"> <li>(i) The insertion of the following at the end of recommendation 14(v): "and instructs the Chief Executive to continue to pursue further mitigation of risk prior to settlement and beyond"</li> <li>(ii) The insertion of the following at the end of recommendation 14(vi): "and ensure that these are consistent with commitments previously given in respect of service provision and fares"</li> <li>(iii) The insertion of the following additional recommendation: "14(xii) ratifies Dave Anderson, Director of City Development and Karen Kelly, Acting Director of Finance and Chief Finance Officer, as Directors of tie"</li> </ol> </li> </ol>

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73.	28/02/2012	Policy and Strategy	Edinburgh Tram - Open for Business	<ol style="list-style-type: none"> <li>1) To note the expenditure to date from the OfB Programme Budget in 2011/12.</li> <li>2) To note the proposals for managing the OfB funding in 2012/13.</li> <li>3) To note that further reports would be provided to the Trams All Party Oversight Group on a periodic basis as detailed plans progress following consultation with businesses and other relevant stakeholders.</li> <li>4) To request that the Lothian Valuation Joint Board fast track applications for relief from business directly affected by ongoing tram works,</li> </ol>
74.	13/09/2012	Transport, Infrastructure and Environment	Edinburgh Tram Network - Variation to Implementation Date of Traffic Regulation Orders	To repel the objections and make the Variation Orders as advertised to come into effect on 24 September 2012.
75.	25/10/2012	The City of Edinburgh Council	Edinburgh Tram Project - Update	<ol style="list-style-type: none"> <li>1) to note progress made on the project since the signing of the Settlement Agreement in September 2011;</li> <li>2) to note that the project was in line with the Client Target Programme and revised budget;</li> <li>3) to note the requirement to minimise further client changes to ensure the project stays within the Client Target Programme and revised budget; and</li> <li>4) to note that a further update on progress would be provided to the Council meeting in early 2013.</li> </ol>
76.	22/11/2012	The City of Edinburgh Council	Edinburgh Tram Bylaws	<ol style="list-style-type: none"> <li>1) To make the Edinburgh Tram Byelaws, in the form of the draft byelaws as detailed in the Appendix to the report by the Chief Executive, and to authorise the statutory procedure to obtain ministerial confirmation in terms of section 61 of the Edinburgh Tram (Line One) Act 2006 and section 61 of the Edinburgh Tram (Line Two) Act 2006.</li> </ol>
77.	13/12/2012	The City of Edinburgh Council	Edinburgh Tram - Award of Ticket Vending Contract	<ol style="list-style-type: none"> <li>1) To agree that tie Ltd award the TVM contract to Parkeon.</li> <li>2) To agree that the City of Edinburgh Council accept the immediate assignation of the TVM contract from tie Ltd.</li> </ol>
78.	31/01/2013	The City of Edinburgh Council	Edinburgh Tram - Operating Agreement	<ol style="list-style-type: none"> <li>1) To instruct the Chief Executive to continue to negotiate the detailed terms of the documentation with Lothian Buses and Edinburgh Airport Ltd;</li> <li>2) To approve the proposed name of Topco as "Lothian Transport Limited".</li> <li>3) To agree the proposals in the report by the Chief Executive regarding Topco as an interim measure pending a reporting in June 2013 setting out the permanent future structure. This report should take legal and governance issues into account in considering Councillors' memberships of Busco and Tramco.</li> </ol>
79.	16/05/2013	Planning Committee	Tram Developer Contributions	<ol style="list-style-type: none"> <li>1) To continue the application of the tram contributions policy and guidance to development sites connected with the section of the route that is currently being delivered and the proposed section between York Place and Newhaven Road, and to cease their application to other development sites.</li> </ol>
