

## **Clyde Metro: Case for Investment Stage 2D: Programme Business Case and related Technical Workstreams – award of contract**

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**Date of meeting** 13 June 2025

**Date of report** 27 May 2025

### **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 Clyde Metro Case for Investment Stage 2D: Programme Business Case and related Technical Workstreams.

#### **2. Background to report**

Members will recall from the previous update<sup>1</sup> that the Metro project partners SPT (lead), Glasgow City Council (GCC) for Glasgow City Region (GCR), and Transport Scotland (TS) (project assurance) have recently commenced delivery of CFI Stage 2. This stage is divided into eight separate commissions, 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 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

To date, CFI Stages 2A, 2B, 2C, 2F and 2G have been commissioned and commenced delivery in March 2025. CFI Stage 2D is the sixth of the commissions to be mobilised and will be followed by CFI Stages 2E (summer 2025) and 2H (late 2026/early 2027).

#### **3. Outline of proposals**

The Stage 2D commission will develop the Programme Business Case for Clyde Metro in a manner consistent with industry practice in being compliant with HM Treasury's Green Book and the 'five-case' business case model<sup>2</sup>. This will be informed by supporting technical workstreams

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<sup>1</sup> [https://spt.production.d8.studio/media/octihm3d/p140325\\_agenda11.pdf](https://spt.production.d8.studio/media/octihm3d/p140325_agenda11.pdf)

<sup>2</sup> The Five Case model comprises: The Strategic Case, The Economic Case, The Commercial Case, The Financial Case, and The Management Case. Further information at: <https://www.gov.uk/government/publications/business-case-guidance-for-projects-and-programmes>

and concurrent CFI Stage 2 workstreams. The commission will be split into three parts, as follows:

- i. **Programme Business Case:** comprised of a programme-level business case encompassing the requirements of both Strategic Business Case (SBC) and Outline Business Case (OBC) stages. It will draw upon the outputs from CFI Stage 2A STAG Appraisal and related Technical Workstreams to inform the development of a strategic case, economic case, commercial case, financial case and management case for Clyde Metro.
- ii. **Technical Workstream – Funding & Financing Options:** this workstream will include the development and assessment of funding and financing options for the Clyde Metro to enable the identification of a recommended funding and financing approach for further development and delivery of the programme.
- iii. **Technical Workstream – Economic Baseline & Assessment:** this workstream focuses on detailed assessment of the non-transport economic impacts of the preferred option which will emerge from the economic case of the Programme Business Case. This assessment will be informed by the development of an initial detailed baseline of the non-transport economic performance of the study area.

The procurement route for securing consultancy support for the commission was via competition using SPT's Clyde Metro Professional and Technical Services Framework - Lot Four – Business Cases and Economic Assessment. All six organisations on the framework were invited to bid, with five bids being received:

- SYSTRA Limited
- Jacobs UK Limited
- Ove Arup and Partners International Limited
- Arcadis Consulting (UK) Limited
- AECOM Limited

Four compliant bids were received and evaluated with the tenderers providing, at a minimum, relevant and acceptable responses against all criteria.

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

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

Supplier name	Quality Score	Price Score	Total Price + Quality	Ranking
Ove Arup and Partners International Limited	70	26	96	1
Aecom Limited	54	30	84	2
Systra Limited	47	28	75	3
Arcadis Consulting (UK) Limited	38	30	68	4

Prices were provided as a fixed price value for delivering the commission.

The preferred bidder did not submit the lowest commercial bid, and therefore authority to seek approval to present to this Committee for formal award was sought and obtained from the Chief Executive in line with due process.

Ove Arup and Partners International Limited's bid provided a more robust methodology in terms of approach, programme and risk assessment than the organisation that submitted the lowest commercial bid.

Ove Arup and Partners International Limited will be utilising the services of EY (previously known as Ernst & Young) as a sub-consultant for the delivery of the contract.

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

#### 4. Committee action

The Committee is recommended to approve the award of contract for consultancy support to develop the Clyde Metro Case for Investment Stage 2D: Programme Business Case and related Technical Workstreams to Ove Arup and Partners International Limited for a value of £985,439.

#### 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>A Transport Economist is being recruited to oversee delivery of CFI Stage 2D and to support other relevant project work.</i>
Equalities consequences	<i>Non-Environmental impact assessments and mitigation proposals will be developed in workstream 2C, which was 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 Clyde Metro CFI. It is expected the project outcomes will have a significant positive impact in reducing carbon emissions from transport.</i>

**Name** Bruce Kiloh  
**Title** **Head of Policy and Planning**

**Name** Valerie Davidson  
**Title** **Chief Executive**

For further information, please contact *Bruce Kiloh, Head of Policy and Planning* at [bruce.kiloh@spt.co.uk](mailto:bruce.kiloh@spt.co.uk) or *Alec Knox, Principal Transport Planner* at [alec.knox@spt.co.uk](mailto:alec.knox@spt.co.uk).