



Partick Interchange Bus Station Improvements – award of contract

Committee Operations

Date of meeting 25 August 2017

Date of report 3 August 2017

Report by Senior Director

1. Object of report

To recommend the Committee approve the award of contract for Partick Bus Station Improvements to Luddon Construction Ltd.

2. Background

Members will be aware that Partick Interchange provides a key facility for rail, bus, subway and cycle trips and as such is a major connecting hub for journeys across Strathclyde and beyond. Annually, the facility is used by 2.8 million rail passengers and just under 1 million subway passengers. Bus station patronage along nearby corridors has also experienced significant increase in recent years primarily due to the opening of the Queen Elizabeth University Hospital, with up to 42 westbound bus services per hour using Partick at peak times (eastbound services mainly use stops on Dumbarton Road).

Adjacent to the Interchange, there is considerable redevelopment underway and planned as part of the Glasgow Harbour Masterplan and Clyde Waterfront City Deal initiative. This includes significant expansion of local housing stock (particularly student flats), retail and leisure offerings, which are anticipated to further increase demand for travel by Rail, Subway and Bus respectively. The improvements at Partick Interchange are therefore crucial to the on-going requirement to deliver improved access to employment, learning, retail and leisure opportunities, and act as a catalyst to wider regional economic development.

The Bus Station redevelopment will align with the refurbishment works to the Subway and Rail Station previously undertaken by SPT and will complete the modernisation of this major regional transport interchange.

As part of the 2017/18 Capital Programme, the Partnership approved funding to allow the bus station redevelopment work to proceed to the implementation stage and this report sets out the scope of works, tender process & recommendation for contract award.

3. Outline of proposals

3.1 Scope of works

The proposal incorporates a 'Drive In, Drive Out' (DIDO) style arrangement which can accommodate six stances in total, three along the southern side of the bus station and a further three stances on a central island which represents one additional stance compared to the current arrangements (Appendix 1). The proposal incorporates significantly enhanced passenger facilities, including the following features:

- High quality bespoke shelters with improved weather protection
- Real Time Passenger Information displays
- High access kerbs for level entry access to buses
- Provision for wheelchairs
- Improved LED lighting
- Public address system connected to bus control
- Seating
- Improved safety features
- Improved public realm

The improvements to the vehicle circulation will be achieved by the creation of a specific lane for general traffic between Vine Street and Merkland Street, allowing the operational area to be restricted to buses only. The general layout of the redeveloped facilities is attached at Appendix 2.

The Bus Stance improvements are being coordinated with measures taken by Glasgow City Council and ScotRail to improve the cycle storage facilities alongside the footpath to Beith Street.

The works are scheduled to last approximately just under a year during which time temporary bus stops will be provided on Dumbarton Road to accommodate the displaced services.

3.2 Land requirements and Third Party Agreements

Members are reminded at the Partnership meeting on 31 March 2017, the Partnership was advised that SPT is in the process of acquiring a small area of ground from Partick Housing Association, and requires to enter into a legal agreement with the adjacent landowner and its tenant in order to undertake these works. The award of this contract as recommended is contingent upon completion of both the title transfer and the required legal agreement.

3.3 Tender process

The Bus Station tender was issued through Public Contracts Scotland (PCS) as a two stage open tender. Stage one required the completion of the European Single Procurement Document (ESPD) which facilitates the shortlisting of candidates being invited to submit a tender for stage two. Seven contractors submitted a response to the ESPD and following the stage one evaluation six were selected to submit tenders, as follows:

Land Engineering	John Graham	RJ McLeod	Luddon Construction	Raynesway Construction	George Leslie
-------------------------	--------------------	------------------	----------------------------	-------------------------------	----------------------

The tender returns were assessed by SPT Projects team supported by an independent cost consultant. The basis for the assessment was on a 40:60 Quality:Cost split, with the quality criteria sections of “Delivery Team Structure”, “Methodology”, “Key Issues & Risks” and “Added Value & Innovation”.

3.4 Tender assessment results

From the six contractors noted above, five contractors submitted compliant tenders on 23 June 2017.

