



Glasgow City Council

Economy, Housing, Transport and Regeneration City Policy Committee

Report by George Gillespie, Executive Director of Neighbourhoods, Regeneration and Sustainability

Contact: Harjinder Gharyal

CLYDE METRO – REVISED GOVERNANCE ARRANGEMENTS

Purpose of Report:

To provide committee with a Clyde Metro Case for Investment (CFI) programme update and notify of upcoming changes to Clyde Metro governance procedures.

Recommendations:

- It is recommended that Committee Notes progress on the Clyde Metro CFI
- Notes approval from the Glasgow City Region (GCR) Cabinet of 17 March 2026 for amended governance arrangements as set out in Appendix 1
- Notes the revised remit for Glasgow City Council, and the actions required to be undertaken by the council as outlined in para 4.6
- Refer the report to the City Administration Committee to approve the amended governance arrangements and required actions in line with GCR Cabinet approval of 17 March 2026.

Ward No(s):

Citywide: ✓

Local member(s) advised: Yes No consulted: Yes No

1. Introduction

- 1.1. The purpose of this report is to update the Economy, Housing, Transport and Regeneration Committee on the progress made in developing the Clyde Metro Case for Investment (CFI) programme, and to inform committee of the proposed changes to its governance arrangements. This follows the last update on Clyde Metro to [committee in June 2025](#).
- 1.2. Members will recall that the CFI will develop the programme-level business case for Clyde Metro, which is an essential first step towards setting out the programme of activity which will form the project over the coming years.
- 1.3. The revised governance arrangements outlined in this report are expected to keep the CFI on schedule for completion in 2027. Changes include the provision of City Deal funding directly to SPT as overall project lead, rather than being routed through the council. In addition, all eight GCR local authorities are to have an enhanced role, with expanded representation across the programmes' decision making structures. These governance changes are intended to strengthen the programme, and do not represent changes to the CFI's delivery timescales, scope or outputs.

2. Background

- 2.1. In December 2023, the Glasgow Airport Access Project was incorporated within a wider regional metro opportunity. The GCR Chief Executives Group (under its delegated authority from GCR Cabinet), approved the allocation of £12.155m business case funds from the Glasgow City Region City Deal to Glasgow City Council as the lead GCR local authority to support CFI development. The Scottish and UK Governments are each contributing 50% to the Glasgow City Region City Deal funding package.
- 2.2. On [5 March 2024](#), an update to the EHTR Committee advised that the lead role for CFI development had moved from Transport Scotland to Strathclyde Partnership for Transport (SPT). Glasgow City Council on behalf of GCR would work alongside SPT, with Transport Scotland providing a project assurance role. On [21 March 2024](#), the City Administration Committee subsequently approved and accepted the reallocation of £12.155m GCR City Deal funding to Glasgow City Council to progress the CFI.
- 2.3. Up to £6.5m of this allocation was available to SPT to support the delivery of CFI outputs, with a grant agreement in place between Glasgow City Council and SPT. The remaining £5.655m was available to the council to support GCR local authority resources and to develop a spend profile to support the wider CFI.

3. Progress

- 3.1. CFI Stage 1 concluded in March 2025 with the creation of a Case for Change, a Vision, Objectives and Options Report and the development of several network

options to be subject to more detailed appraisal during CFI Stage 2. Extensive stakeholder engagement was undertaken, including with Elected Members and Chief Executives across the GCR local authorities. An update of the work undertaken as part of CFI Stage 1 was subsequently presented to Members in June 2025.

- 3.2. During 2025, SPT, supported by appointed consultants, have developed technical and engineering assessments to appraise emerging corridor route alignments. The council has supported SPT in this work by facilitating additional information requests and assessments and chairing the GCR Local Authority Senior Officers Group.
- 3.3. CFI Stage 2 requires detailed and complex analysis. This is reflected in the volume of work undertaken and the need for integration across various workstreams. SPT as overall project lead, have responsibility for programming and ensuring work undertaken is appropriate to requirements.
- 3.4. SPT have established dedicated reporting structures for the CFI for which they hold primary responsibility. The most recent progress update on Clyde Metro CFI was presented at their [Strategy & Programmes Committee in November 2025](#).

4. Changes to Clyde Metro Governance Arrangements

- 4.1. Glasgow City Council was appointed as lead local authority, with full delegated authority from GCR. The council has operated to ensure that detailed practical arrangements with SPT and Transport Scotland were in place and there was a clear agreed plan. This included allocating and managing funding, as well as setting out the defined roles and remits required for each partner and key stakeholder.
- 4.2. As part of the council's delegated authority role, a CFI Stage 2 Readiness Review, which included a wider programme assurance review, was conducted with SPT. This highlighted the need for greater involvement of the eight GCR Member Authorities in CFI decision making to support the programme.
- 4.3. Consequently, the GCR Programme Management Office has worked with SPT to address the areas for improvement raised by the Readiness Review. Governance amendments have been developed and proposed to enhance the eight Member Authorities' role in the ongoing development of the CFI.
- 4.4. The intention is that the revised governance arrangements will ensure adherence to the committed timescale for CFI completion of early 2027.
- 4.5. The proposed governance arrangements, their scope and applicability and the key associated principles are set out within the [Glasgow City Region Cabinet Report of 17 March 2026](#) (Appendix 1). Specifically, these reference:
 - The role of the GCR Cabinet as project sponsors and decision makers for key outputs from the CFI development
 - The role of the GCR Chief Executives Group as initial point of escalation from the Programme Steering Group
 - The expanded representation of all eight Member Authorities in the Programme Steering Group

