



Clyde Metro Progress Update

Date of meeting 14 March 2025

Date of report 24 February 2025

Report by Head of Policy & Planning

1. Object of report

To update the Partnership on the progress of the Clyde Metro programme.

2. Background to report

Further to previous reports¹, Members will be aware that the current key focus for the Metro project partners (SPT (lead), Glasgow City Council (GCC) for Glasgow City Region (GCR), with Transport Scotland (TS) in a project assurance role) is the development and delivery of the Clyde Metro Case for Investment (CFI), comprising the following work packages:

- CFI Stage 1a – Case for Change (CfC) & Network Option Development
- CFI Stage 1b – Client Advisory Services
- CFI Stage 2 – Programme Business Case
- Clyde Metro Framework

The CFI will provide the evidence base for how the Clyde Metro programme will develop and clearly define how it will deliver the benefits and success criteria required. The development process will be informed by a range of workstreams, adopting Scottish Transport Appraisal Guidance (STAG) for appraisal and will include business case development, technical assessments, audit, assurance and statutory impact assessments as well as engagement and consultation with key stakeholders and the public during its development.

3. Progress update

Members will recall from previous updates² that consultant Mott MacDonald was appointed to support SPT and project partners in the delivery of CFI Stage 1a Case for Change & Network Option Development. An update on that and other CFI workstreams is provided below:

3.1. Clyde Metro Professional and Technical Services Framework

Members will recall that the creation of the Clyde Metro Framework was approved by the Partnership³ in June 2024.

¹ https://www.spt.co.uk/media/3bd10qv1/p131224_agenda11.pdf

² https://www.spt.co.uk/media/44gkhde5/sp230224_agenda9.pdf

³ https://spt.production.d8.studio/media/3a4bju0l/p280624_agenda13.pdf

3.2. CFI Stage 1a: Case for Change and Network Option Development

3.1.1 Case for Change

Further to the previous report to the Partnership, the CfC is now complete and is available on SPT's Clyde Metro microsite⁴ under the key documents section.

3.1.2 Network Option Development

The Network Option Development element of CFI Stage 1a is nearing completion. A draft Network Options report was presented to the Clyde Metro Programme Steering Group (PSG) in December 2024, and approval being granted to commence a period of stakeholder engagement during December 2024-February 2025. The engagement comprised of two phases:

Phase	Activities	Timeline
Stakeholder Awareness	This process aimed to update key stakeholders on current and future CFI workstreams and raise awareness of the pending engagement exercise on the emerging Clyde Metro Vision, Objectives and Network Options from CFI Stage 1a. Overall, it aimed to ensure that appropriate and relevant inputs were received to inform subsequent workstreams as part of CFI Stage 2	<i>December 2024 – January 2025</i>
Vision, Objectives and Network Options Engagement	This element sought feedback on the Vision, Objectives and Network Options that have emerged from CFI Stage 1a and will be taken forward through to the CFI Stage 2 appraisal process. Outputs and outcomes from this engagement will be used to inform the subsequent stages of the CFI.	<i>January 2025 – February 2025</i>

The stakeholder engagement activity undertaken during the Vision, Objectives and Network Options Engagement phase 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 outcomes of these engagement sessions and formal feedback received are currently undergoing review and will be fed into preparations for CFI Stage 2.

It is worth highlighting that stakeholder feedback overall was positive and strong support for the principles of the Clyde Metro programme was evident. The sessions elicited good levels of engagement and two-way discussion, helping give attendees a better understanding of how the Clyde Metro programme will help address key challenges across the region, including reducing social exclusion, encouraging modal shift and promoting opportunities for greater investment, economic growth and transformation.

A common theme highlighted in discussions was the importance of ensuring the Clyde Metro programme is delivered as part of a fully integrated transport network. Issues and opportunities in this regard e.g. around fares and ticketing, and integration with the work SPT is currently progressing as part of the Strathclyde

⁴ <https://www.spt.co.uk/about-us/what-we-are-doing/clyde-metro/>

Regional Bus Strategy were raised, and officers will assimilate these into work undertaken in preparation for and as part of CFI Stage 2.

The finalised Network Options Report will be submitted to the March meeting of the Clyde Metro PSG for approval, signalling the end of CFI Stage 1a, and seeking approval to progress to CFI Stage 2 Programme Business Case.

