



## **Subway Modernisation Station Refurbishments: Cessnock Station Award of Contract**

**Committee** Strategy and Programmes

**Date of meeting** 20 May 2016

**Date of report** 25 April 2016

**Report by Assistant Chief Executive (Operations)**

### **1. Object of report**

To recommend the Committee approve the award of contract for Cessnock Station refurbishment work to Graham Construction.

### **2. Background**

Members will be aware that the Subway Modernisation Programme incorporates the refurbishment of all 15 stations and to date we have successfully completed the refurbishment of Hillhead, Ibrox, Partick, Kelvinhall and St Enoch stations. Buchanan Street station is substantially complete and Govan Interchange is anticipated to be complete in summer 2016.

### **3. Outline of proposals**

#### **3.1 Scope of works**

Similarly to previous stations, the work within the Subway station at Cessnock will encompass the same high quality approach to ensure a clean, efficient, modern and passenger friendly environment to effect an improved customer experience for passengers using the service.

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 signing in line with current branding, upgrading of passenger facilities and equipment, increasing visibility by use of more efficient lighting and will include a wide range of enhancements under the Equalities Act.

The basic layout of the station facilities will remain largely the same but the most significant change will be to reposition the new station office at Cessnock on the opposite side of the concourse to the existing location. This will improve sight lines for station staff at the entrance and will provide a better use of space, enhancing the switchroom and server room capacity and providing potential space for new Rolling Stock plant/equipment. Additionally the works will resolve existing drainage issues external to the station which have impacted the operation of the station.

The external facades of the station will remain as existing, which is important at Cessnock as the station sits within the grade A listed building designed by Alexander ‘Greek’ Thomson. Additionally, in an effort to reduce energy costs within the station, we will introduce air source heat pumps at or close to platform level to serve the heating and ventilation of the building.

### 3.2 Tender assessment process

The station tender was issued as one of two lots via Public Contracts Scotland (PCS) Utilities portal to the 3 contractors within the Station Refurbishment Contractor Framework namely; Graham Construction, Sir Robert McAlpine and Clancy Docwra in February 2016. Lot 1 was for Cessnock and Lot 2 was for Kelvinbridge.

Post tender clarifications at Kelvinbridge are on-going and the award for Lot 2 will be presented to the next Partnership meeting in June 2016.

The tender was assessed within the basis of a 40:60 quality:cost split, with fixed quality criteria of ‘Relevant Experience’, ‘Quality and Safety’ and ‘Management and Methodology’.

The tenders were assessed by 3 members of SPT staff and supported by a separate review of costs by our independent cost consultant. The quality assessment scores and the cost results are summarised in tables within section 3.3.

### 3.3 Tender assessment results

Two Contractors submitted compliant tenders on 4 April 2016, Sir Robert McAlpine withdrew shortly after the commencement of the tender due to work commitments and following clarifications, the final tender scores are detailed in the tables.

<b>Lot 1: Cessnock</b>				
<b>Tenderers</b>	<b>Tender Price</b>	<b>Weighted Quality Score (out of 40)</b>	<b>Weighted Cost Score (out of 60)</b>	<b>Combined Score</b>
Clancy Docwra	£2,653,177.57	38.72	46.42	85.15
Graham Construction	£2,052,791.00	40	60	100
Sir Robert McAlpine	N/A	-	-	-

When quality and cost scores were combined Grahams Construction presented the most economically advantageous tender. Grahams Construction presented the best quality specifically on management and methodology, where they demonstrated a more thorough understanding of programming. They considered the timing of works for Cessnock to maximise and take full benefit of the Service Suspension during the Ramps and Turnouts renewal. This greatly assists with mitigating the noise impact of the works on residential properties and manage limited access within the station. They included provision of compound and welfare facilities within a very constrained residential location. They also provided the best quality team with a suitably experienced project manager. Their submission showed the best understanding of managing continuous improvement and demonstrated elements of innovation more than other submissions.

### 3.4 Outline programme

The work at Cessnock will be scheduled for completion by early 2017. A detailed contract programme will be agreed with the contractor upon Contract Award, taking account of mobilisation times.

### 3.5 Further Information

The tender process took into consideration the fact that Cessnock station is part of a residential tenement block, highlighting issues of noise and access to the tenderers, stressing the importance of these issues when carrying out the works.

Residents of all nearby properties were recently alerted by letter when some advanced works for the project were carried out and also advising of the forthcoming refurbishment of the station. In addition SPT staff members attended a meeting of the local community council and representatives of the Residents Association to explain the nature of the works, and allow future engagement with SPT and the appointed contractor. This aspect will require careful management and engagement by SPT staff and the contractor throughout the duration of the works.

## 4. Conclusion

The tender submission for Cessnock Station by Grahams Construction was assessed as 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. Committee action

The Committee is recommended to approve the award of contract for Cessnock Refurbishment Works to Grahams Construction up to £2,052,791.00 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 Station Refurbishment Framework, but unsuccessful bidders will be advised in the normal manner and offered debriefing meetings. Contract with Grahams Construction will require to be formally executed.</i>
Financial consequences	<i>The tendered sum is proposed to be accommodated within the 2016/17 and 2017/18 Capital Programme Category 1 Project 10022 Station Improvements.</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

*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 project contingency.*

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