

## **Clyde Metro – Update noted.**

**3** With reference to the minutes of the City Administration Committee of 21st March 2024 (Print 1, page 38) approving the acceptance of £12.155m of funding for the City Deal Glasgow Airport Access Project to progress the Clyde Metro business case, there was submitted and noted a report by the Executive Director of Neighbourhoods, Regeneration and Sustainability regarding an update on the development of the Clyde Metro, advising

- (1) that £12.155m of funding for the City Deal Glasgow Airport Access Project had been approved to support the development of the wider regional opportunities through Clyde Metro and this Council had been delegated to hold and disburse the funds to support the business case programme development, including entering into agreements with Strathclyde Partnership for Transport (SPT) in their lead role, and as a procuring organisation for consultancy services;
- (2) that of the £12.55m of funding, up to £6.5m was available to SPT to support the delivery of the Clyde Metro Case for Investment (CFI) outputs, with a grant agreement in place between the Council and SPT and the remaining £5.655m was available to the Council to support a Glasgow City Region resource and spend profile in line with the CFI programme, as detailed in the report;
- (3) that the CFI comprised of 4 work packages and the CFI process would be informed by a range of workstreams including a Scottish Transport Appraisal Guidance based appraisal, business case development, technical assessments, audit, assurance, statutory impact assessments as well as engagement and consultation with the public and key stakeholders which would enable informed decisions to be made, as detailed in the report;
- (4) that SPT had appointed Mott MacDonald Ltd to support the delivery of CFI 1a, Case for Change which was one of the first steps within the wider CFI process that was a key component of the Strategic Case of the Programme Business Case, as detailed in the report;
- (5) of the progress of the Network Options Development and the Client Advisory Services;
- (6) that while CFI Stage 1 had established the strategic need for Clyde Metro, Stage 2 would provide a rigorous, more detailed investigation, following principles set out by STAG and HMC Treasury, as detailed in the report and CFI Stage 2 would run for 2 years and would comprise of several workstreams and inter-related tasks to support the long term infrastructure planning and development; and
- (7) that a stakeholder engagement and consultation strategy had been developed by SPT to inform the delivery of activities during CFI Stage 1 and the strategy would be updated to reflect the requirements of CFI Stage 2, however activities would continue to be predominantly focused upon technical experts

and statutory services stakeholders, with the strategy acting as a framework to guide periods of engagement throughout the delivery of CFI Stage 2.