

Clyde Metro: Case for Investment – Case for Change and Initial Option Development – award of contract

Date of meeting 23 February 2024

Date of report 2 February 2024

Report by Head of Policy and Planning

1. Object of report

To recommend the Committee approve an award of contract for consultancy services to support the development of the Clyde Metro Case for Investment 'Case for Change and Initial Option Development' stage.

2. Background to report

Members will recall from the previous update¹ that the Metro project partners (SPT (lead), Glasgow City Council (GCC) for Glasgow City Region (GCR), and Transport Scotland (TS) are continuing preparations in relation to development and delivery of the Case for Investment (CFI).

This commission represents the first stage in the preparation of a robust Clyde Metro CFI through the preparation of a Case for Change and Initial Option Development in accordance with Scottish Transport Appraisal Guidance (STAG).

3. Outline of proposals

3.1 Commission overview

There are four core tasks to the commission:

- **Case for Change:** identification of the problems to be addressed by the Metro, opportunities it can help to deliver and any constraints that may impact the delivery of potential interventions. These will be used to inform the development of Transport Planning Objectives and a programme level Vision for the Metro.
- **Network Review:** a review of the existing public transport network along with the indicative Clyde Metro network identified in the Strategic Transport Projects Review 2 (STPR2) to identify a range of network solutions in order to serve key origins and destinations, address areas suffering from poor public transport connectivity, provide access to/from disadvantaged areas, and to identify the most appropriate route(s) to serve them.
- **Mode(s) Review:** a review of the recommended Metro public transport modes to identify their appropriateness in the regional context and to ascertain whether amendments to the modal mix should be considered.
- **Option Generation & Development:** based on the findings of the above, a minimum of three network options will be developed taking into consideration potential variations around public transport modes (and their compatibility),

¹ https://www.spt.co.uk/media/5b2cndtw/sp241123_agenda8.pdf

locations and populations served, deliverability, levels of interchange and integration as well as considering the existing public transport network.

The commission is expected to complete by July 2024. Outputs from this workstream will be used as key inputs to the next stage of CFI development, the Programme-level Business Case.

3.2 Procurement route

The procurement route for securing consultancy support for the commission was a mini competition using SPT's Design, Technical and Professional Services (DTPS) Framework - Lot One - Transport Planning.

All six bidders on the framework were invited to bid, with three bids being received, two of which were partnered bids made up of more than one consultancy, as follows:

- Jacobs Limited (lead) with AECOM and Stantec
- Mott MacDonald Limited
- Systra Limited (lead) with Arup and AtkinsRéalis²

The tenders were evaluated on a basis of quality 70% and price 30%.

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
Mott MacDonald Limited	70	23	93	1
Systra Limited	53	30	83	2
Jacobs UK Limited	54	23	77	3

All tenderers provided, at minimum, relevant and acceptable responses against all criteria. Prices were provided as a fixed price value for delivering the commission. Mott MacDonald Limited scored higher than other tenderers on quality across the range of criteria, including mass transit experience and methodology, although they were not the least expensive in terms of price.

3.4 Funding

Glasgow City Region is fully funding this commission, and discussions are currently taking place between GCC (for GCR) and SPT officers to establish arrangements for transfer of the funding and any related agreements necessary for future development of the project.

4. Committee action

The Committee is recommended to approve the award of contract for consultancy support to develop the Clyde Metro Case for Investment 'Case for Change and Initial Option Development' stage to Mott MacDonald Limited for a value of £265,480.00 (excluding VAT).

² Arup and AtkinsRéalis are currently not DTPS Lot One suppliers.

5. Consequences

Policy consequences	<i>In line with Policy 25 Clyde Metro, and other supporting policies, of the Regional Transport Strategy.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>Glasgow City Region is fully funding this commission, and discussions are currently taking place between GCC (for GCR) and SPT officers to establish arrangements for transfer of the funding and any related agreements necessary for future development of the project.</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>

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