

## Broomloan Depot Yard Track and Civil Works – award of contract

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**Date of meeting** 8 September 2023

**Date of report** 23 August 2023

**Report by Director of Subway**

### 1. Object of report

To recommend the Committee approves the award of a contract for track and civil works within the yard at Broomloan Depot to Story Contracting Limited.

### 2. Background to report

Subway rolling stock is stabled, cleaned and maintained at the Broomloan Depot in Govan. Within the Broomloan Depot, rolling stock is routed to and from the subterranean system and between depot facilities via a yard that contains approximately 2.5km of track, including switches and crossings.

Within the yard, at the southern entrance to the Maintenance Shed a series of tracks pass through a concrete apron area. In order to allow road-based works vehicles to traverse these tracks, the rails are embedded in concrete. The rails through this area were installed in the early 1980s and their condition has recently been found to have deteriorated to the extent that replacement is necessary. To facilitate rail replacement, there is a requirement for localised break-out and reform of the surrounding concrete in line with a defined design. Break-out of these embedded rails affords an opportunity to improve the alignment of the adjoining track as it transitions onto ballast to the south.

In the east, a ramp provides the access route for rolling stock between the yard and the subterranean Subway system. A bridge spans across this ramp and supports a track that connects the Stabling Shed to the north and the train wash area to the south. The track makes an angled transition from concrete trackform on the bridge into an area of ballast to the south. Where sleepers cross these trackforms of differing stiffness, they are prone to failure under the repeat loading of normal service conditions. SPT has engaged a consultant to develop a design that seeks to alleviate this issue by making improvements to the transition geometry, whilst accommodating local changes in level and ensuring effective tie-in with the drainage system.

As SPT ensures readiness for the on-going introduction of new rolling stock to the Subway, a requirement has been identified to improve provisions for management of rolling stock movements to and from the Maintenance Shed. It is essential that safe depot working is ensured in compatibility with the operational protocols resulting from introduction of the new signalling and control system, which is capable of supporting unattended train operations. Full definition of requirements, including for civil infrastructure and associated controls, is subject to on-going alignment with the signalling system designer and is expected to require involvement of specialist supplier(s); nonetheless, early design has been undertaken to cover the required construction of walking routes and access platforms south of the Maintenance Shed.

As well as the defined improvements, SPT has a requirement for a contractor to support delivery of discrete packages of track and civil improvements and renewals in the yard. This includes improvements to access routes and installation of replacement switches and crossings and sleepers which are typically undertaken through a rolling programme, based on condition.

### 3. Outline of proposals

#### 3.1 Scope of services

SPT has a requirement to undertake track and civil works within the yard, including:

- (i) Replacement of embedded rail at the south of the Maintenance Shed and implementation of design alignment for the adjoining ballast track;
- (ii) Implementation of track improvement design at the bridge that spans across the Subway access ramp;
- (iii) Constructing provisions for improved management of rolling stock movements to and from the Maintenance Shed, including a series of walking routes and platforms to facilitate safe boarding of rolling stock at designated locations in the yard;
- (iv) Renewal of yard track assets, including Switches and Crossings (S&C), sleepers and third rail protection boarding, where existing are reaching end of useful life; and
- (v) Implementing improvements to access routes (for people/plant) within the yard.

Detailed scoping and design has been undertaken for items (i) and (ii), and these are fixed contractually within the scope of the proposed award and committed to at £435,443.

Given the invasive nature of the work, effective contract management will be in place to ensure robust risk and change control during contract delivery. However, further discovery around the exact condition of the infrastructure may result in higher levels of required remedial work than currently anticipated. Appropriate allowances for identified risks and contingency are therefore recommended to be included in the approved budget.

For items (iii) to (v), it is considered preferable for SPT to work collaboratively with the appointed contractor, along with relevant suppliers and designers, in order to develop optimal and cost-effective solutions, and therefore these items are non-committed options within the proposed contract to be exercised solely at SPT's discretion (up to £285,000)

#### 3.2 Tender process

In September 2022, SPT invited five organisations to tender for an NEC3 Engineering and Construction Short Contract for yard track and civil works. Two submissions were received and, following tender evaluation and identification of the most economically advantageous tender, approval was granted by the Strategy and Programmes Committee on 17 February 2023 for award of a contract to the preferred bidder. Subsequent to this approval, the preferred bidder withdrew from delivering the defined scope to the published terms and conditions. Following the withdrawal of the preferred bidder, per regulations, the organisation ranked second in the tender evaluation was offered the opportunity to deliver the works at their submitted price; however, they declined the opportunity.

In July 2023, having reviewed the scope (to reflect developments in design) and aspects of the terms and conditions, SPT issued a further Invitation To Tender (ITT) to the two organisations that submitted bids to the previous procurement. The ITT was issued as an NEC3 Engineering and Construction Short Contract.

Tenderers were asked to provide technical details of their proposed methodology, programme and personnel as well as costs for implementing fixed items (i) and (ii), as

identified above. Whilst not evaluated, tenderers were also asked to provide rates that will apply if SPT instructs works under the other items (iii to v). Tenderers were advised that the award would be based on the most economically advantageous tender, with evaluation adopting a 60:40 cost:technical split.

One response to the ITT was received from Story Contracting Limited. The submission successfully demonstrates capability to deliver the technical and quality aspects of the scope, whilst ensuring appropriate measures are adopted to minimise risks, particularly to the operational availability of the depot.

#### 4. Committee action

The Committee is recommended to approve the award of up to £720,000 (excluding VAT) for the full scope of works detailed in section 3.1 of this report, including the initial award value of £435,443 to Story Contracting Limited for scope items (i) and (ii).

#### 5. Consequences

Policy consequences	<i>None identified.</i>
Legal consequences	<i>Contract will be awarded subject to the conditions of contract contained within SPT's ITT.</i>
Financial consequences	<i>The costs for the yard track and civil works will be accommodated within the capital budget, under project 10375 "Tunnel and Infrastructure Works". This project is funded from the Subway Infrastructure Fund (General Fund – Earmarked Reserve).</i>
Personnel consequences	<i>None identified.</i>
Equalities consequences	<i>None identified.</i>
Risk consequences	<i>None identified.</i>
Climate Change, Adaptation and Carbon consequences	<i>None identified.</i>

<b>Name</b>	Antony Smith	<b>Name</b>	Valerie Davidson
<b>Title</b>	<b>Director of Subway</b>	<b>Title</b>	<b>Chief Executive</b>

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