3.3. CFI Stage 1b – Client Advisory Services (CAS)

Consultant Turner & Townsend was appointed in May 2024 as part of support for the Client Advisory Services workstream providing guidance and advice to the project team and help shape delivery requirements for CFI Stage 2. This workstream focuses on several key tasks including:

- Organisational Design: Supporting delivery of the initial CFI stage, including recommendation of potential future organisational structure and operational model options.
- Programme Definition and Requirements: Developing a CFI Programme Plan and road map, creating a long-term Communication and Advocacy Strategy, and providing advice on the optimal integration of transport and transformation within the CFI.
- Development of a Communications and Advocacy Strategy: Identifying strategic, political, non-technical, commercial, innovative and institutional stakeholders, and establishment of a communications approach, to inform the future engagement plan.

The CAS commission is currently planned to complete in March 2025 and will support preparations and delivery of CFI Stage 2.

4. CFI Stage 2

4.1. Procurement activity

Preparations for CFI Stage 2 are well underway, with detailed scopes developed for the Stage 2 workstreams:

- CFI Stage 2A*: STAG Appraisal and Related Technical Workstreams
- CFI Stage 2B*: Strategic Environmental Assessment and Habitat Regulations Assessment
- CFI Stage 2C*: Impacts Assessments
- CFI Stage 2D*: Programme Business Case
- CFI Stage 2E: Programme Business Case Audit
- CFI Stage 2F*: Preliminary Engineering Statement
- CFI Stage 2G*: Land-use & Placemaking and Housing Assessment
- CFI Stage 2H: Transformation Strategy & Framework and Action Plan

**Denotes commissions that have been tendered to date via SPT's Clyde Metro Professional and Technical Services Framework. 2E and 2H are future planned tenders.*

Facilitated by SPT's Procurement team, assessments of bids began in early December 2024 and preferred bidders selected across several of the required commissions. Changes to SPT Contract Standing Orders and the Scheme of Delegations in relation to contract approvals were approved at the December 2024 Partnership⁵. This has allowed the following commissions to be directly awarded:

⁵ https://www.spt.co.uk/media/k0kl0z50/p131224_agenda6.pdf

- CFI Stage 2B: Strategic Environmental Assessment and Habitat Regulations Assessment; and
- CFI Stage 2G: Land-use & Placemaking and Housing Assessment.

The following commissions are the subjects of separate reports to this meeting of the Partnership, seeking approval to award:

- CFI Stage 2A: STAG Appraisal and Related Technical Workstreams; and
- CFI Stage 2F: Preliminary Engineering Statement.

The remaining commissions are currently either undergoing tender assessment (CFI Stage 2C: Impact Assessments & CFI Stage 2D: Programme Business Case) or are yet to be tendered (CFI Stage 2E: Programme Business Case Audit & CFI Stage 2H: Transformation Strategy & Framework and Action Plan).

Commissions are planned to start from spring 2025 in line with the current CFI programme plan. CFI Stage 2 is planned to complete early 2027.

4.2. 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 1a to CFI Stage 2 signalling a major milestone for the programme.

In line with good practice, SPT and project partners have been progressing with a Stage 2 readiness review to ensure successful delivery of this next critical phase of CFI delivery. Planning is currently underway for commencing Stage 2 CFI activities including inception activity period to allow for clear focus and discussions on delivery/ programme/ interactions/ project management/ reporting.

Members should note that the CFI is being funded by Glasgow City Region and remains within budget. With the commencement of Stage 2 of the CFI and receipt of bids for the various commissions therein, budgetary requirements will continue to be closely monitored.

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.

Officers are in the process of reviewing how these complementary measures align and integrate with the Clyde Metro Programme as matters progress, and members will be updated on this in future.

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).

5. Partnership action

The Partnership is recommended to note this report.

6. Consequences

Policy consequences

In line with Policy 25 Clyde Metro, and other supporting policies, of the Regional Transport Strategy.

Legal consequences	<i>None at present</i>
Financial consequences	<i>Costs being managed within agreed Clyde Metro budgets.</i>
Personnel consequences	<i>Resources required for project are kept under review and any approvals sought in line with SPT governance arrangements.</i>
Equalities consequences	<i>Impact assessments will be undertaken as part of Metro CFI.</i>
Risk consequence	<i>None at present.</i>
Climate Change, Adaptation & Carbon consequences	<i>Relevant statutory assessments are being undertaken as part of Metro CFI. It is expected the project outcomes will have a significant positive impact in reducing carbon emissions from transport.</i>

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