



## Clyde Metro – progress update

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**Date of meeting** 9 June 2023

**Date of report** 30 May 2023

### Report by Chief Executive

#### 1. Object of report

To update the Committee on the Clyde Metro project and SPT preparatory works in support of the Clyde Metro.

#### 2. Background to report

Further to the detailed report to the previous Committee<sup>1</sup>, progress continues to be made on the development of the initial stages required to progress the Clyde Metro programme. In particular, the current three Clyde Metro project partners (Transport Scotland (TS) (lead), SPT and Glasgow City Council (GCC)), are continuing preparatory works for delivery of a Case for Investment (CFI) for the Clyde Metro, comprising a Strategic Business Case, Strategic Environmental Assessment, Preliminary Engineering Statement and Transformational Programme.

In addition, SPT continues to progress a range of preparatory works that will complement the future and continued development of the Clyde Metro over coming years, namely:

- West Street Interchange (Subway/Rail) – Project Initiation Document and Feasibility;
- Shields Road Subway Station and Park and Ride – Masterplan;
- Bridge Street Subway Station and Park and Ride – Masterplan;
- Buchanan Bus Station – Masterplan;
- Exploratory work in relation to funding opportunities for Metro including Land Value Capture (LVC); and
- A range of wider SPT workstreams across the region, including in those areas not covered by the draft proposals.

#### 3. Outline of proposals

##### 3.1 Clyde Metro – project progress

At the time of writing, the STPR2 Investment Plan remains outstanding. Notwithstanding this, positive progress continues to be made, with the main focus of current activity being preparations for development of the Case for Investment, including budget and procurement process for consultancy support in that regard, programme timeline, future funding, stakeholder engagement, and risks and opportunities.

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<sup>1</sup> [https://www.spt.co.uk/media/izna2phi/sp170223\\_agenda8.pdf](https://www.spt.co.uk/media/izna2phi/sp170223_agenda8.pdf)

The Programme Steering Group (PSG), comprising the Chief Executives of TS, SPT and GCC. supported by relevant senior officers, met on 25 May 2023 to discuss the above, and the next meeting planned for late June will have a specific focus on budget/funding, timelines, future project governance (lead/support roles of project partners), scoping of outline business cases for initial Metro lines/routes, the opportunities presented by Metro for integration between modes (including bus), and best practice examples of similar projects elsewhere.

In addition to the above, SPT officers continue to actively participate in the Client Delivery Group (CDG), and currently lead the Metro Technical Review Group, who scrutinise the various outputs from project partners and supporting consultants in relation to the Metro prior to formal consideration by the CDG.

SPT is also, on behalf of the project partners, leading on the scoping out of the key elements likely to be required to support the development of the Outline Business Case (OBC) required for the initial phase of Metro, which it is anticipated will be identified as part of the Case for Investment highlighted above.

### 3.2 SPT project readiness

The scale of the Clyde Metro project over coming years is likely to be significant and necessitates robust early planning to ensure lead and supporting organisations have fit for purpose resources and arrangements in place to effectively and efficiently deliver agreed workstreams. SPT's Chief Executive and senior officers are leading SPT's involvement in Metro, and the organisation has recently bolstered staff resource in the Policy & Planning team by recruiting two officers, a Principal Transport Planner and Transport Planner, to strengthen input to the Case for Investment process as it evolves.

SPT has also formally offered to be the host organisation for the Metro Project Team when it is established and is currently scoping potential locations within head office at 131 St Vincent Street for the team to be based.

### 3.3 SPT preparatory works

As noted in the report to the previous Committee, SPT is also undertaking various workstreams, separate but complementary to the wider Clyde Metro programme. Brief updates on current progress on these is noted below:

- West Street Interchange (Subway/Rail) – Project Initiation Document and Feasibility;
- Shields Road Subway Station and Park and Ride – Masterplan; and
- Bridge Street Subway Station and Park and Ride – Masterplan.

The Subway will be a central and core part of the future Clyde Metro network, providing opportunities for interchange and hubs around the city for connections to the wider region. Initial internal scoping of the above proposals is underway, with a focus on delivering passenger growth on the south of the Clyde part of the Subway and across the whole system, improving interchange opportunities and stimulating development. The technical and engineering challenges presented by these proposals could in some cases be significant, and it is worth emphasising the safety and integrity of Subway infrastructure will remain the highest priority as and when any proposals are taken forward to delivery. Specifically, in relation to West Street, officers have been in contact with colleagues in ScotRail to establish initial avenues for discussion on any future proposal.

- Buchanan Bus Station (BBS) – Masterplan

The north-east sector of Glasgow city centre is expected to change significantly over the next 5-10 years, with developments such as the Buchanan Quarter (replacing the Buchanan Galleries) exemplifying the scale of predicted change, alongside Clyde Metro. BBS is at the heart of that area, and following an operational and developmental review of the future requirements of the bus station, officers are currently developing the scope for a masterplan of the site, which will identify potential options for future development. The scope will form the content of a brief to secure consultancy support (covering transport operations, architecture/urban design, commercial real estate, planning, and sustainability) for development of the BBS masterplan, which is expected to complete within 12-18 months of contract award, and will include public and stakeholder consultation in line with due process. SPT is also in contact with Glasgow City Council as planning authority to ensure that the masterplan is developed in line with due process to ensure alignment with current and future development plan policy in the city.

- Exploratory work in relation to funding opportunities for Metro including Land Value Capture

As noted above, while confirmation remains awaited regarding the budget for the initial stages of the Clyde Metro project development programme, the project partners are undertaking work to ensure future funding opportunities are identified as early as possible. Glasgow City Council has led discussions with the UK Infrastructure Bank in that regard, and SPT has had early discussions on the potential presented by Land Value Capture for future routes of the Metro.

- Wider SPT workstreams

It is worth emphasising that, given the scale and potential timeline for delivery of the Clyde Metro - the previous Transport Minister highlighted that the Metro could take 25-35 years to deliver and cost up to £16billion - it is essential that all transport projects taken forward by SPT and partners in the west of Scotland must consider the potential impacts from a Metro perspective of projects currently being developed or delivered. SPT is acutely aware of this and is seeking to ensure that current initiatives such as the Strathclyde Regional Bus Strategy and the RTS Governance workstream take Clyde Metro into account as appropriate in their development and delivery.

It is also worth emphasising that, while the Clyde Metro project seeks to improve transport across the eight council areas of the Glasgow City Region, SPT remains committed to developing and supporting projects across the whole region to ensure that as many people and communities of the west of Scotland as possible get the transport network they need.

#### 4. Committee action

The Committee is recommended to note this report.

#### 5. Consequences

Policy consequences	<i>The Clyde Metro is a key policy, and supports many of the other policies, of the new Regional Transport Strategy.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>None at present.</i>
Personnel consequences	<i>None at present.</i>

Equalities consequences	<i>Equality Impact Assessments will require to be undertaken as Metro develops and as part of preparatory works being undertaken by SPT.</i>
Risk consequences	<i>A programme risk register has been created for the Clyde Metro by the project partners and is monitored through the PSG and CDG.</i>
Climate Change, Adaptation & Carbon consequences	<i>It is anticipated that the Clyde Metro will have a positive impact on reducing emissions from transport, and Strategic Environmental Assessments and others will require to be undertaken as the project develops. The preparatory works being undertaken by SPT will embed carbon reduction, climate change adaptation and resilience.</i>

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