



Strathclyde Partnership
for Transport

Clyde Metro:

CFI Stage 1 Overview
Communication Note –
Spring 2025



Spring 2025

Building the Case for Metro

Clyde Metro is a once in a generation opportunity to transform the west of Scotland's public transport network.

Since November 2023, Strathclyde Partnership for Transport (SPT) has been acting as the lead partner for development of the Case for Investment (CFI) for Clyde Metro. The CFI will set out the business case for the project and arrangements for the initial delivery phases.

The Clyde Metro CFI is being funded from the Glasgow City Region City Deal, with the Scottish and UK Governments each contributing 50% to the funding package. The scope of the Glasgow Airport Access Project is now incorporated within a wider regional metro opportunity.

Its approved £12.155m business case funds were reallocated to Glasgow City Council, as the lead Glasgow City Region (GCR) authority to support the CFI development. Glasgow City Council, on behalf of GCR is supporting SPT in delivery of the CFI, whilst Transport Scotland is acting in a Project Assurance role.

The project partners are taking forward CFI work in two key stages, with delivery set for early 2027. When complete, the resulting Business Case will enable informed decisions to be made around route selection, phasing, funding, and implementation - in other words, making Clyde Metro a reality.

This document provides an update on the progress of the Clyde Metro programme; summarising the outcomes of CFI Stage 1 and providing an overview of what will be delivered in CFI Stage 2 and timescales for delivery.

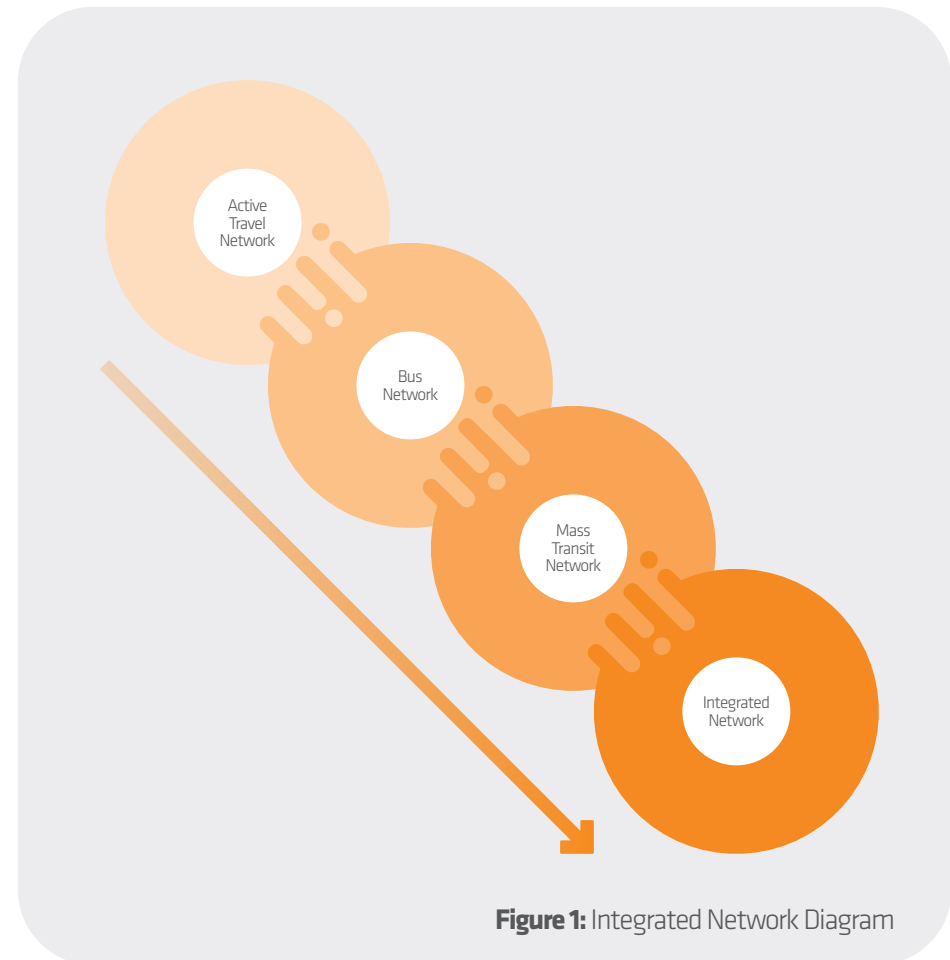


Funded by
UK Government

What is Clyde Metro?

Clyde Metro offers potential for a step-change in transforming the life chances of communities. It will tackle inequality challenges across the region and aims to create affordable, reliable and well connected local public transport.

- ✓ A fully integrated Mass Transit public transport system which could include a variety of modes and services
- ✓ Long-term programme likely to span decades
- ✓ Combination of infrastructure / services and complementary measures
- ✓ Transformational in nature and more than just a transport project
- ✓ Regional in scale and extent, with impact across many sectors such as economic development, housing, access to jobs and healthcare.
- ✓ Integrates with wider workstreams, including Strathclyde Regional Bus Strategy and Regional and Local Active Travel Networks
- ✗ An individual route / standalone transport infrastructure project
- ✗ Being considered in isolation.



