

**CAMBRIDGESHIRE GUIDED BUSWAY**

*To:* Cabinet

*Date:* 5th April 2011

*From:* Acting Executive Director: Environment Services

*Electoral divisions:* The Hemingfords and Fenstanton, St Ives, Papworth and Swavesey, Willingham, Cottenham, Histon and Impington, Waterbeach, East Chesterton, King's Hedges, Petersfield, Trumpington, Gamlingay.

*Forward Plan ref:* Not applicable      *Key decision:* No

*Purpose:* This report advises Cabinet of progress towards completion of the Cambridgeshire Guided Busway.

*Recommendation:* Cabinet is asked to:

- a. note that BAM Nuttall have not achieved completion at the time of writing.
- b. note the items that are considered critical for BAM Nuttall to achieve completion but which were outstanding at the time of writing.

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## **1 BACKGROUND**

- 1.1 Cabinet have been repeatedly advised that the Busway Contractor BAM Nuttall has failed to achieve dates in their own programmes to complete remaining works and the necessary documentation for the Busway. At the meeting on 15<sup>th</sup> March officers advised that although progress had been made, BAM Nuttall still had documentation to produce to demonstrate that their works had been properly designed and constructed.
- 1.2 It had been hoped that BAM Nuttall would complete the submission of documentation by 25<sup>th</sup> March. However, BAM Nuttall once again failed to achieve this. This report sets out the position as at 29<sup>th</sup> March. Officers will provide an update at the meeting.

## **2 PROGRESS**

- 2.1 The Busway contract is for the design and construction of the Busway. As with all such contracts the contractor is required to produce certificates to confirm that the works have been designed and built in accordance with the specifications and national standards. The documentation acts as a guarantee that the works have been correctly designed and built.
- 2.2 Normal practice would be for the design and construction certificates to be produced as each element of work was completed. BAM Nuttall have been repeatedly reminded of these requirements since 2009.
- 2.3 There are two types of documentation being sought. Design certificates certify that the designs have been properly carried out in accordance with the specification and national standards, and construction certificates confirm that the works have been constructed in accordance with the design.
- 2.4 BAM Nuttall are also required to have their works approved by third parties who are affected by the works, in particular Network Rail and National Grid Gas. Network Rail have an interest in the works done in the Station Forecourt, Hills Road Bridge and Addenbrooke's Bridge. National Grid Gas have agreed to the busway being constructed over their high pressure gas main through Trumpington Cutting and need to be satisfied that the busway can be removed in the unlikely event that access should ever be required to the gas main.
- 2.5 The issues outstanding at 29<sup>th</sup> March that are considered critical to completion were as follows.
- 2.6 *Design certification for Trumpington Cutting Retaining Wall.* This is dependent on a geotechnical report also produced by BAM Nuttall and their designers. This report has been resubmitted by BAM Nuttall a number of times but each time has not provided the clarity on the stability of the Trumpington cutting slopes that is critical for this issue to

be closed. Both National Grid Gas and ourselves need to be satisfied that safe access can be gained to the gas main should it be necessary. The final piece of information required was calculations on the stability of the cutting slopes and retaining wall if it is necessary to remove the guideway and the underlying gas main protection slabs and excavate a trench to reach the high pressure gas main. This information was finally received on Friday 25<sup>th</sup> March and the report in respect of Trumpington cutting is now acceptable.

- 2.7 *National Grid Gas acceptance.* In addition to being satisfied regarding the stability of the slopes in Trumpington Cutting, National Grid Gas also require to be satisfied that the maintenance arrangements for the Busway do not affect the gas main. BNL organized a meeting with National Grid Gas on 17<sup>th</sup> March and subsequently produced a programme showing that they would issue the maintenance manual to National Grid Gas on 24<sup>th</sup> March. However BNL did not achieve this date and the maintenance manual was submitted to National Grid Gas on 29<sup>th</sup> March.
- 2.8 *Network Rail acceptance.* Network Rail have confirmed that they are satisfied with all the work affecting their infrastructure and the accompanying documentation. The final formal sign off with Network Rail was in process at the time of writing.
- 2.9 *Structures Design 'Wrap Up' Certificates.* These certificates are a standard procedure for all major highway structures and act as a guarantee that major structures have been designed and built to the standards required. As reported to the meeting of 22<sup>nd</sup> February the certificates were originally submitted but were endorsed 'for administrative purposes only', which was not in accordance with the contract and rendered them valueless. In consequence they were returned to BNL "not accepted". Subsequently BNL resubmitted all of the certificates without this endorsement and the great majority have now been accepted. At the time of writing four certificates were awaiting information from BNL, which BNL were proposing to provide by 29<sup>th</sup> March.
- 2.10 *Construction certificates.* All the construction certificates have now been submitted, however the last two certificates, for the CCTV system and the flood warning system, require further information which was due at the time of writing. Acceptance of a number of construction certificates is on hold pending conclusion of the design certification issues.
- 2.11 The Project Team continues to pursue close out of these and other issues. It will be seen from the above that if BNL achieve the dates they have set then significant progress should be made between production of this report and the Cabinet meeting. An update will be given at the meeting.

### **3 Summary**

- 3.1 BAM Nuttall have not managed to achieve the hoped for completion.
- 3.2 BAM Nuttall have submitted all outstanding certificates but at the time of writing further information was awaited to conclude the certification acceptance process.
- 3.3 The Project team are working with Bam Nuttall to pursue completion of the outstanding issues. The latest position will be provided at the meeting.

### **4 ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING**

#### **4.1 Supporting and protecting vulnerable people when they need it most**

*There are no significant implications for this priority.*

#### **4.2 Helping people live healthy and independent lives in their communities**

*There are no significant implications for this priority.*

#### **4.3 Developing the local economy for the benefit of all**

The Busway is an important part of the transport strategy for the Cambridge area and will provide access to jobs and facilities in Cambridge and other areas. As such, it will contribute towards the development of the local economy.

#### **4.4 Ways of Working**

*There are no significant implications for this priority.*

#### **4.5 SIGNIFICANT IMPLICATIONS**

#### **4.6 Resource and Performance Implications**

*There are no significant implications for any of the prompt questions within this category.*

#### **4.7 Statutory, Risk and Legal Implications**

*There are no significant implications for any of the prompt questions within this category*

#### **4.8 Equality and Diversity Implications**

*There are no significant implications for any of the prompt questions within this category*

#### **4.9 Engagement and Consultation**

*There are no significant implications for any of the prompt questions within this category*

<b>Source Documents</b>	<b>Location</b>
Agenda and Minutes, Cabinet 1/3/2005, 7/2/06, 13/6/06, 11/7/06, 16/10/07, 16/12/08, 29/9/09, 16/3/10, 27/4/10, 25/5/10, 15/6/10, 5/7/10, 7/9/10, 28/9/10, 26/10/10, 16/11/10, 14/12/10, 25/1/11, 22/2/11, 15/3/11	CGB Team Office, Old Police House, Shire Hall, Cambridge
Cambridgeshire Guided Busway Order	
Cambridgeshire Guided Busway Contract Documents	