

Subway Modernisation Station Refurbishments: Consultancy Services for Subway Stations Phase 4 Designs

Date of meeting 23 June 2017

Date of report 1 June 2017

Report by Senior Director

1. Object of report

To recommend the Partnership approve the award of contract for consultancy services for the next phase of Subway station designs to AHR Architects Ltd.

2. Background

The Subway Modernisation Programme incorporates the refurbishment of all 15 stations. To date, 8 stations have been refurbished and SPT is currently on site completing Kelvinbridge station works. The designs for Shields Road and Bridge Street stations have already been completed and the contracts for the refurbishment works are subject to a separate report to the Partnership.

It is now proposed to commence design work on the final phase of stations: St Georges Cross, Cowcaddens, West Street and Kinning Park, collectively known as Phase 4.

3. Outline of proposals

3.1 Scope of works

SPT is seeking to appoint a Consultant as Lead Designer of the next phase of the Subway Modernisation Station Refurbishment Programme. The scope includes the replacement of materials to floors, walls and ceilings throughout the station. Wayfinding, information and general signage for passengers will be improved by rationalising signage in line with current branding, upgrading of passenger facilities and equipment, with more efficient LED lighting and a wide range of enhancements under the Equalities Act will be included.

3.2 Tender assessment process

A mini tender competition was issued to Lot 3 (Architectural Services) of the SPT Design and Technical Services (DTS) Framework on 8 May 2017 under the title 'Consultancy Services for Subway Stations Phase 4 Designs.' The consultants were asked to submit fixed fees for each station based on a traditional full design, i.e. design, procurement support, onsite support and handover.

The stations were packaged together for one architect to be awarded the design for all 4 stations. The tender evaluation criteria was based on the most economically advantageous tender taking account of 60:40 quality:price weighting in line with criteria already set out in the DTS Framework.

Four of the six companies from the framework noted interest in the works however, both IDP Architects and JM Architects subsequently declined to submit a tender.

The tenders were assessed by 3 members of SPT Projects staff. The quality assessment scores and the cost results are summarised in the table within section 3.3.

Two compliant tenders were submitted from the following consultants on 25 May 2017:

- AHR Architects Ltd
- Austin Smith-Lord

3.3 Tender assessment results

Tender scores are detailed in the table below:

Tenderers	Tender Price	Weighted Quality Score (out of 60)	Weighted Cost Score (out of 40)	Combined Score
AHR Architects Ltd	£469,000	60	35	95
Austin Smith-Lord	£421,125	51	40	91

AHR Architects submitted the most economically advantageous tender. AHR Architects achieved the highest quality score, combined with their cost score presented them as the preferred bidder. Analysis of the quality scores from AHR Architects has indicated they presented a greater understanding of the methodology and SPT's requirements in relation to scope of works. They have presented a strong team structure to deliver the designs.

AHR has shown that they understand the complexity and issues of a refurbishment design and plan to overcome these by using innovative 3D design techniques.

AHR submitted a logical programme that would allow site works to start on the first station in Spring 2018. This would tie in with the completion of the last phase 3 stations and the programme progressing with minimum down time, thereby adding value from the contractor supply chain.

Although Austin Smith-Lord (ASL) submitted a good quality response the duration of their programme was longer than AHR's. It would not allow site works to start until late Summer 2018.

ASL showed lack of understanding of the scope as they allowed time for additional activities that SPT has made clear would not be required. ASL has also underestimated the amount of input required by their M&E sub-consultant and overestimated the input required by their Structural & Civil sub-consultant. SPT experience in managing the designs of all other stations has shown the need for considerable input of the M&E services.

Furthermore, ASL advised that the lead designer would change once the stations went to site. This gave the assessors concerns that this would result in continuity issues.

3.4 Outline programme

The AHR Architects programme shows design stages will commence August 2017 allowing full designs for all 4 stations to be completed by early 2018.

4. Conclusion

The tender submission for Consultancy Services for Subway Stations Phase 4 Designs by AHR Architects was assessed as being the most economically advantageous tender, taking account of both quality and cost as outlined in the tendering criteria, therefore, they are recommended to be the preferred tenderer.

5. Partnership action

The Partnership is recommended to approve the award of contract for Consultancy Services for Subway Stations Phase 4 Designs to AHR Architects Ltd up to £469,000.00 excluding VAT.

6. Consequences

Policy consequences	<i>This is part of subway modernisation which meets the strategic priority of 'Revitalising the Subway Network'.</i>
Legal consequences	<i>Contract Notice is not required to be posted in OJEU and the award is not subject to the statutory standstill period as this is tendered through the Design and Technical Services framework, but the unsuccessful bidder will be advised in the normal manner and offered a debriefing meeting. Contract with AHR Architects will require to be formally executed.</i>
Financial consequences	<i>A proportion of the tendered sum is proposed to be accommodated within the 2017/18 Capital Programme Category 1 Project 10022 Station Improvements with the remainder in 2018/19.</i>
Personnel consequences	<i>Existing internal project management resources to be used.</i>
Equalities consequences	<i>Works include improved access for all.</i>
Risk consequences	<i>Risks have been mitigated through lessons learned from previous station refurbishment projects, most notably the undertaking of additional survey works prior to the main works commencing. Residual risks will be managed by SPT and if required any unforeseen conditions will utilise the station improvements contingency.</i>

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