

## Clyde Metro: Case for Investment - progress update

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**Date of meeting** 28 November 2025

**Date of report** 18 November 2025

**Report by Head of Policy and Planning**

### 1. Object of report

To update the Committee on the progress of the Clyde Metro Case for Investment.

### 2. Background to report

The completed Stage 1 of the Case for Investment (CFI) delivered the Case for Change<sup>1</sup> and identified initial corridor-based network options to improve connectivity across the Glasgow City Region<sup>2</sup>. Members will recall from the previous update<sup>3</sup> that the Metro project partners (SPT (lead), Glasgow City Council (GCC) representing the Glasgow City Region (GCR), and Transport Scotland (TS) providing project assurance), are now in the process of delivering Stage 2 of the CFI. This stage, which commenced in March 2025, focuses on the preparation of the Programme Business Case (PBC) and the detailed appraisal of potential network options.

The delivery of the CFI is being undertaken in accordance with Scottish Transport Appraisal Guidance (STAG) and HM Treasury's Green Book guidance for the development of the PBC. The CFI will ultimately identify a preferred network option, along with proposed phasing, to be taken forward in subsequent stages of work beyond the CFI.

### 3. CFI Stage 2 – Progress Update

#### 3.1 Workstream update

A key current focus for the Metro team has been to ensure co-ordination across the various workstreams and consultants supporting their delivery. To support this integration, a Workstream Integration Plan has been developed, mapping the interdependencies across Stage 2 workstreams. This has informed the creation of an Integrated Programme Plan, which has been shared across all workstreams and is helping to drive an aligned and cohesive delivery approach. Further, a Consultants Forum has been established to facilitate communication and a joined-up, 'one team' approach to delivery of the programme.

A pivotal workstream at this point in the CFI development is 2A STAG appraisal, which is progressing the development of emerging networks identified during CFI Stage 1. This work includes the creation of Corridor Alignment Options (CAOs) which involves looking in detail at potential Clyde Metro routes and mode options. Over the coming weeks, these

<sup>1</sup> <https://www.spt.co.uk/media/vpxjoe2k/clyde-metro-cfi-case-for-change-report.pdf>

<sup>2</sup> [https://www.spt.co.uk/media/ajvhfr3j/clydemetro\\_cfi-stage1\\_overviewcommunicationnote\\_spring2025.pdf](https://www.spt.co.uk/media/ajvhfr3j/clydemetro_cfi-stage1_overviewcommunicationnote_spring2025.pdf)

<sup>3</sup> [https://spt.production.d8.studio/media/vevnbj5d/p270625\\_agenda9.pdf](https://spt.production.d8.studio/media/vevnbj5d/p270625_agenda9.pdf)

CAOs will undergo a Preliminary Options Appraisal (POA) to identify a shortlist of viable network combinations. Thereafter, a more detailed assessment, the Detailed Options Appraisal (DOA) stage, will begin to determine the preferred Clyde Metro network.

A Business Case Working Group (BCWG) has been established as part of workstream 2D Programme Business Case. This group will provide assurance on business case development processes, ensuring alignment with relevant guidance and best practice. Transport Scotland will continue to play a key assurance role, providing ongoing input throughout that process.

Regular co-ordination meetings are being held across workstreams, bringing together project management leads from SPT, GCC, GCR, TS and appointed consultants.

An update on activity across all workstreams is provided in the table below:

