

Clyde Metro: Case for Investment Stage 2A: STAG Appraisal and related Technical Workstreams – award of contract

Date of meeting 14 March 2025

Date of report 18 February 2025

Report by Head of Policy and Planning

1. Object of report

To recommend the Partnership approve an award of contract for consultancy services to support the development of the Clyde Metro Case for Investment Stage 2A STAG Appraisal and related Technical Workstreams.

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 nearing completion of Stage 1 of the Case for Investment (CFI).

Preparations for CFI Stage 2 are well underway with Clyde Metro project partners having collaborated to develop detailed scopes for the Stage 2 workstreams. CFI Stage 2 is divided into eight separate commissions, assigned against the Clyde Metro Framework² as follows:

- Stage 2A: STAG Appraisal and related Technical Workstreams
- Stage 2B: Strategic Environmental Assessment and Habitats Regulations Assessment
- Stage 2C: Non-Environmental Impact Assessments
- Stage 2D: Programme Business Case, Transformation and related Technical Workstreams
- Stage 2E: Programme Business Case Audit
- Stage 2F: Preliminary Engineering Statement
- Stage 2G: Land-Use & Housing Assessment Technical Workstreams
- Stage 2H: Transformation Delivery

3. Outline of proposals

3.1 Commission Overview

The Stage 2A commission is split into five parts as follows:

This commission will undertake the appraisal of Clyde Metro options in a manner consistent with the Scottish Transport Appraisal Guidance (STAG). This will be informed

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

² https://spt.production.d8.studio/media/3a4bju0l/p280624_agenda13.pdf

by a range of supporting technical workstreams. As such, it will be split into five parts as follows:

- Part i: STAG Appraisal: this includes the Preliminary Options Appraisal, Detailed Options Appraisal and Monitoring & Evaluation, building upon the Case for Change and Initial Options Development & Sifting work previously undertaken.
- Part ii: Technical Workstream – Operational Options: this will examine the overarching governance and operational models along with associated delivery mechanisms for Clyde Metro. It will also consider how alignment between modes can be delivered as well as the skills and resources necessary for implementation.
- Part iii: Technical Workstream – Wider Interdependencies: identification and updating of mutually dependent programmes and projects along with how they can be integrated with Clyde Metro.
- Part iv: Technical Workstream – Infrastructure & Rolling Stock Procurement Options: planning and assessment of options for fleet, facilities and route infrastructure.
- Part v: Technical Workstream – Commercial, Revenue & Savings Analysis: development of a strategic approach to commercial operation of Clyde Metro along with its application to develop revenue forecasts and assess commercial viability.

In addition, there will also be a requirement to undertake a public and stakeholder consultation on the key findings from the STAG appraisal.

3.2 Procurement route

The procurement route for securing consultancy support for the commission was via competition using SPT’s Clyde Metro Professional and Technical Services Framework - Lot One – Transport Planning and Modelling. All five organisations on the framework were invited to bid, with five bids being received:

- Mott MacDonald Limited
- SYSTRA Limited
- Arcadis Consulting (UK) Limited
- AECOM Limited
- Jacobs UK Limited

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	29	99	1
Jacobs UK Limited	65	30	95	2
Aecom Limited	61	30	91	3
Systra Limited	40	29	69	4
Arcadis Consulting (UK) Limited	40	25	65	5

The five tenderers provided, at minimum, relevant and acceptable responses against all criteria. Prices were provided as a fixed price value for delivering the commission.

The preferred bidder did not submit the lowest commercial bid, authority to seek approval to present to Partnership for award has therefore been obtained from SPT's Chief Executive.

Mott MacDonald Limited did submit a more robust methodology for their approach, programme and team than the organisation that submitted the lowest commercial bid.

Mott MacDonald Limited will be utilising the services of the following sub-consultants for the delivery of this contract: Stantec UK Limited, Pillar Strategy, NorthStar Consultancy Ltd, Strategic Transport Consulting Ltd and Albanese Consulting Limited.

The procurement exercise has been conducted in accordance with The Public Contracts (Scotland) Regulations 2025.

3.4 Funding

Glasgow City Region is fully funding this commission, as part of a signed grant agreement between GCC (for GCR) and SPT.

4 Partnership action

The Partnership is recommended to approve the award of contract for consultancy support to develop the Clyde Metro Case for Investment Stage 2A: STAG Appraisal and related Technical Workstreams to Mott MacDonald Limited for a value of £1,304,713.00 (excluding VAT).

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. Costs will be managed within the agreed Clyde Metro budgets.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>Non-Environmental impact assessments and mitigation proposals will be developed in workstream 2C, which is due to be commissioned in March 2025.</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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