
From: Lindsay Murphy [Lindsay.Murphy@tie.ltd.uk]
Sent: 24 June 2009 11:35
To: Andy Conway; Alan Bowen; Robin Goodwin
Subject: FW: 5A - Murrayfield Tramstop

FYI

I sent this to the great and the good this morning. Hopefully it will stir up some action.

Kind Regards
Lindsay

[REDACTED]

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From: Lindsay Murphy
Sent: 24 June 2009 11:30
To: Tony Glazebrook
Cc: Colin Neil; Damian Sharp; Alastair Richards - TEL; Alasdair Sim; Gavin Murray; Colin Kerr
Subject: FW: 5A - Murrayfield Tramstop

Tony,
As usual I am probably being over cautious but

The maintenance demarcation agreement is becoming an extremely hot topic. CEC are understandably concerned that BSc are not submitting full details of elements of the detailed design that may ultimately be expected to be their direct maintenance liability. Do you know who within tie has been tasked with dealing with the minutia of determining TEL/CEC/3rd Party asset ownership/maintenance/liability.

This has particularly come to the fore as a result of the communications passed to me by CEC below. I am extremely concerned about this. SDS/BSc are intimating that as CEC have no Statutory Roads approval that they are not going to submit any further details for technical approval;

The statutory approvals which do apply are;

The structures which SDS do submit for CEC structures approval

The general arrangements are submitted for Planning (Prior approval) –SDS made a comment that the prior approval could ask for this information. They know this is not true. The limits of CEC's Prior approval powers are extremely limited in this respect and they historically are extremely quick to clamp down on any such requests by the planners.

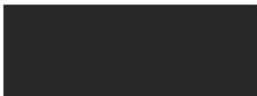
But the nitty gritty of the lighting spec and connections and the drainage design and connections they are saying they will not submit where it is not a road.

As usual tie does not get to see any of this until it is stamped IFC (by which time it should have all approvals) and/or it is brought forward within a design assured pack.

If this is the way they want to play the game we/CEC could be exposed on a very large proportion of the route from Haymarket to the airport. The game being- if its not a road or a structure CEC/tie don't get to see the design till it is submitted in a design assured pack (these already being years late) by which time they BSC may commence construction "At risk".

If we had any demonstration of interdisciplinary design checks internally by BSC and SDS I would be much less concerned. I do not want to end up with the nuclear option i.e. stuff gets built that has to get ripped up because fundamental design assumptions have been made, in seclusion by SDS, to allow them to throw out any old design without consultation with the ultimate asset holders.

Is there anything tie can do?



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From: Robin Goodwin [mailto:Robin.Goodwin@edinburgh.gov.uk]

Sent: 24 June 2009 09:23

To: Lindsay Murphy

Subject: FW: 5A - Murrayfield Tramstop

Lindsay,

This is the email I referred to yesterday, we have had no response to this so far.

Regards,

Robin Goodwin

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From: Robin Goodwin
Sent: 15 June 2009 10:32
To: Scott Ney (PB)
Cc: Andy Conway; Gavin Murray (tie)
Subject: 5A - Murrayfield Tramstop

Scott,

Following our discussion I have spoken to Andy Conway with regards to the Murrayfield Tramstop design. This design has never been submitted for Technical Approval however the council need to see a full technical design for approval particular concerning the lighting and drainage at and surrounding the tramstop. Details such as lighting/drainage calculations, ducting and contours have not been provided to date. This is likely to be under Council maintenance and the stop is on Council owned land therefore such approval is required.

This information along with details of the roads interface at the Murrayfield Stadium access and revised details at the Roseburn delta are required to allow the section 5A Closeout to continue.

Regards,

Robin Goodwin

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