



Clyde Metro Progress Update

Date of meeting 13 December 2024

Date of report 3 December 2024

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 recall 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 Case for Investment (CFI).

The CFI is an essential first step towards setting out the programme of projects which will make up the Clyde Metro over years to come. It includes the following work packages:

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

The CFI 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 throughout its development.

The current focus is delivery of CFI Stage 1a.

3. Progress Update

3.1 CFI Stage 1a – Case for Change & Initial Option Development

Members will recall from previous updates that consultant Mott MacDonald (MM) was appointed to support SPT and project partners in the delivery of the CFI Stage 1a².

An update on current Stage 1a progress is provided below.

¹ https://spt.production.d8.studio/media/mvmvgus4n/p200924_agenda7.pdf

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

3.1.1 Case for Change (CfC)

Further to the previous report to the Partnership, which included a summary of the CfC, a further report and CfC summary were subsequently presented to the Glasgow City Region Cabinet on 5 November 2024 for noting.

The full CfC report has now been finalised and is available on SPT's Clyde Metro microsite at <https://www.spt.co.uk/about-us/what-we-are-doing/clyde-metro/> in the 'Key Documents' section.

3.1.2 Network Option Development

The Network Option Development element of CFI Stage 1a, including the identification of potential network options to be taken forward into CFI Stage 2 for detailed appraisal, is nearing completion. This work builds on the evidence and findings of the CfC, and includes:

- Outlining the network development and assessment process
- Identification of priority 'Attractor' and 'Producer' trip locations
- Identifying priority, unserved or underserved places in the study area which would benefit from better connectivity and accessibility.
- Development and Assessment of Corridor Options
- Development and Assessment of Network Options
- Presentation of four Network Options for stakeholder engagement and discussion, with the intention that three Network Options are taken forward for development and appraisal in CFI Stage 2

Key socio-economic data, environmental constraints and opportunities, regional trends, connectivity metrics and policy context have been integrated into the option development and assessment process. This has been developed to demonstrate a clear 'line of sight' back to the CfC, and in turn, to the conclusions of the Strategic Transport Projects Review 2 (STPR2).

Taking an approach similar to that used to develop the CfC, the network options have been shaped and informed extensively by feedback from programme partners, as well as through engagement with key stakeholders, including transport operators and GCR local authorities.

The draft Network Options report was issued to primary stakeholders in mid-October 2024 and has been subject to engagement with them to ensure that there are no 'showstoppers', areas of significant concern or key missed items. Feedback received to date has been positive and has been incorporated where appropriate as the final report is completed.

The draft Network Options report will be presented to the Clyde Metro Programme Steering Group for noting on 11 December 2024, and approval will be sought from the PSG to commence a formal stakeholder engagement phase on the outcomes of CFI Stage 1a. Further detail on this is provided in the following section.

The stakeholder engagement phase on CFI Stage 1a will comprise two elements:

Phase	Activities	Timeline
Stakeholder Awareness	This period will seek to update key stakeholders on current and future CFI workstreams and raise awareness of the pending engagement exercise on the Clyde Metro Vision, Objectives and Network Options emerging from CFI Stage 1a, seeking to ensure that appropriate and informative inputs are received and to inform subsequent workstreams as part of CFI Stage 2.	<i>December 2024 – January 2025</i>
Vision, Objectives and Network Options Engagement	This phase will seek feedback on the Vision, Objectives, and Network Options emerging from CFI Stage 1a for taking forward through 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 will include a series of dedicated sessions with elected members from across the region, including a session specifically for SPT Partnership members. These sessions are in the process of being scheduled and members will be advised of dates and times for these in due course.

3.2 CFI Stage 1b – Client Advisory Services

Consultant Turner & Townsend was appointed in May 2024, as part of a requirement for securing Client Advisory Services (CAS) to provide guidance and advice to the project client 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: Identify strategic, political, non-technical, commercial, innovative and institutional stakeholders, identify a communications approach, and inform a future engagement plan.

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

3.3 CFI Stage 2

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 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

At the time of writing, a total of four commissions for these workstreams (marked with an asterisk above) have been put out to tender via SPT's dedicated Clyde Metro Framework, with assessment of bids due to begin in early December 2024. Approval to award CFI Stage 2 contracts will be submitted to the relevant SPT committee for approval, with workstreams commencing from circa March 2025.

4. Next Steps

As can be seen from this report, progress on the delivery of the Clyde Metro CFI remains positive, with all reports from CFI Stage 1a on track to complete by end November prior to the stakeholder engagement exercise over December 2024 - February 2025.

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

The development of complementary measures, separate but relevant to the Metro, 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 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 Clyde Metro as matters progress, and members will be updated in this regard as required in future.

It is important to emphasise that SPT continue to progress the Clyde Metro project 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 progress on Clyde Metro and the contents of the 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 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

*Relevant statutory assessments are being undertaken as
part of Metro CFI.*

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