Background and Context

Clyde Metro initially emerged as a recommendation from Transport Scotland's national second Strategic Transport Review (STPR2). Published in December 2022, STPR2 will inform the Scottish Government's national transport investment programme in Scotland for the next 20 years (2022-2042).

Clyde Metro is also included in the statutory National Planning Framework 4 (NPF4). Published in February 2023, NPF4 is the Scottish Government's long-term spatial strategy for Scotland, with Clyde Metro being one of 18 identified developments considered to be of national importance that will help deliver the strategy.

All Planning Authorities are required to take into account NPF4 in the development of their Local Development Plans (LDPs).

The mass transit project also forms a key part of various regional and local strategies, including SPT's statutory Regional Transport Strategy and Glasgow City Council's Transport Strategy, both of which provide a strategic alignment and strong basis for delivering Clyde Metro.

Clyde Metro has the capacity to bring significant development to the region from an economic and social point of view, as well as environmentally. It will contribute to car vehicle kilometre reduction targets as set within these national, regional and local strategies.



National

STPR2 NPF4
NTS2 NSET



Regional

SPT Regional Transport
Strategy



Local

GCC Local Transport
Strategy



Delivering Clyde Metro

Clyde Metro will be a long-term programme consisting of various projects that combine to provide wider, cumulative benefits for the GCR and beyond.

The CFI will determine future projects through the development of a Programme Level Business Case. This will provide the evidence base for how the programme will develop and clearly define how it will deliver the benefits and success criteria required.

The CFI will also enable informed decisions to be made around route selection, phasing, funding and implementation arrangements – as well as the range of transformational benefits that would be delivered.

The CFI consists of four distinct stages, summarised in the figures shown on the next two/three pages.

Figure 2: Clyde Metro Case for Investment Timelines

Workstream	Description	Delivery Period
CFI Stage 1a – Case for Change & Initial Option Development	<p>Four core tasks:</p> <ul style="list-style-type: none"> • Case for Change: identification of the challenges and opportunities that can be addressed by Clyde Metro • Network Review: looking at the existing public transport network to identify a range of network options • Mode(s) Review: objective review of the suitability of the four potential Clyde Metro Modes (Bus Rapid Transit, Light Rail, Metro Rail, Tram-Train) in the context of the current climate • Option Generation & Development: based on the findings of the workstreams above, a minimum of three network options will be developed, taking account of potential variations around public transport modes. 	March 2024 – March 2025
CFI Stage 1b – Client Advisory Services	Work to help shape delivery of the CFI Stage 2 Programme Business Case.	April 2024 – February 2025
Clyde Metro Procurement Framework	A dedicated procurement framework which will be used to deliver the CFI Stage 2 Programme Business Case.	Live – to be used for programme duration
CFI Stage 2 – Programme Business Case	<p>Three main components:</p> <ul style="list-style-type: none"> • STAG¹: to assess the costs and benefits of the Clyde Metro interventions in a manner consistent with approved transport appraisal processes • Programme Business Case: to set out the evidence base for the Clyde Metro programme in a manner consistent with and to the required level of detail necessary to fulfil the needs of HM Treasury's Green Book • Supporting Workstreams: to provide inputs and evidence to the STAG and Programme Business Case processes. The supporting workstreams are: 1 Transformation Programme, 2 Funding and Commercial Strategy, 3 Corridor Masterplan, 4 Stakeholder Engagement and Communications. <p>The Programme Business Case will appraise three network options from CFI Stage 1a; ultimately selecting a preferred network option that will be progressed in future work beyond the CFI.</p>	March 2025 – Early 2027

¹Scottish Transport Appraisal Guidance (STAG) represents best practice guidance for transport appraisals and follows a structure and methodology that is consistent with the UK Government's Green Book. An appraisal using STAG is required whenever Scottish Government funding, support or approval is needed to change the transport system. It may also offer a suitable framework for other funders.



The Case for Change

The Case for Change is one of the initial steps within the wider CFI process, and the first of CFI Stage 1a. In short, the Case for Change provides a narrative of:

- Challenges that Glasgow City Region is currently experiencing
- Opportunities available to deliver better economic, environmental and social outcomes in the future
- A 'Vision' for a transformed future resulting from the Clyde Metro programme; and
- The 'Golden Thread' for the programme, and how transformational changes in connectivity and land use will address the current challenges and unlock opportunities for the future.

The Case for Change is the first step in the wider CFI. The Case for Change links the Strategic Case made through STPR2 to the current programme and outlines the overarching need for Clyde Metro - identifying the economic, social and environment rationale for undertaking such an endeavour.










The [Case for Change detailed technical document](#) can be accessed on SPT's website.

Network Option Development



The second component of CFI Stage 1a saw the development of potential network options. These prospective interventions were subject to an appraisal process to identify at least three sets of network options to be taken forward to CFI Stage 2.

