



## Renewal of Subway Temporary Resource Framework

**Date of meeting** 8 November 2024

**Date of report** 22 October 2024

**Report by Director of Transport Operations**

### 1. Object of report

To recommend that the Committee approve the award of a contract to a single supplier for the supply of temporary engineering and labour resources in support of:

- (i) Subway operational maintenance; and
- (ii) On-going Subway modernisation programme.

### 2. Background

The routine Subway maintenance regime requires a flexible call-off arrangement in relation to labour and engineering discipline support.

At present, SPT has a multi-supplier framework contract providing temporary resource support for Safety Critical, Engineering and Track based roles. This has proven to be successful in recent years and attractive from the perspective of having this support as and when required, negotiated and planned around the peaks and troughs within the various associated workloads.

With the current agreement due to end soon, there is a requirement to replace the framework in order to continue to facilitate the various workstreams during predominantly nightshift activities and general planned possessions.

### 3. Outline of proposals

#### 3.1 Aims and objectives

The overall aims and objectives of the temporary resource contract are to:

- Ensure temporary safety critical, engineering and labour resources are available to support the modernisation, improvement and maintenance works which are required to be undertaken.
- Ensure best value to SPT for quality resources to fulfil the range of support required to meet holistic works programme needs.
- Secure continued supply of resources with the correct skills necessary to assist in maintaining programme, production and possession safety; and ensure modernisation is completed in line with the programme to introduce new rolling stock.

### 3.2 Scope of services

SPT aims to appoint a well-established and industry respected resource provider with the expectation that it will source, deploy and manage a wide range of safety critical, engineering and labour requirements from both a safety of line perspective and quality assurance.

It is proposed that the contract would be awarded for a term of four years, with no option to extend the term. The disciplines outlined below are typical but not exhaustive of the anticipated skillsets required for supply:

- Person in Charge of Track Safety (PICTS)
- General Labour
- Track Operatives
- Track Foreman
- Track Technician
- Signalling and Telecoms Technician
- Track Supervisor
- Clerk of Works
- Delivery Manager

The above disciplines are illustrative and forecast but may require to be expanded upon and would be determined as work progresses.

### 3.3 Procurement

Bids were invited for the provision of the required services in August 2024 via Public Contracts Scotland – Tender (PCS-T) to the list of four appointed Framework providers.

Of the four invited companies who accessed the tender, only a single bid was received by the date and time of tender return deadline. The bid received was from Venesky Brown Ltd. This bid was evaluated by the panel and found to be acceptable in terms of technical requirements and compliant and complete in terms of the commercial requirements.

The anticipated spend against this contract during the Subway Modernisation period will be around £600,000 per annum, with an opportunity for a reduction in annual spend once Subway Modernisation is complete in 2026.

No guarantee of expenditure is given to the appointed provider and this contract will only be called upon as and when required.

## 4. Conclusions

In conclusion, the single bidder, Venesky Brown Ltd, was assessed to be technically capable of providing the resources required and to be financially sound, therefore it is the recommendation that it is awarded the temporary resource supply contract.

All call-offs from the proposed contract will be time-reimbursable, i.e. SPT will only pay for the work done, which will allow SPT to call off at the level of support required and react to the varying needs of the maintenance, modernisation and improvement works programme.

The call-off nature of the contract allows flexibility on the actual amount required and effective management will be in place to ensure that call-offs against the contract are delivered efficiently and within the approved budget.

## 5. Committee action

The Committee is requested to approve the award of the temporary labour supply contract to Venesky Brown Ltd on a four-year term.

Based on historical spend and consideration of the upcoming and forecast construction and maintenance activity, it is anticipated that the forecast spend for rail engineering and labour support (including risk and contingency) will be circa £600,000 per annum.

It is therefore proposed to award a framework contract with a four-year duration and estimated value not to exceed £2.4M.

## 6. Consequences

Policy consequences	<i>None identified.</i>
Legal consequences	<i>The contract shall be subject to the terms and conditions contained within the tender documentation.</i>
Financial consequences	<i>The forecasts will be contained within the relevant capital and revenue budgets.</i>
Personnel consequences	<i>Resources appointed via this contract will be temporary and based on workload demands.</i>
Equalities consequences	<i>None identified.</i>
Risk consequences	<i>None identified.</i>
Climate Change, Adaptation & Carbon consequences	<i>None identified.</i>

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