



Subway Modernisation: Short Subway closures to facilitate invasive installations

Date of meeting 30 September 2022

Date of report 12 September 2022

Report by Director of Subway

1. Object of report

To update the Partnership on Sunday closures of the Subway to facilitate efficient installation of infrastructure, strengthening of platforms and potentially testing of vehicles.

2. Background

The Subway Modernisation programme is the most significant investment and improvement programme to be undertaken in the Subway within the last 40 years.

The programme was scoped for delivery under five principal workstreams, namely:

- Stations and accessibility improvements (complete);
- New Ticketing System (complete);
- Renewal and Upgrade of Existing Infrastructure & Depot Facilities;
- New Rolling Stock, Signalling and Automated Control Systems; and
- Organisational Change and Employee Relations.

Subway has remained operational throughout the majority of the modernisation programme so far, with the exception of six weeks in 2016 for the 'Ramps & Turnouts' upgrades (the ramps are the single way for the trains to enter and exit the tunnels), and a single weekend in the summer of 2020 to install a number of large under-track crossings in the main Subway Depot in Govan.

3. Outline of proposals

3.1 Proposed Sunday closures

An integral part of the Subway modernisation programme is the introduction of a state-of-the-art signalling & control system and associated infrastructure. This requires equipment to be installed throughout the entire length of the two Subway Tunnels. As part of an intensive review with the Joint Venture (JV), we have agreed to close for ten Sundays across a six-month period, as a single Sunday closure is roughly equivalent to seven regular nightshifts and thus allows the JV to significantly progress the new installation and accelerate their tunnel installation plan.

Sundays have been selected for three main reasons: Sunday is always our lowest daily patronage and therefore the lowest number of customers are impacted; Subway already closes early on a Sunday; and the lowest number of SPT Staff are impacted on a Sunday. Whilst Subway patronage has recovered much better than most modes of public transport (c.85% of pre-Covid), Sunday remains the lowest patronage day by some measure.

The closures will be used for installing our new Communication Based Train Control (CBTC) system, commonly referred to as a 'Waveguide', between Stations and mounted on bespoke brackets within the tunnels. The one-day shutdowns will also allow the opportunity to progress initial civil works required to strengthen Platforms which will enable the installation of Platform Screen Doors (PSDs) at a later date. It is possible that one or more of the later shutdowns could be utilised for 'fault free running' mileage accumulation tests of the first vehicles.

SPT plan for only a very limited number of the ten Sundays to be used prior to Christmas, the dates of which will be communicated in due course, which is to ensure that we are able to support the commercial efforts of the city centre retailers and support the Christmas shopping needs of our customers. Further closures will recommence mid-January 2023 and these dates will be communicated to Partnership, Customers and Staff in due course.

3.2 Replacement Services

SPT is investigating the potential to run a limited shuttle bus service on the Sundays of the planned closures however there is no plan to replicate the full Subway Circle. The need for and logistics of providing any replacement service is currently being discussed. In the event that SPT runs any form of replacement service, this service will be free of charge to Subway users.

3.3 Staff Utilisation

SPT also has to consider the best utilisation of staff scheduled to work on the days the Subway is closed. Due to the shorter opening hours, a Sunday involves only a single shift of typically 39 staff made up of station, driving and supervisory staff. The closures do give SPT the opportunity to provide additional training to staff and engage in further work around modernisation transformation.

3.4 Financial Impact

The largest financial impact of the closures is estimated to be c.£22,000 in lost revenue per Sunday. This has already been factored into Subway income projections for the financial year. In addition, running any limited shuttle bus services will cost an additional amount (exact figure TBC).

Potential refund requests will likely also be limited, as single tickets, return tickets, and all-day tickets can only be bought for travel on the day. Pay as you go credit customers (Smartcards) can claim a refund on unused credit at any time, so there is no specific impact from the closures expected. There is the potential for Season Ticket holders to claim a partial refund, or indeed a slight extension to their ticket, however we expect this to be minimal.

4. Partnership action

The Partnership is asked to note the contents of this report.

5. Consequences

Policy consequences	<i>None directly.</i>
Legal consequences	<i>None directly.</i>
Financial consequences	<i>Loss of revenue, cost of any replacement services, potential customer refunds (limited).</i>
Personnel consequences	<i>Personnel impacted will attend work as normal for redeployment or training. No personal financial impact.</i>
Equalities consequences	<i>None directly.</i>
Risk consequences	<i>Risks around assuring the operational re-opening after each closure will be pro-actively managed both prior to and during the works.</i>
Climate Change, Adaptation & Carbon consequences	<i>None directly.</i>

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