Although, potential Clyde Metro networks, by themselves, cannot deliver the desired transformational change for the GCR area. This will require Metro to be integrated with complementary investment across the transport sector (e.g., [Strathclyde Regional Bus Strategy](#), Local Active Travel Networks) and with cross-sector public and private programmes and projects.

Key

-  Light Rapid Transit (LRT)
-  Shared LRT - heavy rail (Tram-train)
-  Alternative LRT corridor
-  Potential metro extensions
-  Potential heavy rail conversion to metro
-  Key LRT interchange stops
-  Existing heavy rail retained as existing
-  Existing Subway
-  Local Authority boundaries

Places to connect

-  Key train station
-  Airport

Place Typologies

-  **Trip Generators:** Primarily residential areas that will generate trips
-  **Higher Density Trip Generators:** Residential areas where avg population density exceeds 3,800ppl per sq. km
-  **Employment Areas:** Trip attractors. Strategic areas of employment, retail, services and industry.
-  **Hospitals:** Trip attractors. Key healthcare sites.
-  **Visitor Attractions:** Sites that may attract additional trips, e.g. sports venues, concert- halls, museum etc.

Strategic Rationale

Primary rationale for node inclusion.

-  **Inclusive growth:** Site provides connectivity for the most deprived areas in Glasgow City Region.
-  **Car Dependency:** Site provides connectivity for areas with heavy car use.
-  **Regeneration:** Site has been identified as a future growth and regeneration site (housing and/or employment).

New Modes with Clyde Metro

Clyde Metro has the potential to deliver a variety of modes to the Glasgow City Region. These will compliment existing bus, rail, Subway and active travel connections to provide a truly integrated transport network. The CFI will carry out further detailed assessment to determine the most appropriate modes for Clyde Metro.

Bus Rapid Transit (BRT)

Bus Rapid Transit systems use specially designed buses with multiple doors for boarding. They have full-length bus stops equipped with shelters, ticket machines, and passenger information displays. Bus Rapid Transit routes often have dedicated lanes to ensure buses can travel quickly and reliably.



Tram

Trams are likely to be conventional vehicles similar to those found on existing UK systems, for example in Edinburgh (c.43m long); however, lighter vehicles (Very Light Rail) have not been ruled out. Trams run on fixed rails and are designed to travel on-street, sharing roadspace with other traffic and pedestrians.



Tram Train

Tram Train vehicles can operate on a dedicated urban tramway – to serve key areas, while also sharing existing rail infrastructure with freight and conventional trains. Tram Trains can also operate on-street, in a manner similar to conventional trams.



Metro

Metro is an off-street light rail system that is typically segregated in its entirety. Metro has several advantages over traditional rail, including higher acceleration and braking rates, the ability to call at more frequent stations and typically has higher capacity carriages with more standing room.



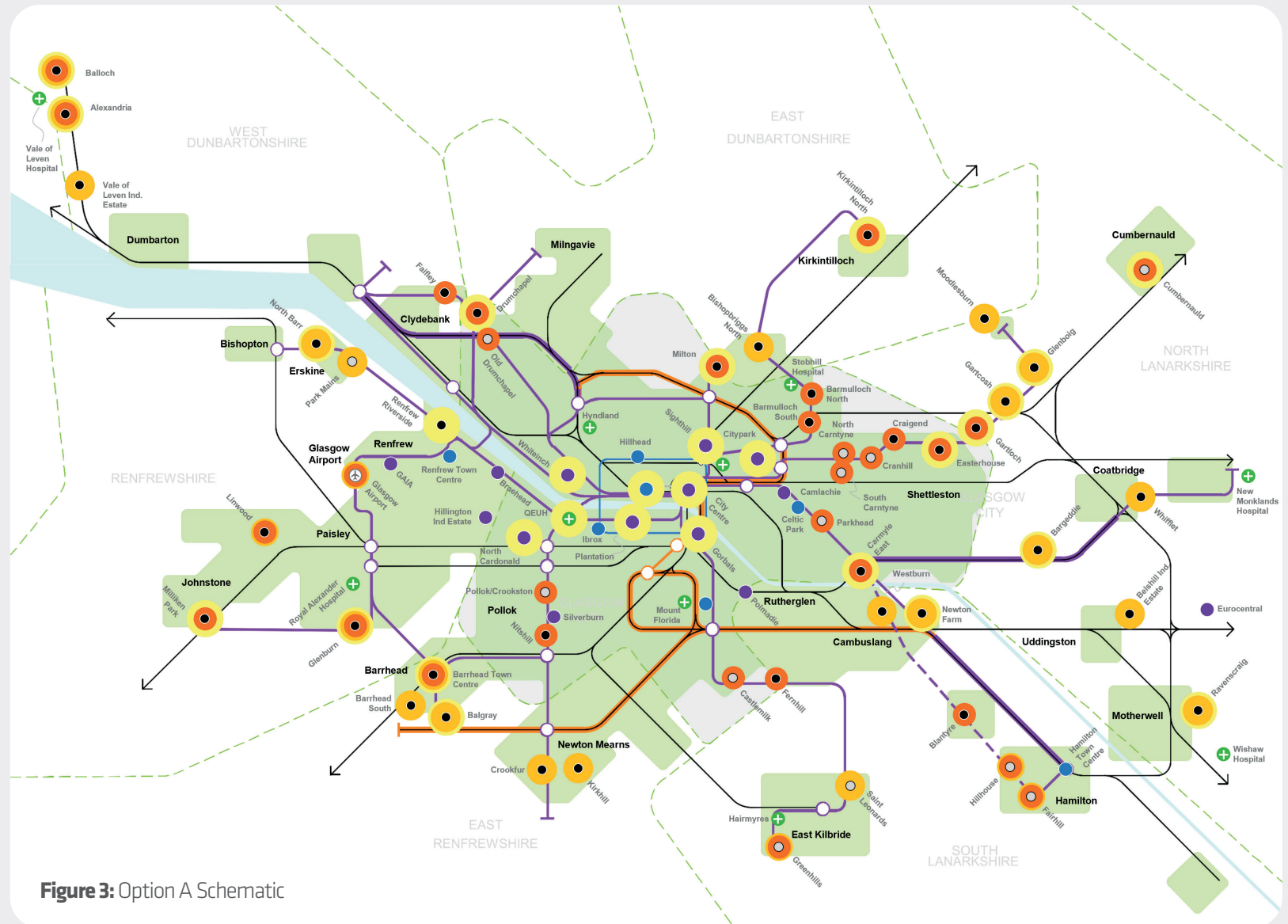
Collectively Bus Rapid Transit, Tram, and Tram Train are known as Light Rapid Transit, or LRT, a term which you will see in the Network Options maps.

