



## Ramp Retaining Wall Improvement Works – award of contract

**Committee** Strategy and Programmes

**Date of meeting** 24 November 2022

**Date of report** 1 November 2022

**Report by Director of Subway**

### 1. Object of report

To recommend that the Committee approves the award of a contract for ramp retaining wall improvement works to Restek UK Limited.

### 2. Background

During the last modernisation of the Glasgow Subway in the late 1970s and early 1980s, a ramped access route was constructed between the Broomloan Depot and the Govan-Ibrox section of the subterranean railway system, removing the requirement to lift the cars via crane in and out of the system. Twin tracks run on a ramp that, over approximately 170m, falls from surface level down to approximately 5m below surface level. Retaining walls and parapet walls to the north, south and east of the ramp are constructed of reinforced concrete. A reinforced concrete overbridge spans across the ramp, connecting northern and southern areas of the yard.

To provide assurance of the on-going fitness for purpose of the retaining walls, in 2020 SPT engaged COWI UK Limited to undertake a detailed survey and assessment of both the north and south retaining walls. As well as visual inspection, the survey included intrusive works to determine the condition of the concrete and identify any issues such as corrosion of the reinforcement bars. The survey identified areas of concrete deterioration, some evidence of corrosion, and localised breakdown of protective coatings and joints. This level of deterioration is in line with expectations given the age of the materials; nonetheless, improvement works are now required in order to ensure good structural condition is maintained and the life of the walls is extended.

### 3. Outline of proposals

#### 3.1 Scope of services

In 2021 COWI UK Limited developed a bill of quantities for the retaining wall improvement works along with accompanying reference designs. SPT used these to invite contractors to tender for a works contract that includes:

- Concrete repairs to address local defects including cracks and spalling;
- Treatment of exposed reinforcement bars and reinstatement of cover;
- Application of corrosion inhibiting coating and protective (anti-carbonisation) coating;

- Removal of vegetation and improvements to construction joints;
- Facilitation of inspection (at height) of locations excluded from the 2020 survey, specifically the overbridge and eastern retaining/parapet wall, and undertaking such works as are identified to be required to address defects in these areas;
- Robustly controlling and assuring the quality of all materials and activities pertaining to the works, and providing SPT with comprehensive records in support of on-going and future asset management; and
- Fulfilling the role of Principal Contractor in accordance with Construction, Design and Management (CDM) Regulations 2015.

### 3.2 Tender assessment process

In 2021, SPT brought this scope to the market via a restricted (two stage) procedure conducted under the Utilities Contracts (Scotland) Regulations 2016. At stage one, the Single Procurement Document (SPD) was issued via Public Contracts Scotland in August 2021. Following evaluation, four organisations were invited to stage two - Invitation to Tender (ITT). The ITT was issued in September 2021 with proposals from all invited organisations received in November 2021. Following tender evaluation and identification of the most economically advantageous tender, approval was granted by the Strategy & Programmes Committee on 18 February 2022 for award of a contract to the preferred bidder. Subsequent to this approval the preferred bidder delayed agreement of the contract and ultimately withdrew from delivering the contract to the agreed price.

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, highlighting the effects of inflation since the original bid was submitted. Consequently, in July 2022, SPT issued a further Invitation To Tender (ITT) to the four organisations that were invited to stage two in the previous procurement.

The ITT was issued as an NEC Engineering and Construction Contract Option B – priced contract with bill of quantities. As well as commercial submission, technical submissions were sought, comprising a methodology and programme. 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 Restek UK Limited. The submission successfully demonstrated capability to deliver the technical and quality aspects of the scope. The price submitted for the works (£621,689 (excl. VAT)) represents a considerable increase compared with the previous procurement in late 2021. This increase is largely attributable to the inflationary conditions currently prevalent in the UK, affecting both labour and materials. In addition, with the works having been delayed, commencement of works will not be until Spring 2023 such that the works will be delivered in the context of access restrictions associated with the on-going in-system testing of new rolling stock, resulting in cost increases.

## 4. Committee action

The Committee is recommended to approve the award of a contract to Restek UK Limited for improvement works to the ramp retaining walls with a contract award of £621,689 (excl. VAT).

## 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 ramp retaining wall improvement 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>Requirement for works to be delivered in order to ensure effective on-going management of risks to the retaining walls.</i>
Climate Change, Adaptation and Carbon consequences	<i>Requirement to address deterioration partly attributable to climate conditions and to ensure continuing integrity in exposed environment.</i>

**Name**    **Antony Smith**  
**Title**    **Director of Subway**

**Name**    **Valerie Davidson**  
**Title**    **Chief Executive**

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