*Key CFI Stage 2 Activity*

| Workstream                                                        | Activity                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Stage 2A: STAG Appraisal</b>                                   | <ul style="list-style-type: none"> <li>○ As per above.</li> </ul>                                                                                                                                                                                                                                                                                                         |
| <b>Stage 2B: Environmental Impact Assessment (SEA &amp; HRA)</b>  | <ul style="list-style-type: none"> <li>○ Consultation with statutory bodies for SEA Scoping is complete and responses received. Consultants work to review responses is currently underway.</li> </ul>                                                                                                                                                                    |
| <b>Stage 2C: Non-environmental Impact Assessments</b>             | <ul style="list-style-type: none"> <li>○ The Equality Impact Assessment (EQIA) scoping stage is complete. Work is now focused on reporting emerging findings, highlighting key themes such as accessibility, affordability/fares/ticketing, multi-modal integration, and placemaking. These insights will inform the option shortlisting process.</li> </ul>              |
| <b>Stage 2D: Programme Business Case</b>                          | <ul style="list-style-type: none"> <li>○ This workstream will deliver the core component of the CFI: the Programme Business Case. In line with HM Treasury's Green Book guidance, work has commenced on the Strategic Case, which reaffirms the strategic context established in CFI Stage 1 and demonstrates alignment with existing policies and strategies.</li> </ul> |
| <b>Stage 2E: Programme Business Case Audit</b>                    | <ul style="list-style-type: none"> <li>○ Currently in mobilisation stage. Contract for consultancy support awarded to AECOM, September 2025.</li> </ul>                                                                                                                                                                                                                   |
| <b>Stage 2F: Preliminary Engineering Statement</b>                | <ul style="list-style-type: none"> <li>○ The collation of primary data sources is complete. An engineering assessment has been undertaken to support the development of CAOs into feasible network options.</li> </ul>                                                                                                                                                    |
| <b>Stage 2G: Land-use &amp; Housing Assessment</b>                | <ul style="list-style-type: none"> <li>○ The Policy Baseline Report is in preparation. This includes engagement with Glasgow City Region local authorities to gather insights on land use priorities, development sites, opportunities, and constraints.</li> </ul>                                                                                                       |
| <b>Stage 2H: Transformation Strategy &amp; Delivery Framework</b> | <ul style="list-style-type: none"> <li>○ Engagement underway with GCR Place team in regard to support for this workstream.</li> </ul>                                                                                                                                                                                                                                     |

### 3.2 Public and Stakeholder Engagement and Consultation – early 2026

Members attention is drawn to a public and stakeholder consultation exercise scheduled for February-March 2026 on the shortlisted network options. This is being carried out, in line with STAG requirements, to understand the scale of public and stakeholder acceptability of those options. This consultation, alongside the Detailed Options Appraisal exercise, will inform the selection of a preferred Clyde Metro network, which will be pivotal to the development of the PBC through to CFI completion in early 2027. The development of network options will also be shaped using inputs from the other CFI workstreams, including the Equality and Strategic Environmental Impact Assessments.

Planning for the consultation period is already underway and an engagement blueprint is being developed to outline the consultation programme, mapping out all required consultation activity. The consultation, which is expected to run for approximately eight weeks, will include a mix of in-person events, webinars, and an online survey to gather feedback on the proposed Clyde Metro network options.

### 3.3 Engagement with councils

An important element of work throughout the development of the CFI has been engagement with councils, seeking to ensure effective input and buy-in on the CFI as it progresses. Councils receive regular updates on CFI progress through meetings of the GCR Senior Officers Group and SPT's Councils' Liaison Group. These forums also provide opportunities for engagement and feedback on ongoing CFI activities.

Members will recall that the CFI is being funded by Glasgow City Region utilising funding from the Scottish and UK Governments, and throughout the development of the CFI, SPT officers have been engaging through GCC and with GCR structures directly to update on progress, and there is ongoing dialogue with the GCR team about further opportunities for engagement in that regard.

The GCR Place team will also be supporting the development of the CFI in relation to strategic land-use planning and development matters, specifically in relation to CFI Stage 2 workstreams 2G and 2H. This additional support from the GCR Place team is a significant positive step in advancing the wider benefits of Metro to the region.

### 3.4 National Wealth Fund Regional Project Accelerator

At the UK Regional Investment Summit in Birmingham on 21 October, the Chancellor of the Exchequer, Rachel Reeves MP, gave a speech in which she highlighted support for the Clyde Metro, and consequently the project has been selected to benefit from the National Wealth Fund's (NWF) Regional Project Accelerator. Since then, officers have met with NWF representatives along with colleagues from GCR to advance work in that regard, and members will be updated as matters progress.

## 4. Conclusions and Next Steps

Delivery of the Clyde Metro CFI continues to progress positively and at pace, with the Stage 2 workstreams now well underway. The programme remains on track and on budget for completion in early 2027. Programme timelines and financial requirements continue to be closely monitored and reported in line with requirements.

It is important to highlight that SPT continues to lead the Clyde Metro programme from a regional perspective, ensuring alignment with wider strategic initiatives, including the Strathclyde Regional Bus Strategy and other related workstreams.

## 5. Committee action

The Committee is recommended to note the content of this report.

## 6. 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>Costs for SPT led elements of the project are being managed within the agreed SPT Clyde Metro budget.</i>                                                                                                    |
| Personnel consequences                           | <i>SPT staffing resources required for project are kept under regular review and approval for any additional resources are sought in line with SPT governance arrangements.</i>                                 |
| Equalities consequences                          | <i>Impact assessments are being undertaken as part of Clyde Metro CFI.</i>                                                                                                                                      |
| Risk consequences                                | <i>Processes are established to manage CFI commissions and mitigate associated delivery risks.</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> |

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