Option A

This option provides broad geographical coverage across the Glasgow City Region, with it providing connections between multiple strategic producers and attractors.

It is a **multi-modal network**, with it having potential for both tram, tram-train and metro. Consequently, it will may require road space reallocation and interaction with heavy rail infrastructure.

View this map
in more detail



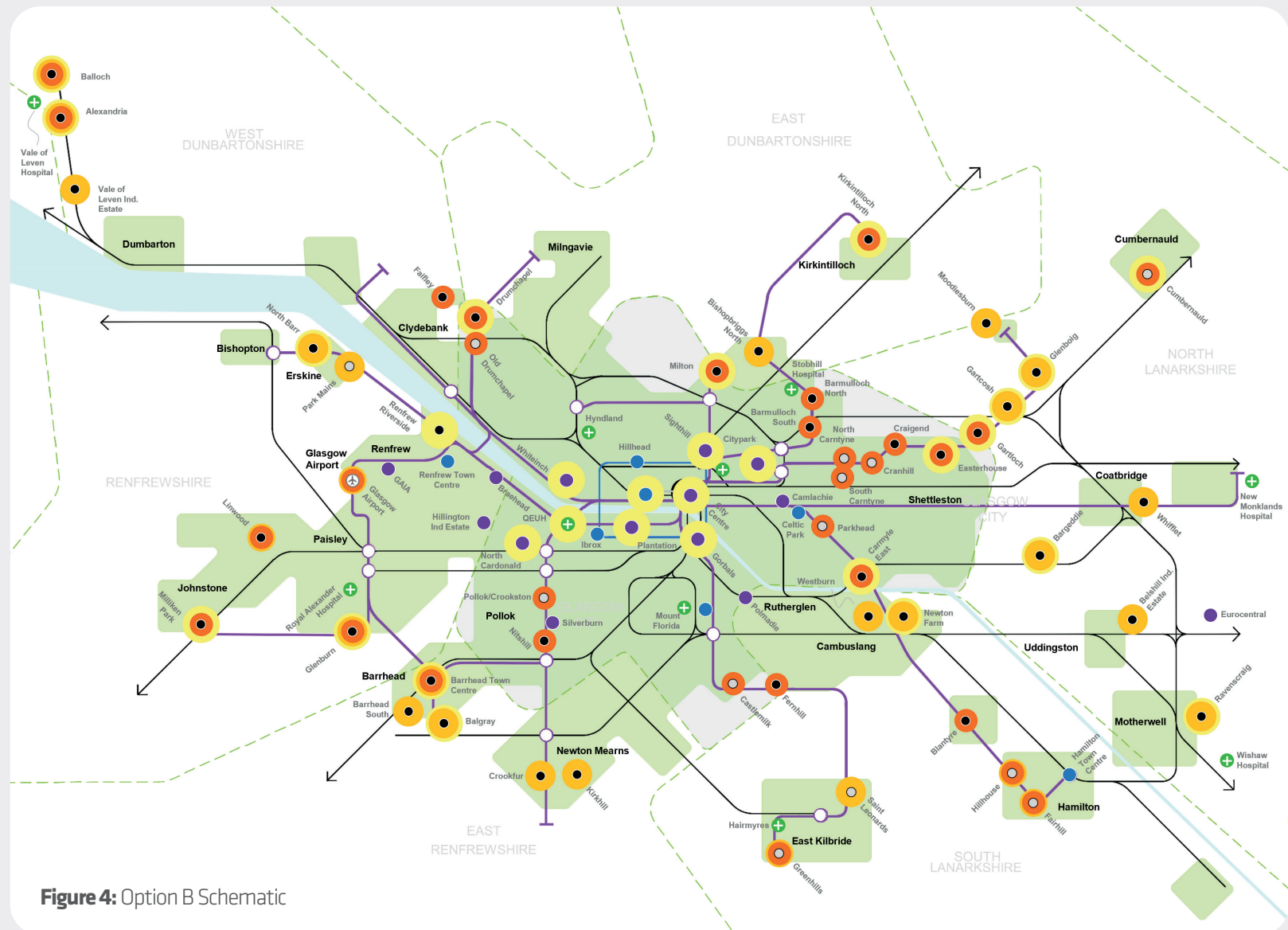
Option B

This network has slightly less geographical coverage than Option A. It is a **single LRT mode network** which has limited interaction with existing heavy rail infrastructure.

Consequently, it would simplify interchange, multi-modal interfaces and communications across the network.

