

---

**From:** Douglas Leeming - TSS  
**Sent:** 24 January 2007 12:23  
**To:** Matthew Crosse  
**Cc:** Montserrat Valverde - TSS; Trudi Craggs; Ray Millar - TSS; Gavin Murray  
**Subject:** SDS Detailed Design Review

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Matthew,

We spoke earlier about the SDS design review process. I thought it might be useful if I noted the items which I believe need to be dealt with before the process can start.

We believe that the packaging of the submissions is crucial to the success of the process. **tie** require TSS to conduct inter-disciplinary checks during the review process and this is only possible with the design for certain disciplines being available to the same timescales (possibly submitted in geographic sections). Without this synergy there is a high degree of probability that a number of submissions will be rejected as a result of the lack of complementary information from other disciplines. We had previously suggested the re-shaping of the deliverables to satisfy this requirement however no final agreement has been reached. SDS is aware of this issue.

Whilst TSS have nominated the team it intends to put in place for the review and the Core Review Team (CRT), it is still undecided who **tie** wish to nominate and what requirement there is from other stakeholders to participate. I believe that we understand the Transdev position, but the CEC, TEL etc. nominations remain to be resolved.

The final point concerns the logistics of the CRT meeting space and the location for drawings to be reviewed. It may be possible to utilise the four desks behind Gavin for use as a meeting and review area however we need **tie**'s agreement on this before commencing operations.

If required, TSS could start the process next week. We would need agreement on points two and three above to allow this to happen. Resolution on point 1 will considerably ease the process and reduce re-work.

*Regards*  
Douglas Leeming

**Did you know** ..... Trams attract more people out of their cars than any other form of public transport. One in five peak hour tram travellers in the UK used to use their car. At weekends this rises to half of all people travelling.