- The role of SPT as the accountable body for the CFI Stage and to be the delivery lead for all workstreams including CFI, PMO and Transformation
- Changes to the CFI City Deal funding - no longer required to be routed through Glasgow City Council, with City Deal grant funding awarded directly to SPT.
- The role of Member Authorities across GCR to participate in future support groups required by SPT in support of the delivery of the overall integrated plan
- The formation of a new Clyde Metro Programme Liaison Group with representatives of both UK and Scottish Governments

4.6. Of relevance to the above changes, Members are asked to note the revised remit of Glasgow City Council in the following areas:

- Given the proposed governance changes, notably the enhanced role of all GCR local authorities and the shift to City Deal funding being provided directly to SPT as overall project lead rather than being routed through Glasgow City Council, there will no longer be a requirement for the council to be the lead authority across the GCR with delegated authority for managing funding and expenditure. Consequently, approval will be required from the City Administration Committee to revoke and return the previous acceptance of the £12.155m grant from GCR.
- The Executive Director of Neighbourhoods, Regeneration and Sustainability, in consultation with the Executive Director of Finance, and the Director of Legal and Administration, will require to conclude all other matters pertaining to the return of City Deal funding, including dissolving the current grant agreement between the council and SPT, make necessary adjustments to the council's capital and investment programme, and ensure appropriate and correct closure of the Clyde Metro financial account and hand back to the GCR remaining balances after processing all grant claims and expenditure incurred up to 31 March 2026. These figures are currently being worked on, however they are projected as approximately £9.9m.
- The Executive Director of Neighbourhoods, Regeneration and Sustainability is to identify an appropriate senior officer who will act with delegated authority on behalf of Glasgow City Council to make decisions pertinent to the remit of the Clyde Metro Programme Steering Group.
- The current internal project team established by Glasgow City Council will return to their substantive roles within the council. They may however be requested to provide knowledge and expert input on an ad hoc basis to support the council's senior officer role within the new governance arrangements. Appendix 2 provides a summary to date of some of the key contributions of the project team to the CFI programme.

- The council's senior officer will assess the ask of local authorities from SPT's revised work programme to determine the new resource requirements to support council's input to develop the CFI.

5. Policy and Resource Implications

Resource Implications:

<i>Financial:</i>	Reversal of the £12.155m funding delegated to Glasgow City Council from GCR City Deal to hold and disburse funds to support the development of the Clyde Metro business case. Financial and activity reporting to GGC and GCR structures to conclude spend to 31 March 2026 and return remaining balance to GCR.
<i>Legal:</i>	Support the dissolving of grant agreements with SPT and the Memorandum of Understanding across partner organisations.
<i>Personnel:</i>	The current dedicated council project team to return to their substantive roles across the organisation. New resourcing requirements to be assessed subject to SPT requirements.
<i>Procurement:</i>	None

Council Strategic Plan:	Grand Challenge 1: Mission 3 and 4. Grand Challenge 2: Mission 1 and 2. Grand Challenge 3: Mission 1 and 2. Grand Challenge 4: Mission 1.
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Equality and Socio-Economic Impacts:

<i>Does the proposal support the Council's Equality Outcomes 2025-29? Please specify.</i>	Clyde Metro is supportive of the stated outcomes
<i>What are the potential equality impacts as a result of this report?</i>	Equality Impact Assessments (EQIAs) will be developed as part of the Impact Assessments workstream; however, Clyde Metro is supportive of the stated outcomes.
<i>Please highlight if the policy/proposal will help address socio-</i>	Clyde Metro focuses on: a) Unserved and underserved areas with relatively poor connectivity.

economic disadvantage.

b) Improving access to key hubs such as the city centre, hospitals, major education facilities, key employment, centres, retail hubs, and major leisure/sports facilities; and
c) Integrating with major transport hubs and creation of new interchange opportunities as well as active travel.

Climate Impacts:

Does the proposal support any Climate Plan actions? Please specify:

GCC has committed to a goal of achieving net zero carbon emissions in Glasgow by 2030 in its collaborative Climate Plan. Clyde Metro recognises that transport emissions are the biggest challenge

What are the potential climate impacts as a result of this proposal?

Clyde Metro can provide a positive impact on the climate through enabling and encouraging alternative and more sustainable modes of travelling in the GCR, as well as reduce emissions.

Will the proposal contribute to Glasgow's net zero carbon target?

Clyde Metro will contribute to Glasgow's net zero carbon target. To promote low carbon movement of people and goods in a resilient transport system that can adapt sustainably in the future

Privacy and Data

Protection Impacts:

No data protection impacts identified

Are there any potential data protection impacts as a result of this report
Y/N

If Yes, please confirm that a Data Protection Impact Assessment (DPIA) has been carried out

6. Recommendations

6.1. It is recommended that the Committee:

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