As this network excludes potential Metro conversions it will heavily focus on potential road space reallocation.

View this map
in more detail



Option C

This is the same network as shown in the indicative plan in STPR2. It has the highest level of Metro interventions, with numerous heavy railway lines converted and even extended.

It provides a slightly different geographical coverage than Option A and Option B, with it also utilising different modal options to provide connections between key places.

View this map
in more detail

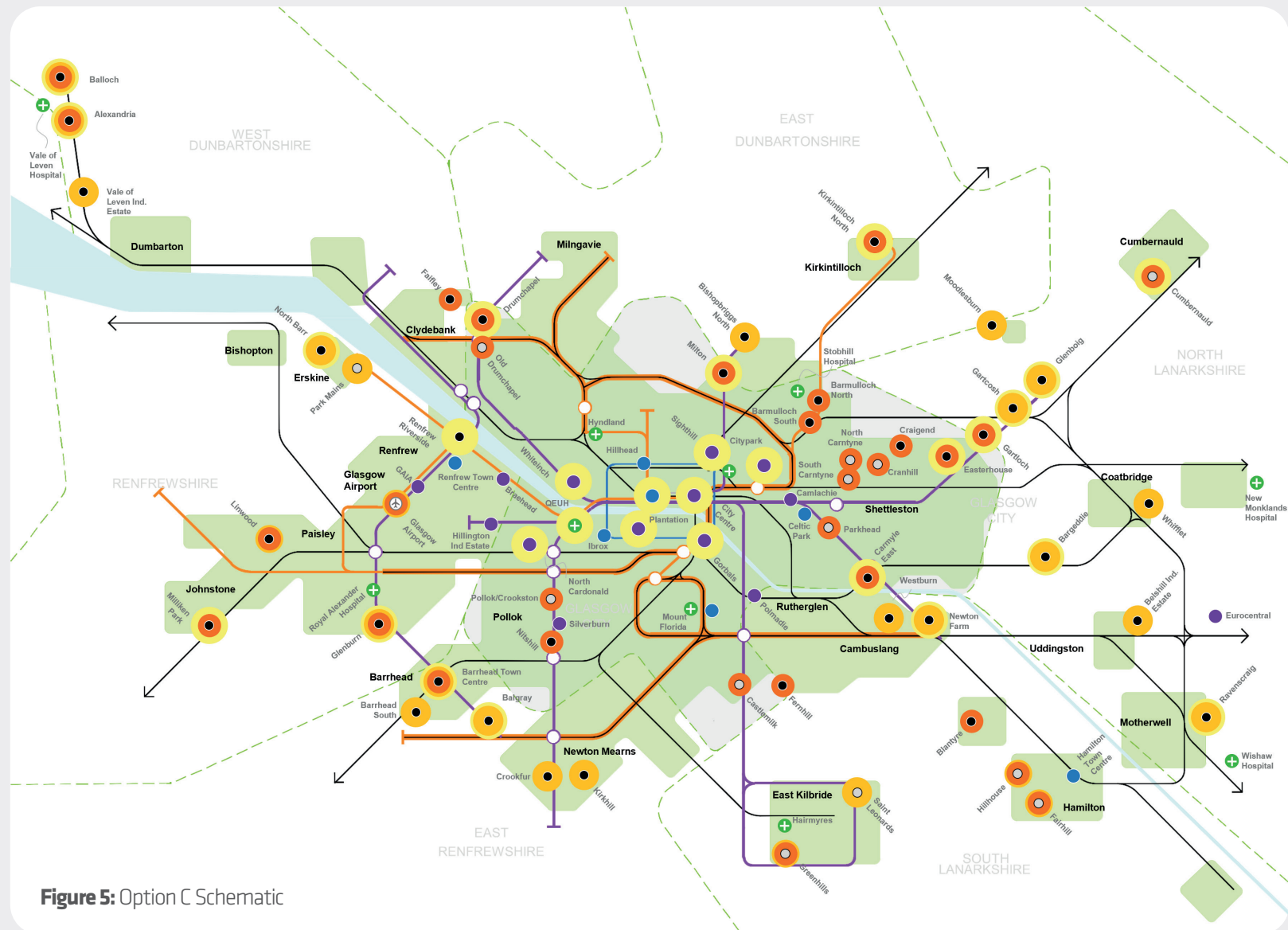


Figure 5: Option C Schematic

Option D

This network provides the same geographical coverage as Option A (i.e., broad coverage across the Glasgow City Region).