Raynesway Construction’s bid contained a number of caveats to the terms and conditions issued by SPT. As the qualifications significantly changed the contract, SPT notified Raynesway Construction that none of the qualifications would be accepted. Raynesway Construction did not remove the qualifications from their bid and it was therefore deemed non-compliant.

The table below summarises the four compliant tenders in terms of their quality scores, submitted price and overall scores in line with the weighting criteria.

Tenderers	Tender Price	Weighted Quality Score (out of 40)	Weighted Cost Score (out of 60)	Overall Score
Luddon Construction Ltd	£1,932,255	23.4	60.0	83.4
RJ McLeod	£2,253,920	29.9	51.4	81.3
John Graham	£2,826,799	40.0	41.0	81.0
George Leslie	£1,932,943	19.9	59.9	79.8

The tender submitted by Luddon Construction Ltd proposed a strong team with experience of working within live transport environments along with a logical and realistic programme to deliver the works. Within the existing restrictions of the site, Luddon Construction Ltd has been able to express a clear movement plan with safety considerations given to the access for vehicles and pedestrians. This submission also represented the lowest cost of all the tenders.

The quality submission from RJ McLeod showed strength within both “Methodology” and “Key issues and risks” specifically interfaces with stakeholders were identified. The tender price submitted was the second highest.

The submission from John Graham scored highest in quality and displayed a strong methodology section but was the highest tender price and therefore received the lowest cost score.

George Leslie submitted a competitive commercial tender but scored lowest on the quality. This lacked focus on the Partick stakeholder management under “Key issues and risks”, and within the “Methodology” section details of the project constraints and dependencies were lacking.

4. Conclusion

The tender submission by Luddon Construction Ltd for the improvement works at Partick Bus Station was assessed as being the most economically advantageous tender, taking account of both quality and cost as outlined in the tendering criteria and therefore recommended to be the preferred bidder.

5. Committee action

The Committee is recommended to approve the award of contract for Partick Bus Station improvement works to Luddon Construction Ltd up to £1,932,255 excluding VAT.

