



Clyde Metro – Progress Update and Proposed SPT Preparatory Works

Committee Strategy & Programmes

Date of meeting 17 February 2023

Date of report 7 February 2023

Report by Chief Executive

1. Object of report

To update the Committee on the current status of the Clyde Metro, and proposed preparatory works by SPT to support delivery of the project.

2. Background

- 2.1. Further to the update provided to the Committee in September 2022¹ and, further, the wider update on the Strategic Transport Projects Review (STPR2) final report to the Partnership in December 2022², progress continues to be made on the development of the initial stages required to progress with the Clyde Metro programme.
- 2.2. The STPR2 final report included a high-level, conceptual indicative route-map of a proposed Clyde Metro network; this is attached at Appendix 1. It is important to emphasise the indicative nature of the network map, as significant work remains to be undertaken as part of the Metro business case development, but the map highlights the aspirational extent of the Clyde Metro programme and its potential reach across the region, connecting into council areas such as East Dunbartonshire, East Renfrewshire, Glasgow City, North Lanarkshire, Renfrewshire, South Lanarkshire and West Dunbartonshire.
- 2.3. Importantly, the indicative Clyde Metro map as released by Transport Scotland also highlights ongoing connections of the Clyde Metro network to other areas of the region, including Argyll & Bute, East Ayrshire, Inverclyde, North Ayrshire and South Ayrshire. It is important to emphasise that SPT will continue to support those other areas not directly covered by the Metro. Ongoing improvements to the links to these areas and beyond will be a key requirement and focus for SPT and partners in ensuring the successful integration of the Clyde Metro into the wider public transport network, ensuring as many people as possible across the region have access to it.
- 2.4. As noted to the Committee in September 2022, the current three Clyde Metro project partners (Transport Scotland, SPT and Glasgow City Council), in advance of the publication of the STPR2 Delivery Plan later this year, are preparing 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. The following section gives an update on current work in that regard.

¹ https://www.spt.co.uk/media/exjh5e3p/sp090922_agenda10.pdf

² https://www.spt.co.uk/media/ju0ci4ma/p161222_agenda10.pdf

3. Update

- 3.1. Preparations are underway for the next meeting of the Clyde Metro Programme Steering Group (PSG) in March, comprising Chief Executives of the project partners plus supporting senior officers supported by the Clyde Metro Client Delivery Group (CDG) and consultants, the agenda for which is currently being finalised but will include a progress update on the CFI being led by Transport Scotland; updated Terms of Reference for the PSG; Procurement Strategy for the CFI; proposals for peer review; project programme governance, delivery and resourcing arrangements; accelerated delivery workstreams/“quick wins”/preparatory works; potential co-opted members for the PSG; budget and resource; risk register; and an update on communications and stakeholder engagement.
- 3.2. Given the anticipated scale (£11-16billion) and timeline (>30years) for the Clyde Metro programme, it is anticipated that the CFI will take circa 24 months to complete all necessary workstreams therein. An announcement by Transport Scotland on the budget for this work is expected to come through the STPR2 Delivery Plan (potentially to be known as the Strategic Transport Investment Programme (STIP)) due to be published in Spring 2023.
- 3.3. However, the project partners are keen to make demonstrable progress on the Clyde Metro programme as soon as possible to maintain momentum, and to generate enthusiasm for the project among stakeholders and the public through the delivery of any potential “quick wins” or preparatory works that will complement the future and continued development of the Clyde Metro over coming years. While discussions in that regard are at an early stage, SPT has identified a range of potential projects which could be considered as preparatory works for the delivery of sub-projects of the Clyde Metro programme, with a focus on those assets within the organisation’s control. In the next 12-18 months, these could include:
 - 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)

The above options are not considered exhaustive or conclusive and officers are continuing to seek to identify further potential Clyde Metro preparatory workstreams. For example, SPT has also offered to assist in a next steps assessment of the Glasgow Airport access project, previously driven through the Glasgow City Region City Deal. It is also worth emphasising that ongoing and complementary workstreams such as Subway Modernisation, ticketing initiatives, and the increased investment in active travel (subject of a separate report to this Committee) provide further opportunities to prepare for the integration of the Clyde Metro and officers will reviews these on an ongoing basis.

At an administrative level, SPT has also highlighted to project partners the benefits of co-locating the Clyde Metro CFI development team to ensure maximum collaboration within the programme resource base, and discussions are ongoing in that regard.

- 3.4. SPT's capital programme also presents an opportunity for SPT and partners to deliver potential "quick win" complementary projects such as new or expanded park and ride locations, development of key hubs and interchanges, improved rural and island transport connections, and improved active travel connections to the wider public transport network. It is worth highlighting the importance of taking an active approach in undertaking preparatory works for the Clyde Metro, given the significant developments and investment taking place across the region, including Bus Partnership Fund strategic corridors.
- 3.5. Further, the development of SPT workstreams related to the new Regional Transport Strategy, including the Strathclyde Regional Bus Strategy & Delivery Plan, Strathclyde Active Travel Strategy & Delivery Plan and the Regional Transport Strategy Delivery Plan will, over the next 12-18 months, seek to align with the Clyde Metro and any emerging "quick win" opportunities.
- 3.6. The undertaking of preparatory works for the Clyde Metro programme will allow for a complementary and co-ordinated approach to be adopted in taking account of other workstreams, thereby seeking to ensure a high level of integration between modes, a key aspiration of the Clyde Metro project. SPT will therefore continue to work with partner local authorities through its regular liaison group meetings and specific stakeholder engagement both to identify opportunities for "quick win" projects that can support the implementation of the Clyde Metro and to identify and resolve any potential conflicting proposals or aspirations at any early stage.
- 3.7. Regarding budget for the undertaking of the preparatory works, this is currently under consideration and will be discussed further with project partners as matters progress. Similarly, the future governance arrangements for delivery of the Clyde Metro programme remain under discussion in terms of lead/partner agencies.

4. Conclusion

- 4.1. The Clyde Metro programme is the single greatest opportunity to transform the public transport network of the west of Scotland in decades, creating a transformed metropolitan transport network. The project partners remain committed to ensuring that optimal benefits are realised from the delivery of the project and that planning for it is undertaken in a robust, efficient and co-ordinated way. A particular focus for SPT in that regard will be ensuring that all twelve council areas in the region benefit from the Clyde Metro directly or indirectly through the provision of ongoing connections and service improvements.
- 4.2. The undertaking of preparatory works concurrent with the development of the Case for Investment will seek to ensure the Clyde Metro programme is taken forward at pace, and demonstrable progress is made as early as possible. Officers will continue to update members as matters progress.

5. Committee action

The Committee is recommended to note the content of the report.

6. Consequences

Policy consequences	<i>The Clyde Metro is supported in the Regional Transport Strategy currently being finalised.</i>
Legal consequences	<i>None at present.</i>

Financial consequences	<i>Officers are in the process of scoping resources required from SPT revenue programme for undertaking any Clyde Metro preparatory works.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>Equality Impact Assessments and other statutory impact processes will be undertaken as the project progresses.</i>
Risk consequences	<i>None at present.</i>
Climate Change, Adaptation & Carbon consequences	<i>Strategic Environmental Assessment and related processes will be undertaken as the project progresses.</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* or *Gordon Dickson, Head of Bus Strategy and Delivery at gordon.dickson@spt.co.uk*.

Appendix 1 – Indicative Extent of Clyde Metro

(Source: Transport Scotland, STPR2 Final Technical Report, p77. <https://www.transport.gov.scot/media/52685/final-technical-report-28-december-2022-stpr2.pdf>)

