



Contract Awards for bus stop and bus shelter maintenance

Committee Operations

Date of meeting 21 August 2020

Date of report 3 August 2020

Report by Assistant Chief Executive

1. Object of report

To recommend to the Committee the approval of bus stop and bus shelter maintenance contracts. The contracts are call off contracts with labour and components called off as required.

2. Background

The contracts will cover the maintenance of the 11,300 bus stops which SPT manage on behalf of the 12 unitary authorities in the SPT area and the 3,360 bus shelters which SPT manage on behalf of 10 unitary authorities (East Ayrshire, East Dunbartonshire, East Renfrewshire, Glasgow, Inverclyde, North Ayrshire, North Lanarkshire, South Ayrshire, South Lanarkshire, and West Dunbartonshire) in the SPT area.

In addition, SPT own over 13,800 bus stop pole mounted information cases which require regular maintenance and over 350 bus stop supplementary information tablets which display bus service numbers at locations where, due to bus volumes, it is necessary to segregate services between stops. SPT are responsible for the repair, relocation, installation and removal of these facilities when necessary.

The councils allocate maintenance budgets at the commencement of each financial year based on estimates supplied by SPT, and this supports the day to day contracted maintenance of the bus stops and shelters. SPT has budgets to support the maintenance of the information cases and supplementary tablets within its ownership.

3. Outline of proposals

SPT seeks to appoint suitably qualified contractors with the required and proven experience to maintain the bus stops and shelters.

The contracts were advertised in the Official Journal of the European Union and on Public Contracts Scotland indicating the evaluation methodology of MEAT (Most Economical Advantageous Tender). Contracts will operate for the period 1 October 2020 to 31 March 2024, with the option to extend beyond 31 March 2024 for up to a further 3 years, which will be dependent on the local authorities continuing their agency agreements with SPT beyond 31 March 2024.

From the start of the contract until 31 March 2022 the prices will be fixed. From 1 April 2022 prices will be subject to increases in line with Consumer Price Index.

A tender evaluation model was developed with a weighting of 40% commercial and 60% technical. The technical evaluation reflected: experience of contracts of similar size and nature, use of resources and systems to ensure quality and control costs and management of resources to maximise efficiency. All companies tendering were required to complete a quality questionnaire and a pricing schedule.

In order to achieve estimated contract costs, the pricing schedules comprised a list of items and quantities indicative of the quantities we estimate will be called off during the first 12 month period of each Lot. A total cost was calculated by adding the totals of each of the items on the schedule.

The contracts were advertised as follows -

Lot 1 – bus stop maintenance including bus stop component supply

Lot 2 – bus shelter maintenance A shelters in SPT area

Lot 3 – bus shelter maintenance B Glasgow shelters

Lot 2 covers the maintenance of 2,539 bus shelters located in East Ayrshire, East Dunbartonshire, East Renfrewshire, Inverclyde, North Ayrshire, North Lanarkshire, South Ayrshire, South Lanarkshire, and West Dunbartonshire. Lot 3 covers the maintenance of 821 shelters located in Glasgow.

The technical, commercial and overall combined scores are detailed in the tables below:

Lot 1

Tenderer	Quality Score	Price Score	Total Price & Quality Score	Ranking
Externiture	60	40	100	1
Passtech	15	39	54	2

Lot 2

Tenderer	Quality Score	Price Score	Total Price & Quality Score	Ranking
Externiture	60	39	99	1
Commutaports	34	40	74	2

Lot 3

Tenderer	Quality Score	Price Score	Total Price & Quality Score	Ranking
Externiture	60	40	100	1
Commutaports	26	38	64	2

4. Conclusions

Lot 1 - from assessment of the tenders the offer from Externiture achieves the highest total combined commercial/technical score and provides the most economically advantageous tender.

Lot 2 - from assessment of the tenders the offer from Externiture achieves the highest total combined commercial/technical score and provides the most economically advantageous tender.

Lot3 - from assessment of the tenders the offer from Externiture achieves the highest total combined commercial/technical score and provides the most economically advantageous tender.

The proposal to award all three lots to Externiture provides a benefit of a contractual discount of 5.11% compared to a scenario of lots being awarded to different contractors.

5. Committee action

It is recommended the Committee approve the award of the contracts to –

Lot 1 – Externiture, for 3 years 6 months, with option to extend for up to a further 3 years. Estimated contract value of up to £1,345,736.17 until 31 March 2024 and up to £1,188,636.44 for extension. (These figures have been calculated with a CPI value as of June 2020 of 1.2% and that's included in the costings from 01 April 2022).

Lot 2 – Externiture, for 3 years 6 months, with option to extend for up to a further 3 years. Estimated contract value of up to £447,397.30 until 31 March 2024 and up to £396,115.87 for extension. (These figures have been calculated with a CPI value as of June 2020 of 1.2% and that's included in the costings from 01 April 2022).

Lot 3 - Externiture for 3 years 6 months with option to extend for up to a further 3 years. Estimated contract value of up to £479,520.26 until 31 March 2024 and up to £422,158.93 for extension. (These figures have been calculated with a CPI value as of June 2020 of 1.2% and that's included in the costings from 01 April 2022).

All awards are subject to acceptable Terms & Conditions.

6. Consequences

Policy consequences	<i>In line with Regional Transport Strategy.</i>
Legal consequences	<i>Contracts will be awarded subject to the terms and conditions detailed within the Invitation to Tender.</i>
Financial consequences	<i>The potential additional costs will be managed within the current and future SPT and agency budgets.</i>
Personnel consequences	<i>None directly.</i>
Equalities consequences	<i>It is essential that a maintenance operation is in place to ensure the integrity of the bus stop and bus shelter network for the benefit and safety of the travelling public.</i>
Risk consequences	<i>None directly.</i>

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