

## **Clyde Metro – Case for Investment governance arrangements approved.**

**6** With reference to the minutes of the 18th December 2025 noting the proposed changes to the Clyde Metro Case for Investment (CFI) governance arrangements, there was submitted a report by the Director of Regional Economic Growth providing further information in relation to the proposed changes, advising

- (1) of the scope of the proposed Metro Governance arrangements and of the managing dependencies/constraints that may exist with other key stakeholders, as detailed in the report;
- (2) that to date, the GCR Cabinet's role had been to oversee the City Deal funding allocation to the Clyde Metro CFI;
- (3) of proposals for Cabinet members to be recognised as Clyde Metro Project Sponsors for the CFI stage, with 2 key roles as Sponsor:-
  - (a) Cabinet would retain oversight of the City Deal funds that were being used to develop the Case for Investment; and
  - (b) Cabinet would be recognised as the “owners” of the CFI document and be expected to have a lead role in supporting the local delivery of the Clyde Metro and seeking of the investment that the CFI would be making the case for, therefore Cabinet would approve the key elements of the CFI documents, whilst Strathclyde Partnership for Transport (SPT) would continue to seek any approvals as necessary from their Partnership Board and Committees in line with their governance processes;
- (4) of proposals for the Chief Executive's Group to provide executive support to Cabinet members in their role as Sponsors, including:-
  - (a) each Chief Executive being charged with making decisions and recommendations to their Leaders/respective Cabinet members with regards to approval of the decisions, as set out within Appendix 1 of the report;
  - (b) each Chief Executive would ensure that their Member Authority provides adequate resource and input to the Clyde Metro CFI development, with representation from their MA on the Programme Steering Group and relevant Support Groups; and
  - (c) the Chief Executive's Group would be the initial point of escalation from the Clyde Metro Programme Steering Group (PSG) where decisions could not be agreed or were referred up for a more senior input and of the proposed changes going forward of the PSG membership; and
- (5) of proposals for City Deal grant funding to be awarded directly to SPT and not go via Glasgow City Council as its had done previously, and as grantee, SPT

would comply with City Deal grant conditions, Assurance Framework (AF) and Programme Management Toolkit (PMT) requirements; and

- (6) that the proposed Clyde Metro Programme Liaison Group (PLG) should be formed with representation of both UK and Scottish Governments and of the Terms of Reference for the Group that would require to be developed with members' input however it was anticipated or envisaged that the PLG would be a mechanism for:
  - (a) helping to manage, via Transport Scotland/Scottish Government, dependencies, constraints and risks associated with integrating Clyde Metro with the wider public transport system and the responsibilities of Network Rail/Scotrail;
  - (b) engaging with the National Wealth Fund (NWF) following HM Treasury's announcement in November 2025 of the Clyde Metro's status as a 'Focus Project' for the NWF as part of the GCR Strategic Partnership Agreement;
  - (c) engaging with senior officials involved with wider Regional economic development/regional empowerment in both governments; and
  - (d) engaging with Transport Scotland on the post-CFI arrangements for funding this Strategic Transport Projects Review 2 project;
- (7) of the proposed decision-making approach and indicative timescales that included SPT developing an overview of the decisions which would be required to be made for the successful delivery of the CFI, as detailed in the Appendix to the report; and
- (8) that relevant progress updates would be provided within the Quarterly Performance Report where specific decisions would not be required and that it was anticipated that ongoing engagement with key stakeholder, particularly GCR local authorities which would take place to support frictionless decision making through the governance channels.

After consideration, the Cabinet

- (a) noted the report; and
- (b) approved the proposed changes to the Clyde Metro Case for Investment Governance arrangements as detailed above and as set out in the report.