80.	27/06/2013	City of Edinburgh Council	Edinburgh Tram - Preparing for Operations	<ol style="list-style-type: none"> <li>1) To note the current position and direction of travel as set out in the report by the Chief Executive;</li> <li>2) To note the critical need to ensure that strong governance, financial and shareholder controls were in place as set out in section 2.4 f the report as appropriate to a 91% shareholder and instruct the Chief Executive to ensure they are established in order to protect the Council's overall financial position and with a view to maximising the cumulative return of the integrated group as set out in appendix 3 to the report. This to include incentivising improved returns across each of the companies and setting up an internal monitoring group to ensure shareholder rights were fully exercised</li> <li>3) To ratify and approve the exclusivity agreement entered into with Edinburgh Airport Limited and progress negotiations of the wider deal with Edinburgh Airport Ltd with the involvement of Lothian Buses;</li> <li>4) To delegate authority to the Chief Executive or the Director of Corporate Governance (in consultation with the Convener and Vice-Convener of the Transport</li> </ol>



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				<p>and Environment Committee and transport spokespeople) to negotiate and enter into an interim services agreement among CEC, Tramco and Lothian Buses;</p> <p>5) To note that such discussion were scheduled to be completed by 22 July 2013 and instruct that the group leaders of all parties be briefed immediately prior to their conclusion in order to assess their success. In the absence of a satisfactory conclusion protecting the Council's position having regard to financial contribution and liabilities, opportunity should be afforded to the Council leader, in consultation with group leaders to institute an emergency meeting of Council within 14 days./</p>
81.	22/08/2013	City of Edinburgh Council	Edinburgh Tram - Preparing for Operations	<p>1) <u>Interim services agreement</u> To note that the interim services agreement among the Council, Lothian Buses plc ("Busco") and Edinburgh Trams Limited ("Tramco") had been entered into on the terms set out in Appendix 1 to the report by the Chief Executive;</p> <p>2) <u>Corporate structure</u> to note and approve: a) the corporate structure set out in Appendix 2 to the report; b) the transfer of shares held in Busco by the Council to a newly incorporated company, wholly owned by the Council ("Topco"); c) the re-registration of Busco as a private company limited by shares with effect from the end of its financial year (i.e. 31 December 2013); d) that Topco would be named "Transport for Edinburgh Limited"; e) the composition of the boards of Topco and Tramco set out in section 3.7.1 and 3.7.2 of the report, and appoints those persons set out in section 3.7.1 and 3.7.2 as directors of Topco and Tramco respectively and delegates authority to the Transport and Environment Committee to conduct the recruitment and selection process, and to appoint, the three non executive directors of Topco with transport experience; and f) that further consideration be given to the composition of the board of Busco and that a report is submitted to the Transport and Environment Committee in relation to the Busco board composition on or before 31 October 2013.</p> <p>3) <u>Governance</u> to note and to approve the full suite of governance documentation set out in section 4 of the main report</p> <p>4) <u>Operations</u> to note and to approve the full suite of operational documentation set out in section 5 of the main report;</p> <p>5) <u>Funding</u> to note and to approve the loan arrangements set out in section 6 of the main report.</p> <p>6) <u>Business plans</u> a) to note and to approve the business plans for each of Topco, Busco and Tramco set out in Appendix 10 of the report; b) to note that, once the shareholders agreements for Topco and Busco (the "Shareholders Agreements") had been entered into, Topco, Busco and Tramco would be obliged to: (i) Prepare an annual budget in respect of each Financial Year and a Business Plan looking forward for at least three years comprising the matters more particularly set out in the Shareholders Agreements; (ii) In the case on an Annual Budget, consult with the Council prior to approval by the Board;</p>

