



Broomloan Depot Yard Improvement Works – award of contract

Committee Operations

Date of meeting 30 April 2021

Date of report 9 April 2021

Report by Director of Subway

1. Object of report

The object of this report is to recommend the award of a contract for yard improvement works to XYZ Rail Limited (formerly Stobbart Rail).

2. Background

2.1 Requirement summary

Subway rolling stock is stabled and maintained at the Broomloan Depot in Govan. Within the Broomloan Depot there is in excess of 2km of track and double digit numbers of switches and crossings (S&C) required for routing the rolling stock to and from the system and between facilities in the yard.

A series of tracks (roads) provide routes to/from the maintenance shed. Approaching the shed from the south, the roads transition from ballast track into an area of slab track, where the rail is embedded in a concrete apron that extends approximately south of the shed. Across this change in formation from concrete to ballast is an associated stiffness differential and over time differences in vertical level and gradient have developed.

Traction power is delivered to rolling stock via conductor rails that run parallel to the running rails in the system and the yard; however, in order to allow personnel safe access, within the maintenance shed working area and in the vicinity of walkways to the south of the shed there is no conductor rail. Instead, rolling stock is pulled into and pushed out from the maintenance shed by battery powered on-track tugs, which couple to the north end of the train.

Vehicle couplers can accommodate a degree of misalignment; however, the change in vertical level at the ballast-to-embedded track interface to the south of the maintenance shed has recently resulted in operational restrictions on coupling and uncoupling rolling stock from on-track tugs, particularly on the eastern most road. This led to SPT engaging in 2020, a consultant to survey the area and develop a design to improve the geometry and mitigate the risk of recurrence. There is now a requirement to engage a contractor to implement the designs.

As well as the defined improvements to depot track alignment, SPT has a requirement for a contractor to support delivery of discrete packages of track infrastructure improvements and renewals in the yard. This includes installation of replacement S&C and sleepers which are typically undertaken through a rolling programme, based on

condition. Formerly SPT fully outsourced supply and installation of S&C renewals and associated components. Having recently established a framework (Strategy & Programmes Committee on 20 November 2020) through which S&C can be supplied, SPT is seeking to work alongside a contractor to deliver S&C installation whilst providing a route to developing in-house capabilities for related activities.

2.2 Aims and objectives

The overall aims and objectives of the yard improvement works contract are:

- To implement track designs in the area immediately south of the maintenance shed in order to eliminate current operational restrictions resulting from vertical alignment issues and to secure the asset against recurrence, through installation of a track reinforcing composite beneath the ballast track;
- To undertake renewals of S&C;
- To undertake replacements of sleepers, and associated components, and to implement localised improvements to track vertical alignment; and
- To support development of SPT in-house capabilities for future yard renewal and improvement activities (including track alignment, sleeper replacement, ballast packing, etc).

3. Outline of proposals

3.1 Scope of services

SPT invited contractors to bid for a contract to undertake works required to deliver improvements to the maintenance shed roads in line with a consultant developed design, provided by SPT. The contract also includes S&C replacement, alignment rectification, sleeper replacement, and joint maintenance activities, as well as supporting development of SPT in-house capabilities in these activities.

3.2 Tender assessment process

Quotations were sought from four organisations via Public Contracts Scotland Tender (PCST) in September 2020. The invitation to tender was issued as an NEC3 Engineering and Construction Short Contract.

The tenders were evaluated against award criteria, as defined in the tender documents, in order to determine the Most Economically Advantageous Tender (MEAT). For the purpose of evaluation, weightings were: 60% price and 40% technical.

Evaluation of tender cost submissions was based on the cost for implementation of the maintenance shed road designs. In addition, tenderers were asked to complete a shift rate schedule to apply for all other work activities.

The tender technical submission required tenderers to respond to a set of questions to explain their delivery plans and methodology proposals, to confirm how they would resource the contract, and to provide examples of relevant experience on similar scopes.

Two submissions were received. The evaluation results are:

| Contractor Name | Weighted Score - Technical | Weighted Score - Price | Total Price + Technical |
|---------------------------|-----------------------------------|-------------------------------|--------------------------------|
| XYZ Rail Limited | 37 | 60 | 97 |
| Story Contracting Limited | 40 | 55 | 95 |

4. Further information

In January 2021, SPT asked the preferred bidder to review their proposal for delivery of works to the maintenance shed roads with a view to identifying opportunities to improve value. Through this review it was established that the existing alignment of the farthest west road is acceptable and, as the road is subject to only intermittent traffic, works to this road would deliver limited value. Accordingly, works to this road were removed from the scope, achieving a saving of £17,756.71 against their original scope and submission.

5. Conclusion

The submission by XYZ Rail was assessed to be the most economically advantageous tender taking account of both technical and price as outlined in the tendering criteria.

6. Committee action

It is recommended that the Committee approves the award of a contract to XYZ Rail Limited for yard improvement works with an overall contract value of up to £275,756.72 (excl. VAT).

7. Consequences

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|-------------------------|---|
| Policy consequences | <i>None identified.</i> |
| Legal consequences | <i>Contract will be awarded subject to the conditions of contract contained within SPT's ITT together with agreed and permitted variations.</i> |
| Financial consequences | <i>The implementation of track designs for the roads entering the Maintenance Building and the replacement of half sets of switches within the depot yard will be accommodated within the capital budget, under project 10375 "Tunnel & Infrastructure Works". This project is funded from the Subway Infrastructure Fund (General Fund – Earmarked Reserve).</i> <i>All other activities under this contract will be accommodated within the annual revenue budget.</i> |
| Personnel consequences | <i>None identified.</i> |
| Equalities consequences | <i>None identified.</i> |
| Risk consequences | <i>Requirement for effective planning of all works in conjunction with existing SPT operations and maintenance activities, including Subway Modernisation works.</i> |

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