
From: Graeme Barclay
Sent: 02 August 2007 12:21
To: Ian Clark
Cc: Jim Johnston - TSS
Subject: RE: Edinburgh Tram - meeting with Scottish Water 26th July 2007

Ian, can you draft me a response to his e-mail, but in letter form. This needs to be brought out into the open.

Graeme

From: Ian Clark
Sent: 02 August 2007 08:06
To: Graeme Barclay
Cc: Jim Johnston - TSS
Subject: Edinburgh Tram - meeting with Scottish Water 26th July 2007

Graeme,

You have not sent this to me so not sure if you want a reply or if you have sent one yourself. The summary reply would be that had Halcrow carried out all the changes that they had been advised at previous meeting and acted as competent designers without blindly making changes advised by SW or tie then only two or three of the comments below would actually have required any action. In which case the comment at the UTL meeting to Alan is an accurate quotation from SW and fair reflection of what should have been required. SW has not been able to look at the fine detail in these drawings due to the poor quality of the previous submissions; note that the IFC drawings were effectively Rev 8. This cannot be allowed to continue as the normal process for drawing approvals.

It should also be noted that Halcrow have changed personnel in the process of developing the 27-31 proposals and a number of amendments have been made and then undone only to require changing again which has been unproductive. This is particularly due to the lack of change control and the formal recording of comments from the Utilities on each proposal to include in the re-submissions as they have been requested and agreed to do.

Regards

Ian Clark
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From: Kelly, Tom (Edinburgh Tram) [mailto:KellyTo@pbworld.com]
Sent: 27 July 2007 15:18
To: Ian Clark
Subject: FW: Edinburgh Tram - meeting with Scottish Water 26th July 2007

FYI

From: Dolan, Alan
Sent: 27 July 2007 15:17

To: Graeme Barclay

Cc: jimjohnston@██████████ Reynolds, Steve; Chandler, Jason; Susan Clark; Kelly, Tom (Edinburgh Tram)

Subject: FW: Edinburgh Tram - meeting with Scottish Water 26th July 2007

Graham/Jim,

The below report from the meeting with SW is slightly more than what was described in the Utility Meeting as "a few small changes" to the Drawings and schedule.
for Section 1B. I feel that some of the comments that are new are being brought forward at such a late stage from SW that comment should be made by tie. If we as SDS do so, I feel we would be risking future design submissions.

SDS will do our utmost to provide the drawings but due to the extent of comments will review the delivery to tie on Tuesday morning and brief you both accordingly.

If tie feel that any of the below comments are betterment, and not needed from a commercial point of view we should discuss and challenge by 10.00pm on Monday morning.

Alan

Regards

Alan Dolan
Deputy Project Manager
Edinburgh Tram Project

From: Perry, Kevin [mailto:PerryK@halcrow.com]
Sent: 27 July 2007 14:27
To: Dolan, Alan
Cc: Kelly, Tom (Edinburgh Tram); Simmons, David; Morrison, John
Subject: FW: Edinburgh Tram - meeting with Scottish Water 26th July 2007

Hi Alan.

John Morrison has summarised below the changes stemming from yesterday's discussion with Scottish Water. In many cases, the items are either new to SDS or changes of mind from SW. Take Item #7, for example: we consulted with Scottish Water months ago on our design for a plastic pipe, but they told us to use ductile iron instead, only to have that choice reversed yesterday.

John also points out at the end that the revisions are unlikely to be done before the end of Tuesday. No doubt, that'll cause problems with TIE. We need to find out how/if TIE can leverage Scottish Water into withdrawing its changes from yesterday if TIE still expects us to hit Monday (to you, then Tuesday to TIE) as our date for IFCs.

I'll chat later with you to see what you think.

Kevin

From: Morrison, John
Sent: 27 July 2007 12:41
To: Perry, Kevin

Cc: Stuart, George; Daly, James; Swenson, Derek
Subject: Edinburgh Tram - meeting with Scottish Water 26th July 2007

Kevin,

As discussed, I have reviewed with George the principal outcomes of the meeting held yesterday with Scottish Water relating to plates 27-31, and these are set out below:

1. SW requested that, where a connection is being made to an existing main, the pipework is renewed back to the valve on the existing main (unless, obviously, a new valve is being provided). This will entail additional excavation and new pipework. Locations are being checked at the moment.
2. SW asked for a number of new valves to be taken out and some to be added (This is as a result of further review by SW and taking into account operational requirements).
3. SW stated that hydrants located on pavements do not require separate isolating valves - this contradicts MUDFA guidance. Hydrants on road to retain isolating valves.
4. Hydrants to be specified with frost cocks.
5. SW are to confirm the positions of the connections between the existing 4 inch CI distribution main and the new 180mm PE main. (tbc today). Currently 4 shown, SW believe there should be 6.
6. SW requested that no pipes run under kerbs or gutters. This may prove difficult to achieve in certain congested areas. Some pipes will need to be moved.
7. SW have requested that the pipes crossing the railway bridge in Leith walk are PE instead of the DI originally requested. SW are concerned about the Stray Current issue. SW also asked that these mains run in the pavement. Discussion took place on whether these could be run in ducts filled with insulating material and with accessible steel covers.
8. SW requested that sleeving of the mains crossing the tramway path extend 2m beyond the path. This may cause problems in certain areas.
9. SW requested that the cross-connection between the 400mm and 180mm mains at Bush Place Lane be moved to the south side of the railway bridge.
10. SW requested change of hydrant positions (in three locations in plates 27-31) to enable these hydrants to be located off the road. This will affect other areas.
11. SW requested additional hydrants located at the railway bridge to allow the mains to be drained at this location.
12. SW requested that a 250mm DI twinned crossing at MacDonald Road is now run in 280mm PE pipe.

George is looking at the implications of the above issues, and it seems likely that it will take until close of play on Tuesday 31st July to fully implement the changes resulting from these requests.

Regards,

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