Conversely, it only utilises LRT modes and does not involve conversion of heavy rail to Metro.

View this map in more detail

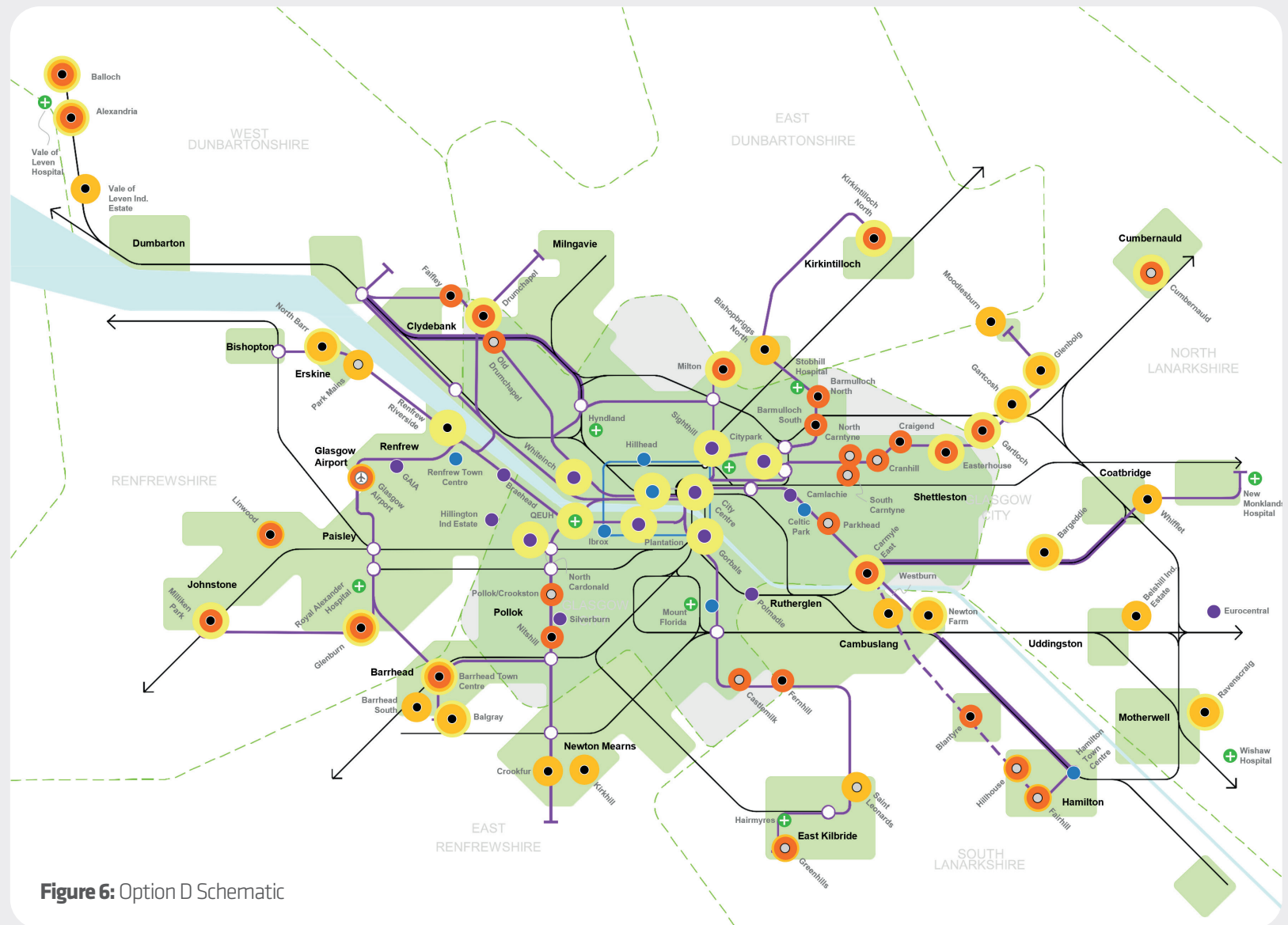


Figure 6: Option D Schematic

Vision, Objectives and Network Options Engagement

The Vision, Objectives and Network Options that emerged from CFI Stage 1a were then subject to a round of stakeholder engagement activity. The stakeholder engagement activity occurred between January and February 2025 and included sessions with Council Leaders, Councillors, SPT members, MPs and MSPs, Community Planning Partnerships, and wider stakeholders e.g. business community.

