
From: Rose, Martin
Sent: 23 November 2006 07:42
To: Shudall, Kate; Churchill, Mark; Chandler, Jason
Cc: Brown, Ian; Janani, Farhad; Davies, Peter; Pilgrim, Russell; Phillips, Gary; Stacy, Mungo
Subject: RE: Edinburgh Tram OLE X Line 2 Ref

All,

Yet again we see what happens when there is no forward planning to achieve deliverables. It seems to me again that Birmingham are carrying the can and being blamed. Planning drawings are not the responsibility of Birmingham office. As far as I was aware Martin Ellis is supposed to be coordinating planning drawings from Manchester, he also has cad staff in his team. Question, did Martin have any clue about this submission because if he did he never once asked how things were going on or even looked at the drawings. I can tell you all now that between now and the end of February there is no spare cad resource in Birmingham to help in any way with planning drawings so do not even think about asking Birmingham for help. Jason Chandler knows exactly why we do not have any time to do them.

Could I please ask why Birmingham staff are being asked to move OLE poles surely planning drawings should be passed to all discipline to look at and then if any changes are needed then the discipline that needs altering should carry out the changes.

I know we are all under pressure but please do not ask Birmingham office staff to make changes to parts of drawings that do not evolve them. I am sorry but when it comes down to it and you find yourselves needing work done quickly you always come to Birmingham for help and most of the time we get you out of the brown stuff.

You are going to have to submit an awful lot of planning drawings in the near future so please I beg you let Martin Ellis take control of the planning drawings he has a team in Manchester waiting so let them sort them out in future.

Jason can you explain to everyone in Edinburgh why Birmingham can not help with planning drawings in any way at all.

Regards

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From: Shudall, Kate
Sent: 22 November 2006 17:51

To: Churchill, Mark

Cc: Brown, Ian; Janani, Farhad; Rose, Martin; Davies, Peter; Pilgrim, Russell; Phillips, Gary; Stacy, Mungo

Subject: RE: Edinburgh Tram OLE X Line 2 Ref

Mark,

As discussed. I agree with you that xrefs should not be changed without your permission and I was not aware that this xref had been changed without your permission.

Yesterday we had to submit a planning drawing and we could not submit it with the OLE outside the LoD. I did ask the Stop team in Birmingham to relocate it so that it looked OK. They should have contacted you or changed it on the drawings only - not the xref- **Russell, Gary please note - this cannot happen again.**

I apologise for the misunderstanding we were all under a lot of pressure to get the drawings out and I am sure the B'Ham team would have contacted you had there been more time. The pole can go wherever you can fit it but it has to go within the LOD! We cannot apply for a 'deed of servitude' - no option. Its not even a planning issue. We cannot operate the tram outside the LOD as per the parliamentary powers.

I have discussed this with Farhad and he will look at the dimensions with you.

Regards,

Kate

From: Churchill, Mark

Sent: 22 November 2006 15:03

To: Shudall, Kate

Cc: Brown, Ian; Farhad Janani (Janani, Farhad); Rose, Martin; Peter Davies (Davies, Peter)

Subject: FW: Edinburgh Tram OLE X Line 2 Ref

Dear Kate,

Please find attached an extract from the version of the OLE line 2 xref with some of the other pertinent xrefs switched on. We note the you have had pole RJ/510/400 moved in northwards towards the track whereas our proposed location for this pole was just outside the LOD (which in this instance would have been just over the wire boundary fence inside the Scotrail Haymarket Diesel Depot).

Please could you explain why you asked another team (in this case the tramstop team) to make a change to an OLE xref? Why didn't you ask the OLE team to move the pole if its proposed location was unacceptable? What is so special about this particular area for planning purposes? Where this is cannot be overseen by any local resident from their homes nor can it be seen be any member of the public from the nearest street (Roseburn Street) so I can't understand why the planners might even have an interest.

As it happens the location now shown for this pole makes it foul of the tram DKE so is completely unfit for purpose. If in the future it were to have proved to be impossible to obtain a wayleave ("Deed of Servitude" in Scottish legal parlance) to site the pole for this location just inside Scotrail's/Network Rail's land, then we would have to consider a centre pole (or even a side pole on the other side of the tramway). A centre pole here would require getting the pway alignment altered to separate the tracks sufficiently to permit a centre pole. Siting the pole on the north side of the trace would involve a complex pole foundation interface issue with the retaining wall on the that side (which is why to date we have no side poles on the north/retaining wall side of the tramway in this area).

As you can see from Adam McCreadie's note below the tramstop team have published a version of the OLE xref which included work in the section 7A part of the route which was not intended for issue outwith the OLE team at all at this stage.

Regards

Mark

Dear Martin,

We have now have had two instances in recent weeks where other departments/teams have either deliberately (in the case of pole RJ/510/400 above) or quite innocently and inadvertently (in the case of Zdenek Fulka below) changed OLE CAD design information.

When the Edinburgh project was first set up (on Hummingbird), I questioned why all design teams were being lumped together giving everyone write/edit access to everyone else's CAD information. In the light of the two incidents which have taken place I am now questioning this decision again. Surely it would be safer and much more sensible to for each discipline design team to have full access (i.e. write/edit) to its own discipline CAD data but ONLY read access to CAD data belong to other discipline design teams.

Best Regards

Mark

From: McCreddie, Adam
Sent: 22 November 2006 12:03
To: Churchill, Mark
Subject: Edinburgh Tram OLE X Line 2 Ref

Mark,

Yesterday afternoon User PHILLIPSG edited the Line 2 OLE XREF file following a request from Ian Brown and Kate Shudall. The comment made relating to the drawing stated that a pole has been moved in the Murrayfield area to bring it inside the LOD.

This amendment was made without my knowledge and the result is that we now have a TTC pole which seriously fouls the DKE for a passing tram. If the pole is to remain in this position the first tram which comes along will hit it.

The other issue with this is that PHILLIPSG has used the Issue 6F XREF which was a work in progress working on the futureproofing of line 2 for which the PWay alignment has not yet been issued. We have had the preliminary design for section 7 for which I have realigned the wires and structures but have not yet corrected the chainages or X-Y boxes so anyone who was to reference in version 6F (or now 6G) would have the OLE completely misaligned compared to the track.

This is the second time within the last fortnight that our Line 2 XREF has been altered by someone outside the OLE team and has resulted in a problem. The first occasion was when FULKAZ accidentally managed to open and edit the XREF file and lost 3 days of work by reverting it to a previous revision. This time it has resulted in someone from outside the OLE team designing in a major non-compliance. There is a very good reason why that pole was in it's original location as you know.

It makes me nervous to think that anyone who has access to Hummingbird could change any part of our design should they wish to. I do not want to have to check our drawing thoroughly every time I open it to make sure nothing has changed.

Regards,

Adam.