

CAMBRIDGESHIRE GUIDED BUSWAY

To: **Cabinet**

Date: **22nd February 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 did not achieve completion by mid February as has been indicated by their programme in January;
- 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 on 25th January were advised that BAM Nuttall's latest programme showed works complete and necessary documentation submitted by 4th February 2011. On this basis it stated that If BAM Nuttall maintained their current progress and achieved their programme then it would be possible for completion to be certified in mid February.
- 1.2 Unfortunately Bam Nuttall did not achieve this date, work on Addenbrooke's Bridge not being finally completed until 14th February, with a number of other minor works also incomplete. Documentation is also incomplete including certain safety critical elements without which the Project Manager cannot certify completion.

2 PROGRESS

- 2.1 BAM Nuttall had stated in 2010 that they would complete all work and submit all the necessary certificates by 17th December, the start of their Christmas break. As anticipated this was not achieved. BAM Nuttall's programme, issued on 7th January 2011, showed Addenbrooke's Bridge complete by 31st January and landscaping by 4th February. The programme also showed the final construction certificate, plus various other documentation submitted by 31st January.
- 2.2 The bulk of the work on Addenbrooke's Bridge was completed by 31st January but minor finishing work was not completed until 14th February. BAM Nuttall reported landscaping as finished, except for seasonally constrained work, on 4th February. Inspections show a number of areas of landscaping incomplete and BAM Nuttall have been advised of this. BAM Nuttall have a small number of minor snags and small items arising from the safety audits to complete, but no further major site work is planned.
- 2.3 BAM Nuttall have continued to submit construction certificates and at the time of writing two remained outstanding. These are for Addenbrooke's Bridge, and the flood warning system, where there has been a problem with the sensor at the River Great Ouse.
- 2.4 The Contract also requires BAM Nuttall to produce documentation related to the design procedures and to have the approval of third parties for certain works. BAM Nuttall have been repeatedly reminded of the need to provide these and have repeatedly advised that they are in progress. As these relate to safety critical matters the Project Manager cannot certify completion without them.
- 2.5 Despite the fact that these could and should have been produced some time ago a number remained outstanding in early February without a definite programme from BAM Nuttall to ensure their resolution. in consequence Mark Lloyd, the Council's Chief Executive wrote to BAM Nuttall's Chief Executive on 10th February asking him to address these issues urgently.
- 2.6 The issues of concern raised at Chief Executive level are set out below, together with the position at 14th February.

- 2.7 *Shelford Road Bridge Assessment.* This was received on 11th February and was under review at the time of writing.
- 2.8 *Geotechnical Report.* This previously submitted report requires revision to confirm the stability of earthworks, in particular cutting slopes. The revisions were discussed at a meeting in November 2009. BNL advised on 14th February that the revised report would be submitted on 15th February.
- 2.9 *Design certification for Trumpington Cutting Retaining Wall.* This is dependent on the geotechnical report. As BAM Nuttall have proceeded to build the wall without an accepted design they have not been paid for this work.
- 2.10 *National Grid Gas acceptance of the Trumpington Cutting Retaining Wall and of the Method Statement for guideway removal.* The Busway through Trumpington cutting is built above a high pressure gas main. Although it is unlikely that any work will need to be done on the gas main, if access was required the Busway would need to be removed. National Grid Gas (NGrid) need to be satisfied with the method of removal and that the retaining wall design is satisfactory. NGrid have seen and accepted method statements for most of the work but one area remains to be submitted. BNL advised on 14th February that this would be submitted to NGrid by 16th February.
- 2.11 *Network Rail acceptance of the bridge maintenance manual.* As both Addenbrooke's and Hills Road Bridges affect railway lines Network Rail need to accept the maintenance manual. This was submitted to Network Rail on 18th January. BNL need to secure Network Rail confirmation that these are acceptable.
- 2.12 *Structures Design 'Wrap Up' Certificates .* These in effect act as a guarantee that major structures have been designed and built to the standards required. This is a standard procedure for all major highway structures. The certificates have been endorsed 'for administrative purposes only', this is not in accordance with the contract and renders them valueless. In consequence the Project Manager has had no choice but to return all the certificates to BNL "not accepted". BNL indicated on 14th February that they would be resubmitting the certificates with amended wording.
- 2.13 The Project Team continues to pursue close out of these and other issues. It is expected that progress will be made between production of this report and the Cabinet meeting although the extent of this will be wholly dependent on BAM Nuttall. An update will be given at the meeting.

3 SUMMARY

- 3.1 BAM Nuttall have not managed to achieve the hoped for completion in mid February.
- 3.2 Apart from a small number of minor snags and small items arising from safety audit to complete, no further major site work is planned.
- 3.3 Despite reminders BAM Nuttall have been slow to complete certain safety critical documentation without which completion cannot be certified.

3.4 BAM Nuttall are being pursued to complete the paperwork and the latest position will be provided at the meeting.

4 **IMPLICATIONS**

Resources and Performance

4.1 Finance and risk management – the report sets out the latest progress towards the opening of the busway.

4.2 **Statutory Requirements and Partnership Working**

4.3 There are no significant implications for any of the headings within this category.

4.4 **Climate Change**

4.5 The busway will provide a good alternative to use of the car for travel into Cambridge, St Ives, Huntingdon and other villages along the route. When operational, it is expected to significantly increase the bus patronage in this corridor and as such assist in our objectives to reduce the emission of greenhouse gasses from vehicles.

4.6 **Access and Inclusion**

4.7 The busway will provide good public transport and cycle/foot links between St Ives, the intervening villages and Cambridge. This will open up travel opportunities by increasing the quality of bus services in those communities and benefit particularly those without use of a car.

4.8 **Engagement and Consultation**

4.9 There are no significant implications for any of the headings within this category.

Source Documents	Location
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	CGB Team Office, Old Police House, Shire Hall, Cambridge
Cambridgeshire Guided Busway Order	
Cambridgeshire Guided Busway Contract Documents	