



## Clyde Metro – progress update

---

**Date of meeting** 8 September 2023

**Date of report** 29 August 2023

### Report by Chief Executive

#### 1. Object of report

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

#### 2. Background to report

Further to the previous update<sup>1</sup> to the Committee in June, the project partners (Transport Scotland (TS) (lead), SPT and Glasgow City Council (GCC)) are continuing preparations in relation to development and delivery of the Case for Investment (CFI) for the Clyde Metro (CM). SPT is also undertaking a range of preparatory workstreams. Updates on the above are given in the following section.

#### 3. Progress update

##### 3.1 General project update

3.1.1 Transport Scotland remain the lead partner for Clyde Metro, supported by SPT and GCC. The CM Client Delivery Group (CDG) intends to present the finalised scope of services for the Case for Investment (CFI) for the Metro to the next CM Programme Steering Group (PSG), currently being arranged by Transport Scotland. The CFI brings together the Strategic Business Case (SBC), Preliminary Engineering Statement (PES), Strategic Environmental Assessment (SEA), and Accelerated Delivery Workstream (ADW) (which includes the Transformation Programme; Detailed Corridor Masterplan Study; Funding and Commercial Strategy; Client Advisory, Programme and Delivery Governance). The strategy for procurement of consultancy support, and confirmation of funding arrangements for delivery of the CFI, will also be discussed at the meeting. It is currently anticipated that the CFI will complete within circa 2 years of consultancy support being formally appointed.

3.1.2 In terms of resource, as has previously been reported, the Clyde Metro project is expected to be a project of significant scale, with a currently predicted cost of £11-16 billion and a timeline of 25-30 years. Discussions are ongoing between the project partners as to short- and long-term funding options, with the current focus being delivery of the CFI. In addition to strengthening staff resource within the Policy & Planning team to support work on the Metro, in terms of capital allocation, the Partnership in March approved Category 2 funding of £2.2m over years 2023/2024 to 2025/2026 from SPT for the Clyde Metro. The release of that funding

---

<sup>1</sup> [https://www.spt.co.uk/media/3mvp1fyc/sp090623\\_agenda5.pdf](https://www.spt.co.uk/media/3mvp1fyc/sp090623_agenda5.pdf)

through promotion to Category 1 status is subject to future Partnership approval, the outcomes of current Metro development workstreams, and discussions between the project partners.

- 3.1.3 In addition, the CDG is currently exploring opportunities through Glasgow City Region (GCR) to support the project. Members will recall that there is potential to link to Glasgow Airport as part of Metro, building on previous work such as the Glasgow Airport Rail Link (GARL) project led by SPT, and the subsequent Glasgow Airport Access Project (GAAP) led by GCC and Renfrewshire Council. How any potential link to the airport is subsumed within the Clyde Metro project as it evolves is currently the subject of discussion between the project partners and GCR. The outcomes of this and further updates on resources for the Metro will be presented to the Committee in due course.

## 3.2 SPT preparatory works

SPT is delivering some significant workstreams at present, particularly Subway Modernisation, and each of these will in some way interact with the Clyde Metro as it evolves. However, SPT is currently undertaking various early preparatory workstreams in support of and complementary to the Clyde Metro, and an update on these is provided below:

- **West Street Interchange Feasibility Study**

West Street Subway station has been identified as a potential location for a multi-modal interchange for the Clyde Metro. In support of this, SPT will be undertaking a high-level feasibility study, reviewing technical, physical and engineering opportunities and constraints, previous work, potential costs and timescales. A Project Initiation Document (PID) has been drafted with a view to securing consultancy support. While the current focus is on West Street, further work into potential Metro-related opportunities at Shields Road and Bridge Street Subway stations is anticipated in future, and the Committee will be updated on these workstreams in due course.
- **Buchanan Bus Station (BBS) Masterplan**

In support of the local and regional bus network, wider developments (e.g. Buchanan Quarter) planned for the north-east sector of Glasgow city centre over coming years, and the Clyde Metro, members will recall SPT is undertaking a masterplanning exercise for BBS. A Masterplan is a formal part of the land-use planning and development process which sets out high-level, long-term aspirations for the future development of a defined site. It is important to emphasise that the BBS Masterplan will, above all, ensure that the facility maintains and enhances its position as a key national and regional transport asset in preserving the safe operation of the station for bus and coach services, improving the passenger experience, while exploring potential wider development opportunities. A scoping exercise is currently underway to identify the extent of the Masterplan and discussions are ongoing with Glasgow City Council in that regard. Officers are also reviewing demand under a range of future forecast scenarios to inform the masterplanning process. It is currently anticipated that the BBS Masterplan process will complete by Summer 2024 and following that, appropriate statutory planning approvals will be sought and next steps for implementation considered. Officers will keep the Committee apprised of progress in this regard.
- **Strathclyde Regional Bus Strategy (SRBS)**

The SRBS is being undertaken separately but concurrently with work on the Clyde Metro, and both projects will seek to take account of any emerging

findings from their respective workstreams. The key findings of the Case for Change for the SRBS will be presented to the Partnership in September 2023, with a recommendation on the preferred option(s) for taking forward, including the most appropriate future operating and funding model for bus in the region, being presented to the Partnership in March 2024.

- Regional Transport Strategy (RTS) Governance workstream

An update on this workstream is provided in a separate report to this Committee, but it is worth highlighting that it has implications in relation to the Clyde Metro. Development work and engagement undertaken for the RTS identified that optimal arrangements in terms of transport governance and roles & responsibilities must be in place in relation to the delivery and future operation of the Clyde Metro.

#### 4. Committee action

The Committee is recommended to note the contents of this report.

#### 5. Consequences

Policy consequences	<i>In line with Policy 25 Clyde Metro, and other supporting policies, of the RTS.</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>Impact assessments and mitigation proposals will be developed as part of the Clyde Metro development process.</i>
Risk consequences	<i>None at present.</i>
Climate Change, Adaptation & Carbon consequences	<i>Appropriate assessments will be undertaken as part of Clyde Metro development however it is expected the project outcomes will have a significant positive impact in reducing carbon emissions from transport.</i>

**Name** Neil Wylie  
**Title** Director of Finance and Corporate Support

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

For further information, please contact *Bruce Kiloh, Head of Policy and Planning at [bruce.kiloh@spt.co.uk](mailto:bruce.kiloh@spt.co.uk) or Gordon Dickson, Head of Bus Strategy and Delivery, at [gordon.dickson@spt.co.uk](mailto:gordon.dickson@spt.co.uk) .*