

## Cambridgeshire Guided Busway

To: Highways and Transport

Meeting Date: 5 December 2023

From: Executive Director of Place and Sustainability

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2023/003

Outcome: The purpose of this report is to seek authorisation for the procurement for the design and delivery of an innovative safety measure on the Cambridgeshire Guided Busway through the Council's existing Term Service Contract.

Recommendation: The Committee is recommended to:

- a) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Section 151 Officer, Director of Legal and Governance and Chair and Vice Chair of the Highways and Transport Committee to issue a new instruction for the provision of an innovative busway safety measure through the existing Term Service Contract.
- b) Note that the budget (estimated up to £920k including contingencies) will be allocated from the existing Southern Busway Widening scheme to enable the delivery of these works, as set out in 2.4.

Officer contact:  
Name: David Allatt  
Post: Acting Service Director of Highways and Transport  
Email: [david.allatt@cambridgeshire.gov.uk](mailto:david.allatt@cambridgeshire.gov.uk)  
Tel: 07411 962 132

## 1. Background

- 1.1 Since February 2022 a section of the guided busway between Cambridge Station and the Addenbrookes Spur has been partially closed on the nearside guideway adjacent to the maintenance and active travel track.
- 1.2 This closure has allowed for a temporary fence to be installed along this section on the unused track without reducing the width of the maintenance and active travel track. However, this measure has severely impacted the busway service and connections to key employment and health facilities.
- 1.3 This paper seeks approval to delegated authority to award a contract to enable the implementation of an innovative fencing solution from south of Cambridge Railway Station to Long Road Bridge (subject to final design approval). This solution has been developed in partnership with the emergency services and bus operators and would allow the busway to return to full, two-way operation.
- 1.4 The Council has been notified of the Health and Safety Executive's intention to prosecute the authority under s3(1) of the Health and Safety at Work etc. Act 1974. Given this situation it would not be appropriate to make any comment at this stage on any matter that touches on that prosecution.

## 2. Main Issues

- 2.2 The partial closure and temporary fence means that a significant part of the busway operation is not able to continue making it less attractive to passengers. The partial closure is also impacting negatively on our relationship with the bus operators due to the continuing severe damage that it is causing to their service offer.
- 2.3 The Council has worked with the bus operators and emergency services (fire, ambulance, and police) to risk assess the proposed installation of a fence on the raised kerb segregation buffer on the section of the southern busway. The protocols relating to the operation of the busway and collaboration with the operators and emergency services has also been updated. All parties are satisfied that effective emergency response and evacuation arrangements can take place with the proposed changes to the busway.
- 2.4 An existing project on the Capital Programme to widen the maintenance track on the southern busway section where practicable already has approved funding of £2.9m and is in the early design stages. An update on the widening aspect of the project will be provided to this committee in March 2024. It is proposed to utilise budget from the existing Southern Busway Widening project to enable delivery of these works.
- 2.4 The existing Highway Term Services contract is considered the most appropriate and compliant contracting method in this instance, particularly given Milestone's historic work and detailed knowledge of the busway, ultimately saving time and cost. Officers have been engaged in the design and specification and will continue to scrutinise cost assumptions to ensure value for money.
- 2.5 Subject to approval, the Council will issue an instruction to the contractor for the proposed

works December 2023 with the works expected to be completed, and the busway reopened by Spring 2024.

### 3. Alignment with ambitions

#### 3.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes

The following bullet points set out details of implications identified by officers:

- The busway provides a key sustainable link between our communities and key employment, health and leisure opportunities. The current partial closure compromises the attractiveness of the busway as a credible alternative to the private car.

#### 3.2 Travel across the county is safer and more environmentally sustainable

- As set out in 2.3, the innovative solution has been risk assessed by the County Council, operators and emergency services to ensure safety.

#### 3.3 Health inequalities are reduced

- The busway provides access to key health facilities in the Cambridgeshire Biomedical Campus.

#### 3.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs

- This decision does not directly support this ambition.

#### 3.5 Helping people out of poverty and income inequality

- This decision does not directly support this ambition.

3.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised

- The busway provides access to key employment opportunities and supports the provision of attractive public transport services.

3.7 Children and young people have opportunities to thrive

- The busway supports the provision of attractive public transport services linking young people with opportunities.

## 4. Significant Implications

### 4.1 Resource Implications

The following bullet points set out details of significant implications identified by officers:

- The estimated cost of the proposed scheme is £960k inclusive of contingency.
- This will be drawn from the existing budget as part of the Southern Widening project.

### 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

- As set out in 2.4, a compliant route has been identified, through the existing Highways Term Service Contract that will best secure value for money, given Milestones specialist knowledge of the busway, expertise that will ultimately save cost and time. As detailed designs are developed, officers will continue to scrutinise and challenge costs to further ensure value for money.

### 4.3 Statutory, Legal and Risk Implications

- See 1.4

### 4.4 Equality and Diversity Implications

- The bus service is used by all within our communities and a re-opening will benefit greater those more reliant on this important local and regional service.

### 4.5 Engagement and Communications Implications

- None directly associated with this decision, though implementation of the infrastructure would be supported by a comprehensive comms strategy.

### 4.6 Localism and Local Member Involvement

- None directly associated with this decision, though implementation of the infrastructure would be supported by a comprehensive comms strategy including Member Briefings.

## 4.7 Public Health Implications

- None directly associated with this decision, though it should be noted that the busway provides access to key healthcare facilities.

## 4.8 Climate Change and Environment Implications on Priority Areas (See further guidance in Appendix 2):

- None directly associated with this decision, though it should be noted that the busway provides key sustainable travel alternatives.

### 4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral

Explanation: NA

### 4.8.2 Implication 2: Low carbon transport.

Positive

Explanation: the busway provides key sustainable travel infrastructure

### 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Neutral

Explanation: NA

### 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral

Explanation: NA

### 4.8.5 Implication 5: Water use, availability and management:

Neutral

Explanation: NA

### 4.8.6 Implication 6: Air Pollution.

Positive

Explanation: the busway provides key sustainable travel infrastructure

### 4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Positive:

Explanation: the busway provides key sustainable travel infrastructure

Have the resource implications been cleared by Finance? Yes  
Name of Financial Officer Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement and Commercial? Yes  
Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Legal? Yes  
Name of Legal Officer: Emma Duncan

Have the equality and diversity implications been cleared by your EqIA Super User? Yes  
Name of Officer: David Allatt

Have any engagement and communication implications been cleared by Communications? Yes  
Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes  
Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health? Yes  
Name of Officer: Iain Green

If a Key decision, have any Climate Change and Environment implications been cleared by the Climate Change Officer? Yes  
Name of Officer: Emily Bolton

## 5. Source documents guidance

### 5.1 Source documents

None

## Appendix A – Location of Innovative Solution

