

STRUCTURAL INTEGRITY SOUTHERN FRAMEWORK

Client: Network Rail (Southern)
Value: Target £1.5m per annum (per participating contractor)
Duration: Ongoing (started in April 2021)

Project Detail

The Structural Integrity Southern, (SIS), Framework is a multi-contractor facility for maintenance of Network Rail infrastructure across the Southeast Routes, (Kent and Sussex). Its primary purpose is to maintain masonry structures including bridges, tunnels and “arches”, but it also features extension into other areas including maintenance of and better access to signal structures and the like. Suttle Projects have been proud to be appointed to this framework, in spring 2021, as our first formal appointment of this type, after receiving our Principal Contractors Licence in the summer of 2019. It is offered here as evidence of our ability to work on the rail network, under our own management and supervision, to maintain civil engineering infrastructure on behalf of Network Rail.

Efficient service and delivery of this framework depends on having infrastructure in the right places. This has led to the creation and refinement of a new business unit based in Sussex. From a bespoke industrial premises in Polegate we can store and service vehicles, run a small efficient office, and retain equipment and materials for ongoing works. Set up with the primary purpose of serving Network Rail, this facility allows us to minimise waste and generally behave sustainably around our ongoing workload. As well as storage of materials to maximise efficient usage we are able to charge electric vehicles and maintain tools and equipment. This office is linked by internal telephone and IT connections to our Poole head office, itself servicing Network Rail projects within the Wessex region.



Around 30 to 50 remits are received each month via Network Rails Polestar System. These are assessed with site visits to determine detailed circumstances and the extent of individual scopes. At this point collaborative discussions can be used to refine projects and seek efficiency through innovation. Quotations are prepared around the rates provided within our framework contract. Job values will vary from hundreds to tens of thousands. Awards are made and orders placed as appropriate.

We are responsible for all contract planning and arrangement of track access to complete the works. Our professional input is not only confined to possession management, but also allows for deployment of a highly experienced RISQS accredited temporary works design team.

Our model seeks to balance self-delivery with a healthy supply chain. For very regular tasks, like light de-vegetation and brickwork repairs, we train and equip our own teams. This promotes efficiency and a high level of management control. Many tasks then lend themselves to supply chain partners, where less consistency of workload is found, and a high degree of speciality is needed. Rope access work is a good example. The basic background of our own teams can be found in core civil engineering and groundworks skills. Thus, we self-deliver excavation, ancillary earthworks, creation of small retaining structures, and minor surfacing repairs in blacktop and concrete.

Equipment is an important area of strategic consideration. Running our business in an economically sustainable way is going to be important to client outcomes in the longer term. Thus, we invest in our own high-quality equipment to promote longer term economies, but also to offer effective control of its use and maintenance. This plan extends from larger items like our own specialist transport fleet and welfare vehicles, through site plant like dumpers and mini excavators, down to power and hand tools. Service and maintenance is rigorous in accordance with the stipulations of our RISQS accreditations and Principal Contractors Licence. Hire companies support us when more irregular use items are needed, or just to support temporary high workloads.

Basic skills in groundworks and civil engineering are reinforced with extensive training. As a business we have adopted the gold standard of universal CSCS and CPCS card holding for our teams. Basic site safety and skill levels in plant operation are enhanced with other training, incorporating use of temporary platforms, service location and many other ancillary skills. In the execution of this framework we try to combine the efficiency of an SME, the skills of a self-delivery

SUTTLER & BONDING Completion report



SIS Delivery

*VIR @ 15m 1100y. LOC SN132 & BJ75 Retaining wall handrailing.
Install new steel frame ,GRP decking. Install 200m of grp handrailing to retaining wall*




A better railway for a better Britain
22-Feb-22 / 1

ground works team, and the high standards of a principal contractor level rail sector business.

BJ 75 & Handrailing completion report



A better railway for a better Britain

22-Feb-22 / 2

Excavate around LOC, Lay membrane concrete steel supports.
Install deck frame in situ and install grp decking



A better railway for a better Britain

22-Feb-22 / 3