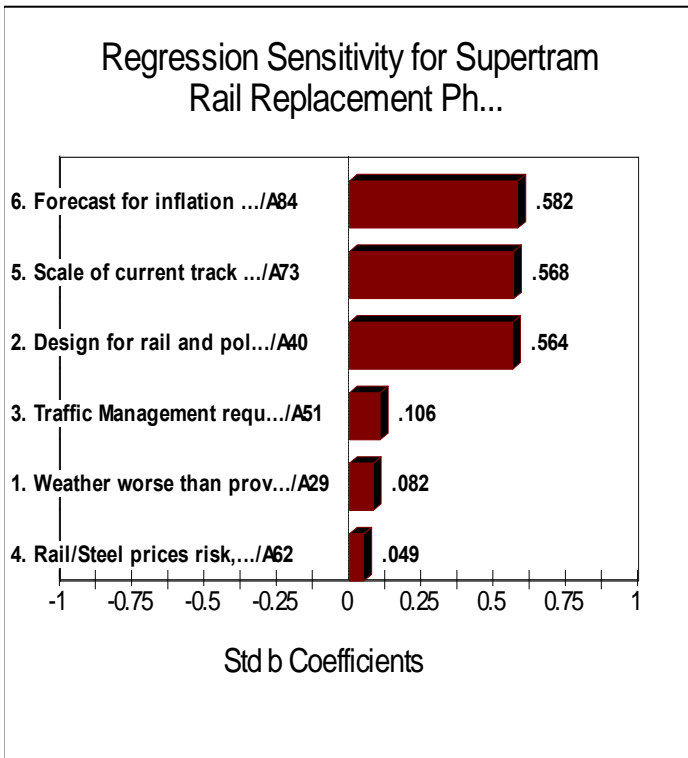
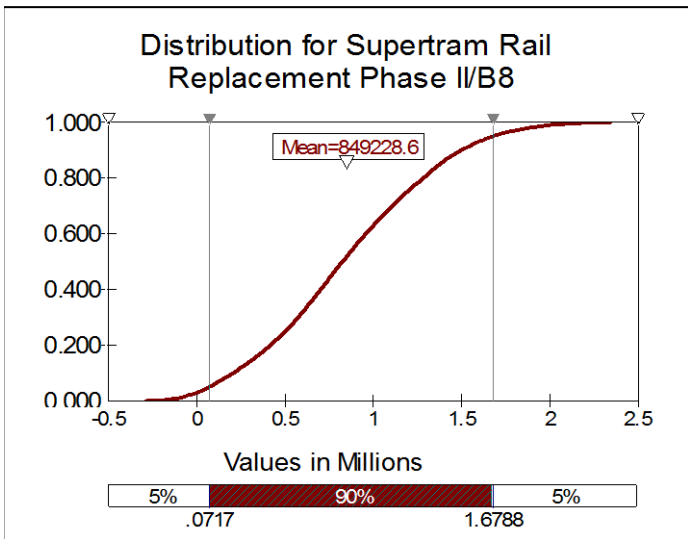
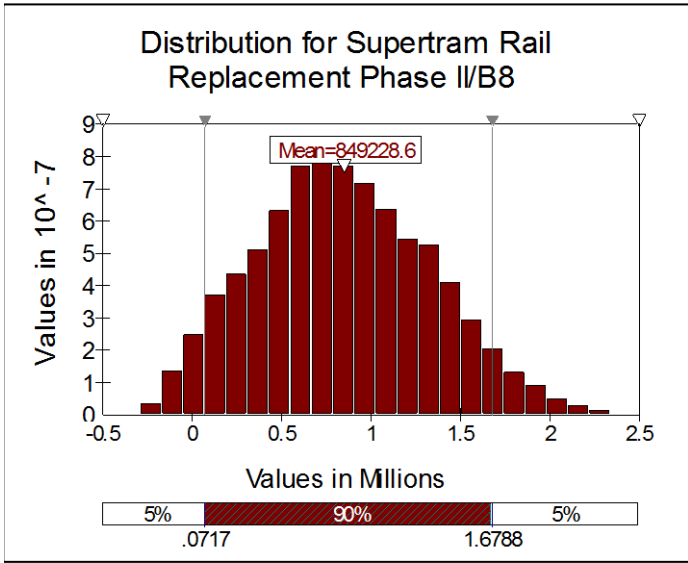


**Simulation Results for
Supertram Rail Replacement Phase II / B8**



Summary Information	
Workbook Name	91910 - Supertram Rail Replacement Phase II - @Risk inputs - 26.06.2017.xls
Number of Simulations	1
Number of Iterations	10000
Number of Inputs	6
Number of Outputs	1
Sampling Type	Monte Carlo
Simulation Start Time	26/06/2017 11:12
Simulation Stop Time	26/06/2017 11:12
Simulation Duration	00:00:10
Random Seed	368343425

Summary Statistics			
Statistic	Value	%tile	Value
Minimum	-	5%	71,689
Maximum	2,342,060	10%	206,251
Mean	849,229	15%	318,770
Std Dev	486,234	20%	417,578
Variance	2.36424E+11	25%	500,188
Skewness	0.202401627	30%	574,267
Kurtosis	2.575743201	35%	639,472
Median	824,879	40%	701,437
Mode	1,411,461	45%	762,041
Left X	71,689	50%	824,879
Left P	5%	55%	889,621
Right X	1,678,844	60%	958,185
Right P	95%	65%	1,028,242
Diff X	1,607,155	70%	1,110,954
Diff P	90%	75%	1,189,254
#Errors	0	80%	1,282,268
Filter Min		85%	1,376,781
Filter Max		90%	1,496,612
#Filtered	0	95%	1,678,844

Sensitivity			
Rank	Name	Regr	Corr
#1	6. Forecast for inflation might be wrong / \$A\$84	0.582	0.571
#2	5. Scale of current track slab repairs might be greater than estimated / \$A\$73	0.568	0.543
#3	2. Design for rail and polymer not yet approved. Risk final proposals cost more than forecast / \$A\$40	0.564	0.546
#4	3. Traffic Management requirements might be more onerous than forecast / \$A\$51	0.106	0.104
#5	1. Weather worse than provision made in programme/cost plan / \$A\$29	0.082	0.068
#6	4. Rail/Steel prices risk, forecast costs wrong / \$A\$62	0.049	0.038