An update highlighting Clyde Metro progress and next steps was presented at each engagement session, followed by a discussion/Q&A. The following key themes emerged:

Figure 7: Visions, Objectives & Options Engagement Themes

Evidence Base & Future Intelligence	Many stakeholders sought to understand which datasets were employed in CFI Stage 1a, particularly around land use and population, and if the work undertaken is a robust analysis of current and future planning intelligence.
Network Development	The need for Clyde Metro to support local trips in areas outside of the core Glasgow urban area was emphasised. A requirement for CFI Stage 2 to investigate orbital routes was suggested. Questions were asked as to how Clyde Metro would benefit areas out-with the 15km–20km study area.
Integrated Transport	Questions were asked about how Clyde Metro will integrate with other modes of transport, particularly bus and rail. SPT's ongoing work on the Strathclyde Regional Bus Strategy (SRBS) was frequently mentioned with stakeholders looking to understand how bus reform and Clyde Metro will evolve and develop as complementary programmes.
Integrated Ticketing	The need for a smart, multi-modal and affordable ticketing system was highlighted to address current issues and facilitate a truly integrated transport system. Stakeholders believed this would serve to increase the overall attractiveness of the region's public transport offer.
Glasgow Airport Connection	Frequent topic that raised the need for better transport links to the airport, as an important strategic asset for trade, tourism and onward travel.
Funding Model & Delivery Timescales	There was interest in how Clyde Metro has been funded to date and clarity on likely funding of the wider project through to implementation, including how this would be delivered for such a long-term programme.
Support & Advocacy	There were references to the need for Clyde Metro to secure widespread support, particularly in the context of the next Scottish Parliament election in 2026. Some Elected Members expressed interest in contributing to advocacy for Clyde Metro.

CFI Stage 2

Preparations for delivering CFI Stage 2 have progressed at a rapid pace since late 2024. Detailed scopes have been developed and procured for a total of five workstreams, with a further two workstreams set to undergo the same process in the coming months. A summary is provided opposite:

Early deliverables are set to be complete in late Spring / early Summer – signalling the beginning of ~70 outputs which are scheduled to be delivered over the next two years. The CFI is set to be complete by early 2027.

It is important to emphasise that SPT continue to progress the Clyde Metro programme from a regional perspective, including co-ordination with wider workstreams including the Strathclyde Regional Bus Strategy (SRBS).

¹Stage 2H is a transitional workstream which aims to progress work beyond the CFI – as such, it exists both within and beyond the core CFI programme.

Workstream	Status	Consultant	Start Date	End Date
Stage 2A: STAG Appraisal*	Awarded: SPT Partnership Committee March 2025	Mott MacDonald	March 2025	August 2026
Stage 2B: SEA & HRA*	Awarded	Arup	March 2025	February 2027
Stage 2C: Impact Assessments*	Awarded	Jacobs	March 2025	February 2027
Stage 2D: Programme Business Case	Currently in procurement process – to be submitted to SPT S&P Committee June 2025	Subject to Procurement Processes	June 2025	February 2027
Stage 2E: PBC Audit	Tender Period: Summer 25	Subject to Procurement Processes	October 2025	February 2027
Stage 2F: Preliminary Engineering Statement*	Awarded: SPT Partnership Committee March 2025	Mott MacDonald	March 2025	March 2026
Stage 2G: Land Use & Housing Assessment*	Awarded	Arup	March 2025	November 2026
Stage 2H: Transformation Strategy & Framework	Tender Period: Winter 26/27	Subject to Procurement Processes	April 2027	Mid 2027 ¹

Next Steps

Simply put, Clyde Metro is a huge project. Consequently, several workstreams need to be developed and approved to demonstrate the need and value of delivering a project of this scale.

The completion of CFI Stage 1 in March 2025 represents a key milestone in this process, with it being the first step towards delivering transformational change within the Glasgow City Region.

Stages of the Case for Investment:

CFI Stage 1 (March 2024 – March 2025)

Established the Case for Change and developed four potential Network Options. These outputs were then subject to a round of stakeholder engagement in early 2025.

Delivery of CFI Stage 2 (March 2025 – Early 2027)

CFI Stage 2 will undertake preliminary and detailed appraisal of three potential network options. This process will follow Scottish Transport Appraisal Guidance (STAG) and HMT's Green Book best practice. A total of eight work packages will be undertaken, summarised below. Figure 11: CFI Stage 2 Overview.