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				<p>(iii) In the case of the Annual Business Plan, consult with the Council prior to approval by the Board;</p> <p>(iv) In the case of the Annual Business Plan, submit that to the Council not less than 60 days prior to the commencement of the first financial year to which it relates for review and approval;</p> <p>(c) to note that each of Topco, Busco and Tramco shall also be obliged under the Shareholders Agreements to provide the Council quarterly managements accounts and audited accounts all as more particularly set out in the Shareholders agreements.</p> <p>7) <u>Diligence</u> to note that detailed diligence had been carried out as follows: a) technical due diligence regarding the financial inputs to the financial model by Atkins; b) tax diligence by Deloitte; c) legal diligence in relation to (i) procurement, state aid and competition, (ii) specific tax issues and (iii) Transport Act 1985 by Ashurst; and d) insurance diligence by Willis.</p> <p>8) <u>Risk</u> to note the risks set out in the confidential appendix in the data room; and to note and to approve the monitoring arrangements set out in section 6.8 of the main report;</p> <p>9) <u>Insurance</u> To note and to approve the insurances that are required as set out in Appendix 11 of the report; and to authorise the Chief Executive and/or Director of Corporate Governance to ensure that these are put in place;</p> <p>10) <u>Signing authority and delegated powers</u> to delegate authority to the Chief Executive and/or the Director of Corporate Governance: (a) to sign, enter into and complete on behalf of the Council all restructuring, governance, operating and funding documents whatsoever referred to in this report including the appendices ("Documents") and where relevant to waive any conditions precedent to completion on behalf of the Council; and (b) to exercise all voting rights and powers of control available to the Council to procure or facilitate (i) the adoption of new articles of association and (ii) the signing and completion of Documents by each of Topco, Tramco and Busco in each case substantially on the terms set out in the confidential data room and with such minor amendments as the Chief Executive and/or the Director of Corporate Governance considers necessary or desirable, together with all other necessary or ancillary documentation in relation thereto; and 11) agrees the accelerated procedure for Council approval to reserved matters as set out in the shareholders' agreements relating to Topco and Busco substantially on the terms set out in Appendix 4 and delegates authority to the Chief Executive and the Director of Corporate Governance in relation to such approvals in the terms set out in those agreements;</p>
<b>August 2013</b> - CEC approves the corporate structure of the group of companies tasked with taking forward CEC's integrated transport vision. (see item 81)				
82.	26/09/2013	City of Edinburgh Council	Edinburgh Tram Project	<p>1) To note that the present detailed project governance and controls will remain in place until project completion.</p> <p>2) To note the continuation of the process of reaching an early settlement of the Final Accounts and that the project remains within the revised approved budget of £776m.</p> <p>3) To note that the Council continued to work in partnership with Infraco, CAF and Edinburgh Trams in order to secure the earliest possible date for revenue service.</p> <p>4) To note that the Senior Responsible Officer ("SRO") will continue his endeavours working with the project team to bring forward the commencement of revenue services to a client target date within the second quarter of 2014 (May 2014); all subject to any impact that adverse weather may bring and the issue of the Independent Competent Person's certification.</p> <p>5) To note that first tram test runs from the Tram Depot to Edinburgh Park station across the Gogar interchange will be running during the week commencing 7 October 2013 and between Edinburgh Airport and York Place in December 2013.</p> <p>6) To approve that the Shandwick Place tram stop be named as 'West End - Princes Street'.</p> <p>7) That a further progress report be made to Council on 6 February 2014 providing the practical completion target date for the Infraco and CAF contract and reporting on the Edinburgh Trams target revenue service; noting that the revenue service target date is subject to Independent Competent Person ("ICP")</p>

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				certification and all necessary approvals.
