

GNLRT ADVISORY COMMITTEE

22nd June 2004

REPORT OF HEAD OF TRANSPORT MAJOR PROJECTS

NET LINE ONE – OUTSTANDING WORKS/SNAGGING

The scope of works outstanding at the Operating Commencement Date (OCD), including design approval issues, was agreed between the Promoters, the Highway Authority, Planning Authority, Arrow and BCC. The individual items were summarised on lists identified as either Retention Items or Snagging Works, with target dates for completion identified by BCC, generally during the first three months following OCD, but with a target completion date of June 2004. Progress in completing these items of work or closing out approval conditions is summarised as follows:

- a) Retention Items Part 1 – Outstanding Highway and Planning Authority Snagging Works

	Number outstanding at OCD	Number outstanding at 11/06/04
Highway Authority	137	5
Planning Authority	97	36
Total	234	41

Progress is generally in accordance with BCC's programme for completion with over 80% cleared to date. Works that were outstanding at OCD, including landscaping works, some weather dependant waterproofing works and the York stone paving works in the city centre, are now complete. Good progress has been made with the number of the items identified by BCC as 'issues' and which were to be contested with the approving authorities. BCC have now carried out the work associated with most of these 'issues'.

As agreed at OCD, where specific works were identified at the first post-OCD Tram Operations Review Group (TORG), then these have been addressed by BCC as outstanding works. The TORG continues to meet on a regular basis although BCC play an ever decreasing role.

- b) Retention Items Part 2 - Outstanding Highway and Planning Authority Approval Conditions

The Submissions Control Group has continued to meet to monitor close out of the outstanding conditions. The table below shows that reasonable progress has been made in the period but there remain a significant number of conditions that require either a submission from BCC or are awaiting a response from the Planning Authority.

	Number outstanding at OCD	Number outstanding at 11/06/04
Highway Authority	158	49
Planning Authority	163	64
Total	321	113

c) Snagging Works – Schedule of Outstanding works to the System

This schedule incorporates outstanding works to the tramway infrastructure and vehicle that practically can only be completed by BCC. Issues associated with the system testing and commissioning are included and therefore unresolved matters such as ride quality and noise and vibration are captured on this list.

Further to a review by our technical advisors of the various test reports received, the Promoters remain to be convinced that the system is compliant with the specification limits in respect of line side noise, ground borne noise and vibration and we have advised Arrow accordingly. Although BCC have embarked on a study to identify the cause and possible solutions to address the wheel squeal problem and, on Noel Street, offers have been made by BCC to those residents identified as eligible for sound insulation measures, progress has otherwise been slow. As a result, and in response to the ongoing complaints from residents, the Promoters have initiated an independent study of the cause and potential solutions to the noise and vibration disturbance caused by the diamond crossing at the Noel Street.

Significant progress has been made in respect of the two key issues of concern for HMRI at OCD, including the resolution of the tram sanding problems. With regard to the spring points, enhancement works have been completed and maintenance requirements are being monitored.

Revised tram end anti-surfing proposals have been reviewed with Bombardier and a single panel modification has been agreed.

BCC embarked upon Test D on Sunday 16th May which is designed as a system reliability test and requires various sub-systems to perform to an agreed level of reliability over a 36 day period. Subject to the satisfactory completion of this test, BCC then plan to carry out Test C, which requires them to prove the performance of the system against the business case timetable. All party discussions are ongoing

with respect to practical means of improving journey times, as BCC maintain that this may be necessary in order to successfully pass the Test C.

Although not identified as defects or snags at OCD, as a result of experience during the early days of operations, Arrow have requested that the contractor consider the introduction of double sided Passenger Information Displays (PID's) at most tram stops and additional grab rails on the trams. Pricing and initial design work is underway for these additional works.

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