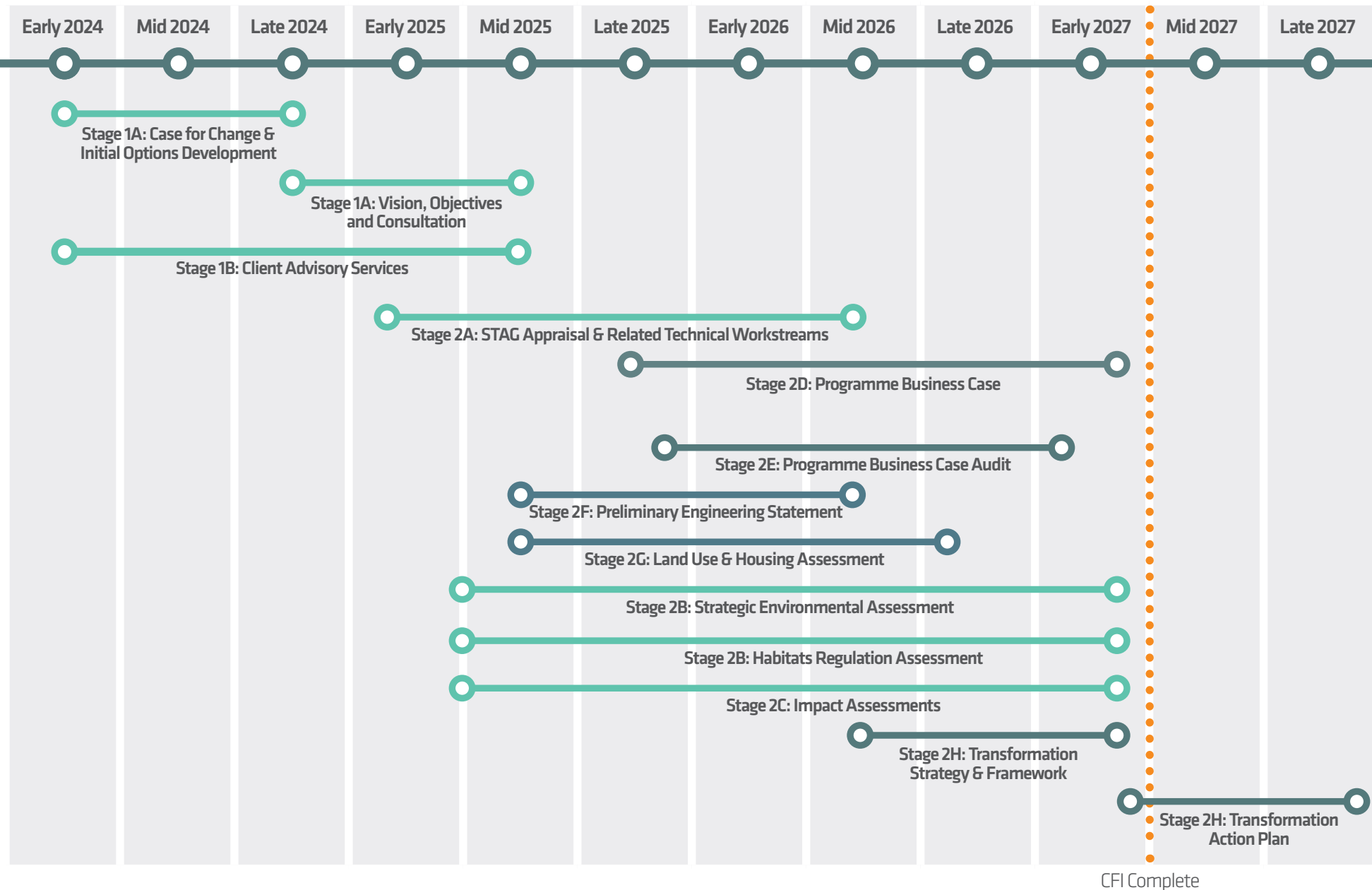
This process will ultimately select a preferred network option – and associated phasing – that will be progressed in future work beyond the CFI, including potential delivery of 'Line 1' of Clyde Metro.

Post CFI Actions (Beyond early 2027)

Once a preferred network option is selected, the CFI will then be signed off by respective governance processes, with a 'Yes / No' decision on Clyde Metro then ultimately being undertaken.

If the decision is made to progress with Clyde Metro, then work will begin to identify funding streams to deliver 'Line 1' of Clyde Metro. More information will be provided on the Clyde Metro microsite in due course.

Figure 8: CFI Stage 2 Overview



Next Steps

Progress on the delivery of the Clyde Metro Programme CFI remains positive and is moving at pace, with the transition from CFI Stage 1 to CFI Stage 2 signalling a major milestone for the programme.

Potential Clyde Metro networks, by themselves, cannot deliver the desired transformational change in transport, socio-economic and environmental outcomes for the region. Consequently, the development of complementary measures, separate but relevant to the Clyde Metro Programme, including regional interventions such as those currently being considered as part of the development of SPT's Strathclyde Regional Bus Strategy, as well as the recently approved Regional Active Travel Strategy, remain a key consideration which will supplement the potential of the Clyde Metro Network; ensuring there is a robust, fully integrated and effective transport system serving the west of Scotland.

It is important to emphasise that SPT continue to progress the Clyde Metro programme from a regional perspective, including co-ordination with wider workstreams including the Strathclyde Regional Bus Strategy (SRBS). Work is ongoing to explore and align the opportunities alongside the development of Clyde Metro.

The Clyde Metro microsite will provide updates throughout the programme.

If you have any questions about the project, please feel free to get in touch with a member of the team: clydemetro@spt.co.uk.





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