

Partnership report



Subway Modernisation: Safety Verification Scheme Management Support Service – Award of Contract

Date of meeting 20 September 2019

Date of report 29 August 2019

Report by Director of Subway

1. Object of report

To recommend for approval the award of a contract in support of Subway Modernisation delivery for the provision of a Safety Verification Scheme Management Support Service to Anturas Consulting Ltd.

2. Background

2.1 Requirement summary

The Subway Modernisation Programme, in particular the New Rolling Stock and Control Systems Manufacture and Supply Agreement (RS&CS MSA), is bringing new and replacement assets that will result in “significant and substantial change”, as defined under Office of Road and Rail (ORR) regulation, to the way Subway currently operates.

In order to meet regulatory requirements in delivering the new RS&CS MSA project, SPT is obligated to manage a Safety Verification Scheme (SVS) to ensure the delivery contractor (ANSTA JV) and SPT are acting accordingly to ‘Deliver a Safe System’ in line with UK relevant best practice, specification and safety regulation, in support of the future ORR certification and authorisation for the new system. The SVS challenges the project delivery and the operational readiness activity to ensure that the justification for the authorisation and certification is holistic and robust. The SVS covers both the physical infrastructure modernisation project and operational readiness activity.

Successful management and delivery of the SVS is the regulatory accepted method to prove to the Independent Competent Person (ICP) and the ORR that project and business is ‘delivering a safe system’ in line with Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS) requirements. Members are reminded the approval to extend the ICP contract was agreed at Partnership in May 2019.

To effectively and appropriately monitor compliance and delivery against the SVS, to date SPT has utilised specialist consultants with the experience and expertise in rail safety and delivery Safety Verification (SV) to manage SPT’s SV obligations. The current consultancy contract will end in autumn 2019 and an ongoing support service is required. SPT wishes to appoint a suitably qualified Consultant to continue to manage the SVS and collate the Body of Evidence file for the remainder of the modernisation programme to achieve ORR Authorisation and Certification to operate Subway as an

Unattended Train Operation (UTO). A longer term contract is now sought to ensure there is continuity of service and SVS delivery in line with ICP and ORR expectations.

2.2 Aims and objectives

The overall aims and objectives of the contract are to:

- ensure SPT can robustly manage, challenge, verify and accurately monitor the safe design and introduction of major asset changes within Subway;
- ensure requisite depth and breadth of specialist professional expertise is available to support SPT in delivery of its regulatory requirements;
- ensure ICP and ORR expectations are met in regards to robust management of SPT SVS delivery; and
- secure a consistent specialist service provision for the remaining durations of modernisation works and re-authorisation and re-certification programmes.

3. Outline of proposals

3.1 Scope of services

SPT invited consultants to tender for a contract to provide SVS Management support as a specialist service with expertise in:

- UK Rail Regulation, Specification & Best Practice
- UK Safety Regulation, Specification and Best Practice
- Safety Management
- Modern Passenger Transport Integrated Systems
- Rolling Stock and Modern Rail Infrastructure Technology Design & Delivery

The service is responsible for managing and assuring the delivery of a fully compliant and safe Rolling Stock and Control Systems Project into the Subway Operation.

The service will ensure that the Safety Verification Scheme requirements set by SPT are effectively implemented and that robust and evidenced safety justifications can be made in support of the application for ORR Safety Certification and Authorisation for the modernised passenger system and future mode(s) of operation.

This service will liaise with the appointed ICP to manage the review and acceptance of each of the safety cases submitted by ANSTA JV through the Safety Verification process, for the products and systems being delivered during each phase of project delivery. The service will also include the review of activity and preparedness of SPT to incorporate the safety case information and impacts into SPT operating procedures and safety systems.

This service will also liaise with the ICP to support SPT in the management and preparation of the application for a Safety Certificate and Safety Authorisation prior to the commencement of passenger service. The service will coordinate the evidence on behalf of SPT to ensure the ICP is satisfied on readiness to bring the new operation into service.

The service request is to cover the remaining lifecycle of the Subway Modernisation activity including obtaining authorisation and certification for the UTO system. A set of defined activities and outputs for each stage was issued to the tenderers.

3.2 Tender assessment process

The tender was issued via the SPT Dynamic Purchasing System (DPS) as a mini competition against Lot 1 (Specialist Support).

The invitation to tender was issued as an NEC Professional Services Contract with Main Option A, which is a lump sum form of contract. This form of contract was selected given the forecastable nature of the service requirement (definitive audit and assurance process and clear expected deliverables and outputs) for the anticipated duration of the contract.

The tender assessment and award was based on the most economically advantageous tender against a 70:30 quality:cost split. Quality was given a higher rating as the experience and expertise of the specialist resources and a team structure providing efficient and expert delivery were key requirements. Cost assessment was based on an SPT defined activity schedule for tenderers to price against based on their own resource and effort estimates.

The tender quality submission required tenderers to respond to a set of questions to prove their experience and professional expertise and fully explain their delivery plans and methodology proposals in order to provide a level of confidence in their understanding of the brief. The questions also allowed tenderers to identify where they considered the risk lay within the commission and where they could add real benefit and value to SPT.

Four tender submissions were received. The evaluation results are as follows:

Supplier Name	Quality Score	Price Score	Total Quality + Price
Anturas Consulting Ltd	70	30	100
AECOM Ltd	39	29	68
Frazer Nash Consultancy	43	21	64
RSSB	47	5	52

4. Conclusion

The submission by Anturas Consulting Ltd was assessed to be the most economically advantageous tender taking account of both quality and price as outlined in the tendering criteria. The Anturas Consulting Ltd submission provided a clear and detailed explanation of how they would deliver with an appropriately skilled professional team structure that was adequately and efficiently resourced, with clarity given on specific role responsibilities and how resilience is embedded within the team proposed. All resources proposed also had directly relevant and specific rail/UK industry safety experience. The methodology proposed was also very detailed and gave assurance that the scope was fully understood and translated into their submission. Their bid also provided the lowest cost for the scope of service. The submitted price was £370,363.

5. Further information

As noted the tender was issued on a fixed price basis as the majority of activity anticipated is foreseeable and measurable. However, given the complexity of the programme and the

various project risks of delivering a UTO system into a live existing operation, it may be that there is a need to request additional support, review or challenge as part of the service. This was identified within the tender but given the unknown nature of what may be required, it was not possible for tenderers to provide a fixed priced for future ad-hoc requests. As such, it is considered that the contract requires to have a provision for additional call off support. A budget estimate by SPT of £30,000 per annum has been made, following receipt of cost bids.

6. Partnership action

It is recommended that the Partnership:

- approve the award of a contract to Anturas Consulting Ltd to provide a Safety Verification Scheme Management Support Service up to a value of £370,363 (for the period until UTO requirements have been satisfied); and
- approve an optional £30,000 per annum additional call off for the duration of the contract, as required by and to align with the needs of overarching Subway Modernisation delivery programme (to be used for SVS and related matters only).

7. Consequences

Policy consequences	<i>None identified.</i>
Legal consequences	<i>Contract requires to be entered into.</i>
Financial consequences	<i>The contract costs are accounted for within the forecasting for the Subway Modernisation budget.</i>
Personnel consequences	<i>None identified.</i>
Equalities consequences	<i>None identified.</i>
Risk consequences	<i>This contract will allow SPT to continue to actively and robustly manage the safety verification and regulatory approval risk of the once in a generation Subway Modernisation investment.</i>

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