

Clyde Metro: Case for Investment - progress update

Date of meeting 27 June 2025

Date of report 10 June 2025

Report by Head of Policy and Planning

1. Object of report

To update the Partnership on the progress of the Clyde Metro Case for Investment activity following the update given in March 2025.

2. Progress Update

Further to previous reports, this update focuses on work undertaken to date on the current phase of the CFI, Stage 2 – Programme Business Case. CFI Stage 2 will undertake preliminary and detailed appraisal of three potential network options. This process will follow Scottish Transport Appraisal Guidance (STAG) and HM Treasury's Green Book Guidance. It will ultimately select a preferred network option – and associated phasing – that will be progressed in future work beyond the CFI, including potential delivery of 'Line 1' of Clyde Metro.

Preparations for CFI Stage 2 procurement activity commenced in late 2024. Detailed scopes were developed, resulting, to date, in contract awards for a total of six workstreams, with one further workstream set to undergo the same process in coming months. Table 1 below summarises CFI Stage 2 workstream commissions and delivery dates.

Table 1: CFI Stage 2 Workstream Commissions/Delivery Dates

Workstream	Status	Consultant	Start Date	End Date
Stage 2A: STAG Appraisal	Awarded	Mott MacDonald	Mar-2025	Aug-2026
Stage 2B – Environmental Impact Assessment (SEA & HRA)	Awarded	Arup	Mar-2025	Feb-2027
Stage 2C: Non-Environmental Impact Assessments	Awarded	Jacobs	Mar-2025	Feb-2027
Stage 2D: Programme Business Case	Awarded	Arup	Jun- 2025	Feb-2027
Stage 2E: Programme Business Case Audit	Tender Period: Summer 2025	TBC	Oct- 2025	Feb-2027
Stage 2F: Preliminary Engineering Statement	Awarded	Mott MacDonald	Mar-2025	Mar-2026
Stage 2G: Land Use & Housing Assessment	Awarded	Arup	Mar-2025	Nov-2026
Stage 2H: Transformation Strategy & Framework ¹	Tender Period: Winter 26/27	TBC	Winter 26/27	Early 2027

¹ Stage 2H is a transitional workstream progressing beyond the CFI

A key initial focus for workstream 2A is to provide a review of the stakeholder feedback gathered through the Vision, Objectives and Network Options engagement stage, and where appropriate, to offer commentary on how this input will be addressed, incorporated, or otherwise considered during the ongoing Stage 2A workstream. This task also provides a rationale for consolidating the four initial emerging network options into three and provides additional insights from network coverage analysis to help inform future refinement of the option set as part of the appraisal process.

Workstream 2C has concluded the initial impact assessment screening to determine the requirements for both statutory and non-statutory impact assessments to be carried out. In conclusion, this has determined that the Island Communities Impact Assessment (ICIA) can be screened out. This aligns with findings of STPR2 Integrated Impacts Assessment in which it states “new mass transit, metro, integrated ticketing and bus priority options will not directly or indirectly impact island communities. However, there could be a minor positive impact for those from island communities visiting the mainland for services through improved accessibility to key services in urban areas”.

Table 2 below provides a summary of key CFI Stage 2 workstream activity.

Table 2: CFI2 Workstream Activity

Workstream	Key Activity
Stage 2A	<ul style="list-style-type: none"> ○ Review of Stage 1A Engagement Feedback outlining how this input will be addressed, incorporated, or otherwise considered during the ongoing Stage 2A workstream. ○ Review of Vision & Objectives and recommendations ○ Consolidation of the four initial emerging network options into three.
Stage 2C	<ul style="list-style-type: none"> ○ The screening task will determine the requirements for both statutory and non-statutory impact assessments including: <ul style="list-style-type: none"> • Equality Impact Assessment (EqIA) • Fairer Scotland Duty (FSD) • Health Impact Assessment (HIA) • Place & Wellbeing Assessment (PWA) • Business & Regulatory Impact Assessment (BRIA) • Island Communities Impact Assessment (ICIA)
Stage 2F	<ul style="list-style-type: none"> ○ Primary Sources Collation will identify information needed and to inform the Engineering Assessment Stage. This task will also identify information gaps. ○ Preparation of Engineering Assessment Methodology Framework.
Stage 2G	<ul style="list-style-type: none"> ○ Preparation of Policy Baseline Report. This will summarise and analyse the key policies relating to land use and housing within the GCR.

3. Next Steps

Progress on the delivery of the Clyde Metro CFI remains positive and is moving at pace, with commencement of CFI Stage 2 in March 2025 signalling another major milestone for the programme.

It is anticipated that CFI Stage 2 will produce around 70 outputs across eight workstreams. These outputs will be delivered over the course of the next two years. Arrangements for consistent reporting of workstream progress, deliverables status, emerging risks, spend against budget and other key project management metrics have been put in place to manage and facilitate delivery of the CFI workstreams in a co-ordinated manner. These arrangements include development of a bespoke reporting system which will be used to monitor CFI delivery and programme performance.

A schedule of regular meetings has been established across individual workstreams involving project manager leads from SPT and GCC for GCR alongside workstream consultants. Furthermore, a 'Consultants Forum' meets 4-weekly and brings together all consultant teams alongside SPT/GCC workstream leads and provides the opportunity to discuss all aspects of CFI delivery, with particular focus on monitoring workstream interdependencies, understanding key risks and ensuring delivery of planned CFI programme.

The CFI programme recognises the importance of effective consultation and engagement throughout. This is guided by a Consultation & Engagement Strategy, with planned engagement split into distinct stages, delivered in a flexible, responsive approach, to allow focus to be given to the delivery of coordinated stakeholder engagement and consultation activities, particularly with councils and stakeholders who occupy the 'Regularly Engage' category identified within a stakeholder mapping exercise.

Members are reminded that the CFI is being funded by Glasgow City Region (utilising funding from the Scottish and UK Governments) and remains within budget. With the commencement of Stage 2 of the CFI and receipt of bids for the various commissions therein, budgetary requirements will continue to be closely monitored.

The development of complementary measures, separate but relevant to the Clyde Metro Programme, 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 recently approved 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 continue to review how these complementary measures align and integrate with the Clyde Metro programme as matters progress, and members will be updated on this in future. It is important to emphasise that SPT continue to progress the Clyde Metro programme from a regional perspective, including co-ordination with wider workstreams including the Strathclyde Regional Bus Strategy (SRBS).

4. Partnership action

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

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>Costs being managed within agreed Clyde Metro budgets.</i>
Personnel consequences	<i>Resources required for project are kept under regular review and any approvals sought in line with SPT governance arrangements.</i>
Equalities consequences	<i>Impact assessments are being undertaken as part of Clyde Metro CFI.</i>
Risk consequence	<i>Processes are established to manage CFI commissions and mitigate associated delivery risks.</i>

Climate Change, Adaptation &
Carbon consequences

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.

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