83.	24/10/2013	City of Edinburgh Council	Edinburgh Tram Byelaws and Conditions of Carriage	<ol style="list-style-type: none"> <li>1) To note the modified byelaws as confirmed by Scottish Ministers.</li> <li>2) To note that the modified byelaws will become effective on 1 November 2013.</li> <li>3) To note the inclusion of certain elements of the content of the originally proposed Byelaws in Conditions of Carriage covering travel on the tram, and also in the 1978 and 1990 Regulations.</li> <li>4) To agree, in terms of Section 71 of the Edinburgh Tram (Line One) Act 2006 and Section 70 of the Edinburgh Tram (Line Two) Act 2006, that from 1st of December 2013 the Public Service Vehicles (Lost Property) Regulations 1978 and the Public Service Vehicles (Conduct of Drivers, Inspectors, Conductors and Passengers) Regulations 1990 would have effect as if trams operating on the Edinburgh tram network were public service vehicles within the meaning of the Transport Act 1985, and delegate authority to the Chief Executive to take all necessary actions to bring the Edinburgh tram network within the ambit of these Regulations.</li> </ol>
<b>October 2013</b> - CEC re-structures the Lothian Buses group. Operating Agreement between CEC and Edinburgh Trams Limited signed.				
84.	12/12/2013	City of Edinburgh Council	Bus and Tram Operations at Edinburgh Airport	<ol style="list-style-type: none"> <li>1) To commit the City of Edinburgh Council to the Bus Stance and Tram Operations Agreement and to grant the Director of Corporate Governance the necessary authority to sign this Agreement.</li> <li>2) To delegate authority to the Director of Services for Communities to agree terms with Lothian Buses to operate the Airport Bus Stance.</li> <li>3) To delegate authority to the Director of Services for Communities to define the design brief of the Tram/Bus interface with the Airport building extension; this is to be done in consultation with the Convener and Vice Convener. A report to be made to Council in February 2014.</li> <li>4) To delegate authority to the Director of Services for Communities to engage in discussions with Edinburgh Airport to explore further opportunities; this is to be done in consultation with the Convener and Vice Convener. A report would be made to Council in February 2014.</li> </ol>
85.	13/03/2014	City of Edinburgh Council	Edinburgh Tram Project - Update Report	<ol style="list-style-type: none"> <li>1) To note that the present detailed project governance and controls will remain in place until commencement of revenue service.</li> <li>2) To note that the Council continues its partnership working with Infraco, CAF, Transport Scotland and Transport for Edinburgh to endeavour to secure the earliest possible date for revenue service.</li> <li>3) To note the commitment to deliver revenue services to a client target date of May 2014; all subject to the achievement of all consents and issue of the letter of no objection from the Independent Competent Person.</li> <li>4) To delegate authority to the Chief Executive to conclude agreement on a Tram "Naming Rights" media proposal; this is to be done in consultation with the Convener and Vice Convener of Transport and Environment.</li> <li>5) To delegate authority to the Chief Executive to finalise the design criteria and commit to the provision of the Airport Tram Interface canopy; this is to be done in consultation with the Convener and Vice Convener of Transport and Environment.</li> <li>6) To note the continuation of the process of reaching an early agreed project final account by summer 2014 within the revised approved budget of £776m.</li> <li>7) To delegate authority to the Chief Executive to determine and finalise the most effective management arrangements for the New Ingliston park and ride car park; this is to be done in consultation with Transport for Edinburgh and the Convener and Vice Convener of Transport and Environment.</li> </ol>
<b>May 2014</b> - Passenger services commence.				
86.	25/09/2014	City of Edinburgh Council	Edinburgh Tram Project - Update Report	<ol style="list-style-type: none"> <li>1) To note the transition of the governance structure and the new stewardship of the Council owned Tram asset by Edinburgh Trams.</li> <li>2) To delegate authority to the Acting Director of Services for Communities, in consultation with the Council Leader and Depute Leader, to enter into a bus stance agreement with Lothian Buses.</li> <li>3) To note the implementation of the maintenance contracts on commencement of service.</li> </ol>

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				<p>4) To note the implementation of WiFi on the Trams.</p> <p>5) To note the agreement of the final account for the largest single contract, Infracore, in the sum of £427,238,356.14, which has been settled with no disputes or claims for the Contractor's entitlement made or outstanding.</p> <p>6) To note that Lord Hardie and members of his inquiry team had a preliminary meeting with the Chief Executive and other Council officers. The Council would continue to co-operate to facilitate the public inquiry.</p>