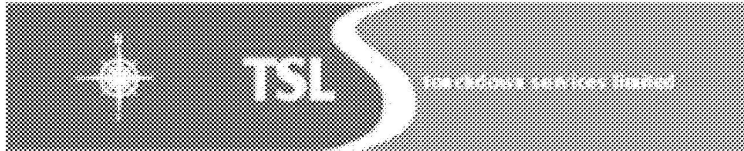

From: Willie Gallagher [willie@touchdown-services.co.uk]
Sent: 02 March 2007 14:05
To: Susan Clark; Willie Gallagher; Matthew Crosse
Subject: RE:



?????? This can't be the optimum way and provides big scope for rework?

Willie Gallagher
Mob [REDACTED]
Office [REDACTED]

From: Susan Clark [mailto:Susan.Clark@tie.ltd.uk]
Sent: 02 March 2007 13:26
To: Willie Gallagher; Matthew Crosse
Subject:

Willie/Matthew

Further to me e.mail yesterday, the drawing that Andy shared with Willie simply showed the latest "X ref" for trackwork and in line with the design programme the following disciplines will update their work. Hence the tramstop is out of synch with the swept path which is up to date. The design process works in the following phases:

Track

Roads

S&C
OLE
Tramstops
Subs

What is shown is a revised track alignment. This then goes to roads then S&C, OLE, Tramstops and subs. The utility design has been undertaken following the update to track but roads etc still have to catch up. However, the track alignment is important in defining the zone of conflict.

SDS check this against any update before sending out the utility design drawings to SUC's

The utilities strategy identifies this as a design risk but the alternative is to wait for all the following disciplines to update their drawings (ie end of the detail design). Utility designs will always be being proposed at risk until the design is finished and signed off by CEC. However the Charette changes have hurt the alignments in Section 1 in total, so we are behind the black ball here.

The track alignment is prepared on "current" discussions with CEC. Their agreement/sign off is via Design Approval Panel meetings and post Charette Workshops. SDS now has Critical Issues meets every Friday with CEC/tie to close out the "Yellow Issues Drawing". Only when these issues are totally closed out will we be able to state " revised track alignment which has been agreed with stakeholders". We are at risk until the track alignment is signed off as a confirmed detail design approval from CEC. This is not new and is the crux of the tie utilities strategy. As part of the reprogramming exercise, I am looking at a programme of dates to de-risk this.

Susan

Susan Clark

Delivery Director - Tram

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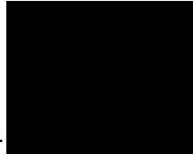
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