



## Construction of Additional Siding at Broomloan Depot - 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 for the construction of a new siding at Broomloan Depot to VolkerRail Specialist Businesses Ltd.

#### 2. Background

Strathclyde Partnership for Transport (SPT) has a number of requirements in the short and long term for which there is insufficient space available within the existing sidings at the Broomloan Depot in Govan. Specifically, there is a requirement to meet two primary demands:

##### 1. Stabling of Rolling Stock (existing and new)

The on-going modernisation programme involves introduction of a new fleet of rolling stock and decommissioning of the existing fleet. To ensure continued operation, there is to be a phased transition between the two fleets, resulting in a “transition period” during which there will be a requirement to stable an increased number of vehicles within the depot. Additional siding capacity is required in order to stable up to two new car sets, and hence to reduce operational and project delivery risks during the transition period.

##### 2. Working Area for Long Welded Rail Carrier Plant

SPT has procured a Long Welded Rail Carrier (LWRC) to facilitate safe delivery of rail strings of up to 55m into the Subway. The LWRC comprises a series of nine trolleys and seven walkways and operates by collecting/depositing rail strings to/from the trackbed. Fully assembled the LWRC has a length in excess of 60m. Disassembly into individual walkways and trolleys for storage significantly reduces operational efficiency and elevates exposure to associated health and safety risks. In order to alleviate the requirement for frequent assembly and disassembly of the LWRC there is a requirement for additional siding capacity suitable for storage and operation (loading/unloading) of the fully assembled LWRC.

It has been identified that an under-utilised area within the existing depot (between the maintenance shed and stabling shed) could be made available for construction of a new siding. In early 2019, a feasibility study was undertaken and a reference design was developed, informed by site survey. It was established that the identified area could provide requisite capacity in an operationally accessible area, with minor effect on the existing sidings and associated infrastructure.

### 3. Outline of proposals

#### 3.1 Scope of work

A hand operated right hand turnout is to be installed off a non-electrified section of an existing siding (Road 11). From the turnout, the new siding is to be routed north for approximately 165m where it will terminate at a buffer stop.

The new siding is to be constructed in ballast formation throughout an initial curved section, which will serve to route the siding away from existing infrastructure (including a chemical store) and ensure adequate passing clearances with existing sidings. After approximately 95m, the siding will transition into a straight, embedded section that will ultimately function as a working area for the LWRC.

The contractor will establish and maintain a safe worksite throughout the duration of the works and will undertake necessary preparatory activities, including clearing the existing site. The contractor will construct the siding to the reference design, developing details as necessary based. All services and materials (including the trackform, buffer stop and turnout, but excluding running rail) required for the works will be supplied by the contractor. The contractor will also undertake required enabling works including relocating a lighting column and realigning a walkway, cableways and a handrail.

#### 3.2 Tender assessment process

The tender was issued via Public Contracts Scotland Tender (PCST) as a mini competition in July 2019.

The invitation to tender was issued as an NEC3 Short Form for Construction.

The tender assessment and award was based on the most economically advantageous tender against a 60:40 quality:cost split. Quality was given a higher rating as the experience and expertise of the specialist construction team, along with their ability to deliver within a limited timeframe, are key requirements.

The tender quality submission required tenderers to respond to a set of questions to explain their delivery plans and methodology proposals in order to provide a level of confidence in their understanding of the brief and their plan to manage programme risks.

Two compliant submissions were received in response to the tender.

The evaluation results are:

| Supplier Name                         | Quality Score | Price Score | Total Price + Quality |
|---------------------------------------|---------------|-------------|-----------------------|
| VolkerRail Specialist Businesses Ltd. | 60            | 40          | 100                   |
| Story Contracting Ltd.                | 50            | 22          | 72                    |

### 4. Conclusion

The submission by VolkerRail Specialist Businesses Ltd. was assessed to be the most economically advantageous tender taking account of both quality and price as outlined in the tendering criteria.

## 5. Further information

In order to improve on delivery timeframes and minimise costs, SPT intends to free-issue to the contractor, running rail sourced through existing supply routes. An allowance of £12,000 for rail supply is to be included within the project budget.

## 6. Partnership action

The Partnership is recommended to:

- approve the award to VolkerRail Specialist Businesses Ltd. for the construction of a new siding at Broomloan Depot with a contract value of £273,018; and
- approve an allowance of £12,000 for rail supply to VolkerRail Specialist Businesses Ltd.

## 7. Consequences

|                         |   |
|-------------------------|---|
| Policy consequences     | <i>None identified.</i>   |
| Legal consequences      | <i>Contract will be awarded subject to the terms and conditions detailed within the Invitation to Tender.</i>   |
| Financial consequences  | <i>The contract award and rail allowance can be accommodated within the 2019/20 Capital Programme Category 1 Project 10375 Tunnel &amp; Infrastructure Works.</i> |
| Personnel consequences  | <i>None identified.</i>   |
| Equalities consequences | <i>None identified</i>  |
| Risk consequences       | <i>This work will assist in minimising the Health &amp; Safety risks associated with rail replacement and the management of the LWRC vehicle.</i>                 |

**Name** Antony Smith  
**Title** Director of Subway

**Name** Gordon MacIennan  
**Title** Chief Executive

For further information, please contact *Graeme Cameron, Infrastructure Asset Engineer* on 0141 333 3624.