

Cambridgeshire Guided Busway

To: **Cabinet**

Date: **15th March 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 in February.**
- 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 22nd February were advised that BAM Nuttall had failed to achieve the dates in their January programme to complete remaining works and the necessary documentation for the Busway. At the meeting, officers advised that BAM Nuttall now stated that the necessary documentation would be provided by 4th March.
- 1.2 Much of the required documentation was indeed submitted by 4th March and at the time of writing was under review to assess its acceptability. Unfortunately, however, BAM Nuttall did not submit all of the documentation required. BAM Nuttall now state that this documentation will be delivered by 11th March. This report sets out the position as at 8th March. Officers will provide an update at the meeting.

2 PROGRESS

- 2.1 BAM Nuttall have consistently failed to meet their own stated programmes both for the works and the supporting documentation. The documentation that is required acts as a guarantee that the works have been correctly designed and built.
- 2.2 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. These certificates should have been provided as the individual elements of the work were completed.
- 2.3 The contract also requires that in some instances, BAM Nuttall 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.
- 2.4 Unfortunately around two thirds of the design and construction certificates have not been acceptable primarily as a result of errors and omissions in the submissions and have been returned to BAM Nuttall for resubmission. BAM Nuttall undertook to resubmit these certificates by 4th March. The majority of these were received and are now being reviewed.
- 2.5 The issues outstanding at 8th 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. Although this report was resubmitted on 15th February, it still does not provide clarity on the stability of the Trumpington cutting slopes which is critical for this issue to be closed out. Both National Grid Gas and the Council need to be satisfied that the cutting slopes and retaining wall will remain stable with the guideway and the underlying gas main protection slabs removed. The issue was discussed at a meeting on 7th March and BAM Nuttall have agreed to provide the necessary information by 14th March. As BAM Nuttall have proceeded to build the wall without an accepted design they have not been paid for this work.

- 2.7 *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 that is produced by BAM Nuttall for the structure. This was submitted to Network Rail on 18th January. BNL need to secure Network Rail confirmation that this is acceptable before completion can be certified. Network Rail had indicated that they would aim to respond by 4th March. As of 8th March a response had not been received and BAM Nuttall were following this up with Network Rail.
- 2.8 *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 were originally submitted but were endorsed 'for administrative purposes only'. This is not in accordance with the contract and renders them valueless. The Project Manager had no choice but to return all the certificates to BNL "not accepted". BNL resubmitted all of the certificates without this endorsement on 3rd March. The respective designers met on 4th March to discuss the resolution of outstanding issues. At the time of writing the resubmitted certificates for Addenbrooke's Bridge, Hills Road Bridge, Windmill Bridge and a number of the larger culverts had been accepted. A further revision of the River Great Ouse Viaduct had been requested and was expected on 9th March and the remaining certificates were under review by Atkins on behalf of the Council with a further meeting planned for 10th March, at which it is hoped any final issues can be closed out.
- 2.9 *Construction certificates.* Two certificates remain to be submitted, these are for the CCTV system and the flood warning system. Of the 178 certificates submitted approximately two thirds have been returned as unacceptable. The majority of these 'not accepted' certificates have been resubmitted by BAM Nuttall and are being reviewed. At the time of writing 34 certificates remain to be resubmitted. BAM Nuttall's stated intention was that these would all be resubmitted by 11th March
- 2.10 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 February.
- 3.2 BAM Nuttall had stated that all outstanding certificates would be submitted or resubmitted by 4th March. While many were received by that date a number remain outstanding at the time of writing.
- 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 IMPLICATIONS

Resources and Performance

- 4.1 Finance and risk management –BAM Nuttall continue to see Liquidated Damages levied on them at a rate of around £14,000 per day as the scheme has still not been completed. This will continue until completion is secured after which the Project manager will calculate the final target price.

4.2 Statutory Requirements and Partnership Working

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

4.4 Access and Inclusion

- 4.5 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.

4.6 Engagement and Consultation

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

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