



Clyde Metro: Case for Investment Stage 2F: Preliminary Engineering Statement – award of contract

Date of meeting 14 March 2025

Date of report 24 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 2F: Preliminary Engineering Statement.

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 commission is split into 3 parts as follows:

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

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

- Part i – Technical Workstream: Assessment Methodology & Supporting Framework
- Part ii – Technical Workstream: Preliminary Engineering Statement
- Part iii – Technical Workstream: Stakeholder Engagement & Consultation

There are 9 core tasks to the commission which include:

- Part i – Technical Workstream: Assessment Methodology & Supporting Framework
 - Task 1: Methodology & Assessment Framework Development: development of the detailed methodology & assessment framework which will be used to undertake preliminary engineering assessments on each of the three network options.
 - Task 2: Preliminary Sources Review: extended review of information which could be used to help deliver the methodology & assessment framework developed in Task 1. This would also include a gap analysis exercise to establish any missing/unavailable information sources and associated actions to remedy these issues.
 - Task 3: Final Preliminary Sources Collation: undertaking appropriate actions to attain necessary, missing information identified in Task 2.
- Part ii – Technical Workstream: Preliminary Engineering Statement
 - Task 4: Technical Feasibility Assessment: a technical feasibility assessment on each of the three network options and their respective corridors.
 - Task 5: Risk & Opportunity Assessment: identification of the risks/mitigations and constraints/opportunities associated with each of the three network options.
 - Task 6: Regulatory & Permitting Requirements Assessment: ascertaining the appropriate and necessary regulatory & permitting requirements for each of the three network options.
 - Task 7: Costs Review Assessment: developing an initial set of high-level engineering costs for each of the three network options.
 - Task 8: Preliminary Engineering Statement: assimilation of the findings from Tasks 4-7 to develop a Preliminary Engineering Statement that will be used to inform wider appraisal processes across the CFI.
- Part iii – Technical Workstream: Stakeholder Engagement & Consultation
 - Task 9a: Stakeholder Engagement & Consultation: Phase 1: engagement of relevant public and private sector stakeholders to ratify, rationalise and expand the outcomes of Tasks 1-3.
 - Task 9b: Stakeholder Engagement & Consultation: Phase 2: engagement with relevant public and private sector stakeholders to inform the development of Tasks 4-8.

3.2. Procurement route

The procurement route for securing consultancy support for the commission was via mini competition using SPT's Clyde Metro Professional and Technical Services Framework - Lot Two – Transport Engineering. All six organisations on the framework were invited to bid with four bids being received:

- Amey OW Limited
- Cowi UK Limited
- Egis Transport Solutions Limited
- Mott MacDonald Limited

Two organisations formally declined to submit a bid due to resources/capacity issues. 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	70.00	30.00	100.00	1
Cowi UK Limited	62.47	28.69	91.16	2
Amey OW Limited	65.13	25.79	90.92	3
Egis Transport Solutions Limited	54.05	28.97	83.02	4

These 4 tenderers provided, at minimum, relevant and acceptable responses against all criteria. Prices were provided as a fixed price value for delivering the commission.

Mott MacDonald Limited is the preferred bidder and will use Stantec Limited as sub-consultants.

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 2F: Preliminary Engineering Statement to Mott MacDonald Limited for a value of £575,219.50 (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

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.

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