6. Consequences

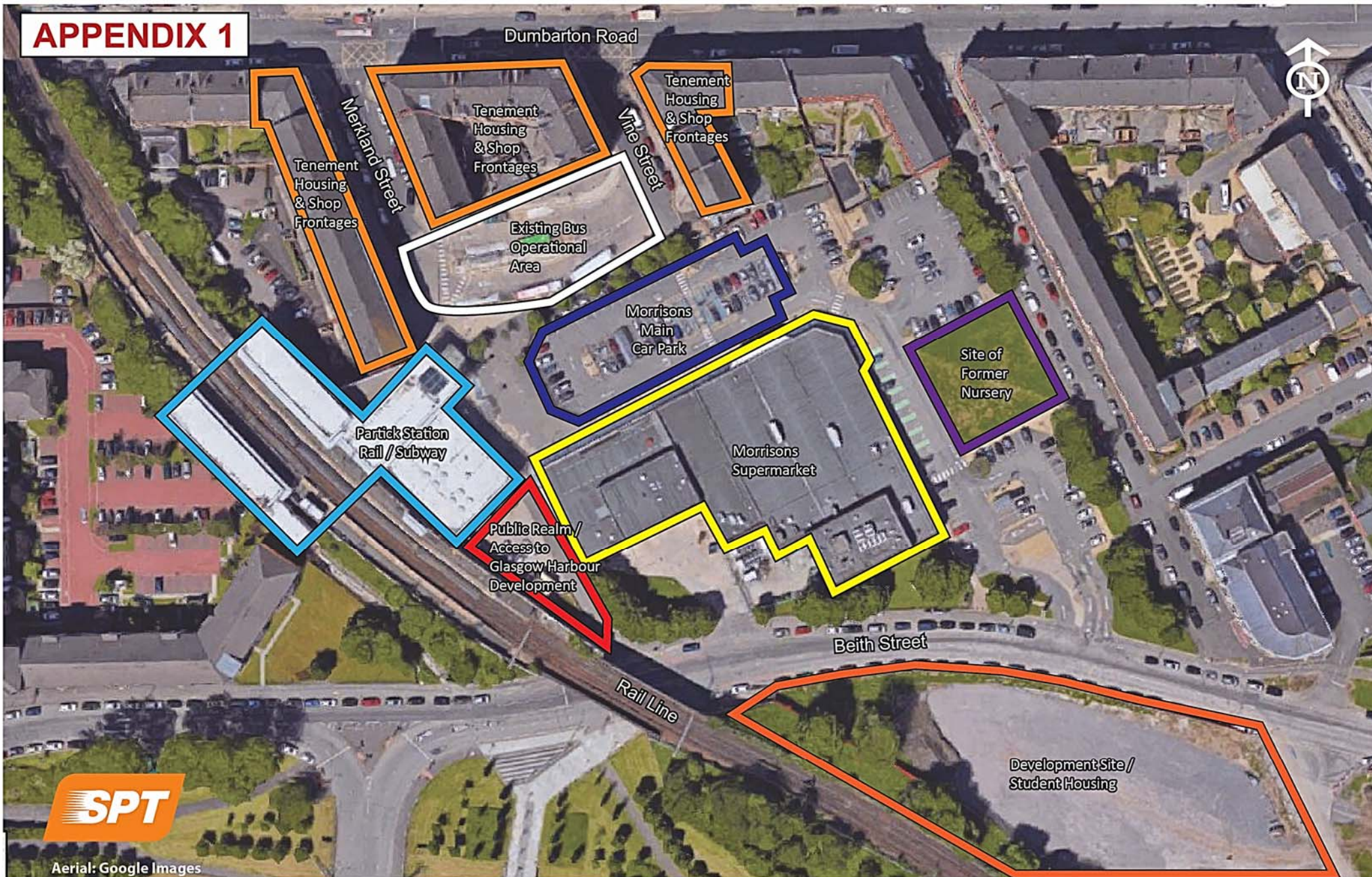
Policy consequences	<i>Partick Interchange is a key project to support the Regional Transport Strategy and aligns with the strategic objectives of “Improving interchange between modes” and “Improving travel information”.</i>
Legal consequences	<i>Contract Notice is not required to be posted in OJEU and the award is not subject to statutory standstill period as this was a regulated process but unsuccessful bidders will be advised in the normal manner and offered debriefing meetings. Contract with Luddon Construction Ltd will require to be formally executed.</i>
Financial consequences	<i>The tendered sum is proposed to be accommodated within the 2017/18 and 2018/19 Capital Programme Category 1 Project 16-164 Partick Interchange Improvements.</i>
Personnel consequences	<i>None.</i>
Equalities consequences	<i>Works include improved access for all.</i>
Risk consequences	<i>Risks have been mitigated through lessons learned from previous projects. Residual risks will be managed by SPT and contained within the overall project budget.</i>

Name Charles Hoskins
Title Senior Director

Name Gordon MacLennan
Title Chief Executive

For further information, please contact *David Gardner, Senior Project Manager on 0141 333 3132.*















APPENDIX 1



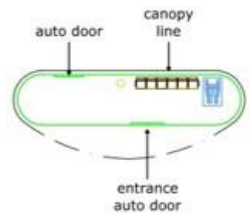
Aerial: Google Images

APPENDIX 2



-  CONTEXT, housing buildings
-  EXISTING PAVING finish extended to suit next to bus apron layout
-  BUS APRON, to be surfaced in concrete (contrasting colour with public vehicle route)
-  PARTICK BUS STATION
-  GRANITE SLABS/ NATURAL STONE PAVING 400 wide x random lengths x depth TBC
-  KERB, 600 wide x 100 depth
-  PUBLIC VEHICLE ROUTE to be surfaced in concrete (contrasting colour to bus apron)
-  SITE BOUNDARY, extend of SPT works
-  BIKE STANDS
-  PROPOSED COVERED BUS STANCES Drawings (SK)022 & (SK)023
-  BUS STOP area
-  1.5m high railing of glass panel
-  RAILINGS to match enclosed bus stances
-  PROPOSED TREE, species TBC contained within Modular Urban Green System to match GCC works.

ENCLOSED BUS WAITING



CYCLE PARKING PROVISION

Existing provision includes:
 6 no. Glasgow Life stands
 5 no. stands under canopy
 6 no. stands at Belth Street entrance