

Buchanan Bus Station Masterplan Development – Award of Contract

Date of meeting 26 April 2024

Date of report 16 April 2024

Report by Director of Transport Operations

1. Object of report

To recommend the approval of an award of contract for consultancy services to support the development of a masterplan for Buchanan Bus Station (BBS) and the surrounding city block.

2. Background to report

Previous updates to the Strategy and Programmes Committee¹ and the Partnership², on Clyde Metro and SPT's Corporate Plan respectively, have indicated SPT's commitment to developing a masterplan for Buchanan Bus Station.

Buchanan Bus Station is a key strategic transport hub within the west of Scotland's transport network, and it is also a significant piece of real estate within Glasgow City Centre both in terms of size and value. While aspects of the bus station have been modernised in recent years, principally to improve the passenger experience and safety and efficiency of operations, BBS has remained largely unchanged over the last 45 years.

There is both a policy and a commercial/institutional case for change across the wider area within which Buchanan Bus Station sits. The place-oriented initiatives proposed by Glasgow City Council are reinforced by the commercial proposals for some of the key land parcels in the northeast quarter of the city centre, particularly in land immediately to the north and south of the bus station. Change is coming to the area, regardless of any aspirations SPT might have for Buchanan Bus Station.

The wider process of change creates a need and an opportunity for SPT to carefully consider how Buchanan Bus Station might change to reflect the regeneration of the north-east quadrant of the city centre and how it may support aspirations for increasing the city's residential population by enhancing the area's vibrancy and liveability. It is essential that SPT leads that change to ensure the continued success of the bus station while also responding to changing mobility and environmental demands.

The masterplan study area extends beyond SPT leasehold land, to provide a more comprehensive study area with the potential for a more robust, well-connected, and deliverable scheme. Consequently, the wider boundary includes neighbouring landowners and city streets under the control of Glasgow City Council to the north, south, east, and west of the bus station. See appendix 1. Glasgow City Council as Planning and Roads Authority and City Property as majority landowner are supportive of the principle of the project and are key stakeholders.

¹ https://www.spt.co.uk/media/3mvp1fyc/sp090623_agenda5.pdf

² https://www.spt.co.uk/media/03nhxyvl/p151223_agenda5.pdf and https://www.spt.co.uk/media/32tnea4c/p150324_agenda8.pdf

This commission will take a place-based approach to developing and evaluating future land use options for the site. The core requirement is to deliver an exemplar, safe, accessible, low carbon and resilient transport hub, of national importance, that meets the needs of passengers and operators within a mixed-use development. Land uses complementary to an enhanced transport hub could include, for example, commercial office, retail and leisure or residential.

The commission is made up of six stages:

- Stage 1 – Inception
- Stage 2 – Baseline and Benchmarking
- Stage 3 – Visioning and Synthesis
- Stage 4 – Masterplan Optioneering
- Stage 5 – Draft Concept Masterplan
- Stage 6 – Final Concept Masterplan

These stages will refine SPT's vision and aims for the site, set out options for future development and identify a preferred option. A minimum of three options will be identified, a minimal option up to an aspirational option, each considering an uplift in floorspace and reflecting two bus stance demand scenarios. The identification of a preferred masterplan option will consider, as part of wider evaluation criteria, scheme deliverability and viability alongside passenger, staff and operational requirements, sustainability, accessibility, site flexibility and phased delivery.

A preferred masterplan option will also recognise the requirement for the bus station to remain operational throughout any development.

The commission will deliver a masterplan which sets out the agreed concepts for the future development of the site and the design strategies which will enable phased delivery.

3. Outline of proposals

3.1 Commission overview

The six stages of the commission are broken down into two parts:

- Part 1 - Baseline, option development, evaluation and refinement (Stages 1 - 4). Programmed to complete by March 2025.
- Part 2 - Preferred concept masterplan and design strategies development and refinement and public engagement (Stages 5-6). Programmed to complete by December 2025.

Consultancy services have been sought to complete both parts of this commission.

There is a gateway point at the end of Part 1. The Project Board will approve continuation of the commission to Part 2, subject to a gateway review at the end of Part 1 and funding availability.

3.2 Procurement route

The procurement route for securing consultancy support was a mini competition using the Scotland Excel Construction Consultancy Framework Lot 12 - Masterplanning. Thirteen organisations were invited to the mini-competition and six bids were submitted. The bids were evaluated on a basis of quality 70% and price 30% with a maximum fixed budget of £450,000 for the project. Weighting the evaluation heavily towards quality would ensure we achieve the highest possible quality for the technical submission.

3.3 Tender assessment results

The Most Economically Advantageous Tenderers (MEAT) evaluation is as follows:

Supplier name	Quality Score	Price Score	Total Price + Quality	Ranking
AtkinsRéalis UK Limited	70	27.1	97.1	1
LDA Design Limited	64.4	30	94.4	2
Mott MacDonald Limited	67.2	27	94.2	3
Hawkins Brown Architects LLP	57.9	26.3	84.2	4
Oberlanders Group LLP	56	26.2	82.2	5
Core Associates Limited	53.3	25.9	79.2	6

All tenderers provided, at minimum, relevant and acceptable responses against all criteria. The commercial responses did not exceed the maximum budget of £450,000. AtkinsRéalis UK Limited scored higher than other bidders although they were not the least expensive in terms of price. AtkinsRéalis UK Limited demonstrated a strong methodology, recognising the importance of the site, operationally, and to the city more widely, and the quality and experience of personnel within the team to deliver, particularly in relation to designing in operational transport environments within sites with a range of uses and competing interests.

