
From: Tony Glazebrook
Sent: 30 July 2007 16:48
To: David Crawley
Subject: FW: Section 5C Stage 2 RSA - Designer's Response

From: Gavin Murray
Sent: Monday, July 30, 2007 4:47:41 PM
To: Tony Glazebrook
Subject: FW: Section 5C Stage 2 RSA - Designer's Response
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Tony
For your information.
I anticipate that this is likely to have an impact on the SDS self assurance submissions. If as Roger indicates elements of the Design team do not understand the requirements of a tramway I am not convinced that their self assurance will be worth much.
Regards
Gavin

From: Roger Jones [<mailto:Roger.Jones@transdevplc.co.uk>]
Sent: 19 July 2007 18:09
To: Gavin Murray
Cc: Jim Harries (Transdev); Alastair Richards - TEL
Subject: Section 5C Stage 2 RSA - Designer's Response

Gavin,

I know we are not commenting on this, but a few points nonetheless:

- 2.8: I think this is another example of the RSA team going outwith their remit in respect of tramway maintenance activities. As an aside, highway maintenance (inc verges) seems to be barely mentioned in these audits. Is it really all OK?
- 3.2.2: Betrays a lack of knowledge of the requirements for tramways.
- 5.1.6: I don't think this is correct. It's a line of granite sets as delineation, not a kick rail, isn't it? The point is well made, though -this is another of those issues where we lack a palette of standard details which can be pointed to.
- 6.2.2 and 6.2.3: Should refer to the "Safe working adjacent to Tramway" document (Sorry, I cannot recall the exact title, being off the network at the moment).
- 6.2.4: This point is well made and I cannot accept the response. This is an example of where the roads may be being designed as a coherent whole, but the tramway is not. From a tramway viewpoint, we want these crossings (2 alongside the A8) to be illuminated, being close to a brightly lit road. We had this discussion previously when we reviewed the roads layouts here.

Regards,
Roger

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