3.4 Funding

Funding for Part 1 of this commission has been identified within SPT's Revenue Budget for 2024/2025. Continuation to Part 2 of the commission is contingent on a gateway review at the end of stage 4 and budget availability in 2025/2026.

4. Committee action

The Committee is recommended to:

- (i) approve the award of contract up to £428,656.45 for consultancy support to develop a masterplan for Buchanan Bus Station and the surrounding city block to AtkinsRéalis UK Limited; and
- (ii) note that Part 2 of the commission is contingent on the satisfactory completion of Part 1 and on budget availability in 2025/2026.

5. Consequences

Policy consequences	<i>In line with Policy 18: Integrated public transport system; Policy 21: Bus Quality and Integration and Policy 28 - Interchanges and Sustainable Mobility Hubs, and other supporting policies, of the Regional Transport Strategy.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>The process to develop Part 1 of the masterplan is within existing budgets. Part 2 is contingent on 2025/2026 budget approval.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>Accessibility and inclusion are clear requirements of the project. Impact Assessments will be carried out as part of the project.</i>
Risk consequences	<i>None at present.</i>

Climate Change, Adaptation & Carbon consequences

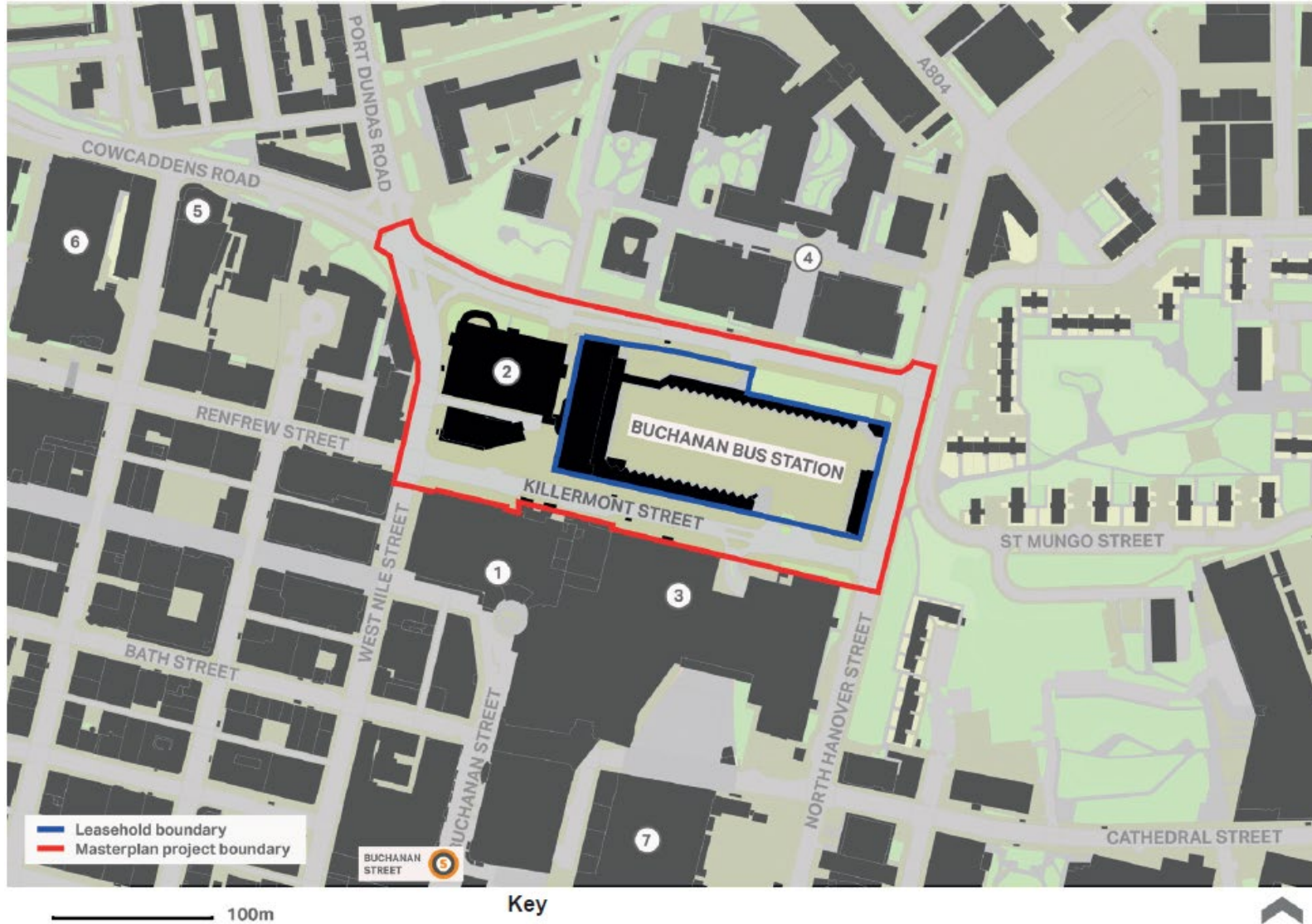
The project outputs will align with SPT's Climate Change Strategy and action plan and will develop a proposal which minimises lifecycle carbon emissions and facilitates the decarbonisation of the bus network and resiliency to the effects of climate changes.

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APPENDIX 1 MASTERPLAN BOUNDARY



- Key**
- ① Royal Concert Hall
 - ② Concert Square Car Park
 - ⑤ Theatre Royal
 - ⑥ The Royal Conservatoire Scotland
 - ③ Buchanan Galleries Shopping Centre
 - ④ Glasgow Caledonian University
 - ⑦ Glasgow Queen Street Station