



Strategic Transport Projects Review – Draft Recommendation – Clyde Metro

Committee Strategy and Programmes

Date of meeting 18 February 2022

Date of report 2 February 2022

Report by Chief Executive

1. Object of report

The object of this report is to provide an update on the proposed Strategic Transport Projects Review (STPR2) draft recommendation, Clyde Metro.

2. Background

- 2.1 The STPR2 will set priorities for national investment in transport for the next 20 years. A public consultation on the draft recommendations of STPR2 is underway and this is the subject of a separate report to this Committee.
- 2.2 For the SPT area, the most high-profile draft recommendation in the STPR2 is the Clyde Metro. This proposal is intended to transform the public transport network of the Glasgow City Region, with a wide range of infrastructure, service and integration improvements and new routes. Further detail on the Metro is noted below, followed by SPT initial comments on the proposals, including considerations for next steps.

3. Outline of proposals

- 3.1 The STPR2 Draft Technical Report describes Clyde Metro as follows:

“A metro transport system that would improve connectivity in the Glasgow City Region up to around 15km from the city centre and would target areas where connections are currently poor, including places where there is deprivation.

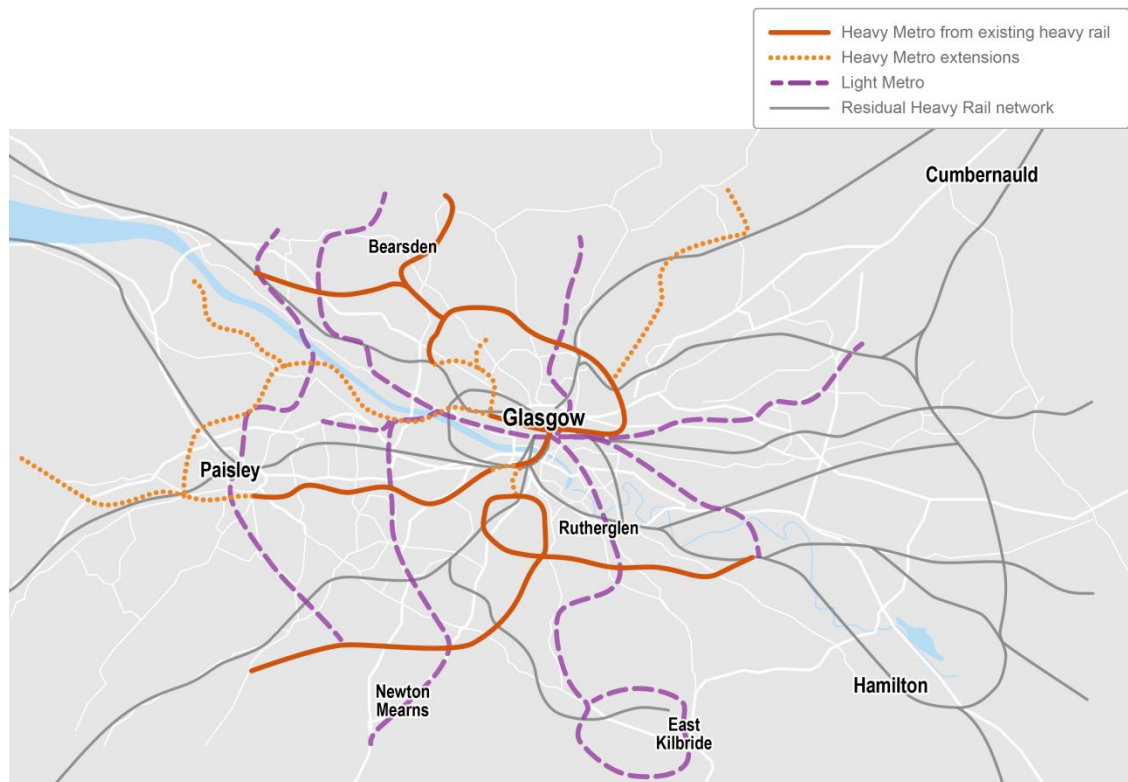
The Clyde Metro would be a new level of public transport provision for Glasgow City Region, addressing a gap where heavy rail is being used in a way that is not entirely efficient. Metro transport systems include one of or a combination of bus rapid transit, tram, light rail and metro rail. These options would complement the service provided by traditional railways and may include the conversion from existing railways to tram or metro rail.

The Clyde Metro would improve access to and from the city centre and busy locations – including hospitals, major education facilities, key employment centres, retail hubs and major leisure/sports facilities - supporting Scottish Government policies aimed at tackling deprivation and health issues.

Integrating Clyde Metro with active travel and existing transport networks would remove shorter distance trips from the heavy rail network and free up additional capacity for longer journeys. There is potential for particular gains at Glasgow Central. This would facilitate improvements to wider rail services and assist in any developments in High Speed Rail.

It would integrate with major transport hubs and create new interchange opportunities with heavy rail, bus, walking, wheeling and cycling. The system would help to deliver environmental benefits and improve public transport journey times and journey time reliability making sustainable travel options more attractive.”

3.2 A high-level concept map of the proposed Clyde Metro has been produced as part of the STPR2 consultation:



3.3 The STPR2 Draft Technical Report concludes by recommending *“that Transport Scotland continues to work with Glasgow City Council, SPT and other regional partners in the development of Clyde Metro including the design, business case and governance.”*

3.4 Officers continue to review the draft recommendations of the STPR2 with a view to presenting a proposed draft response to the Partnership at its meeting in March. However, noted below are some initial observations on the Clyde Metro proposal and potential next steps.

3.5 On the whole, SPT is very supportive of the Clyde Metro proposal. As members are aware, for many years SPT has advocated for greater investment in the public transport network of the west of Scotland, and Clyde Metro has the potential to facilitate the transformative change required in that regard. That transformation is even more important now, as public transport faces the twin challenges of recovering from the pandemic and helping achieve national climate change targets. Furthermore, our region has some of the most deprived areas in Scotland, and many areas or places with poor public transport connectivity, and the Clyde Metro is focused on creating or improving

links to these communities, providing people with the chance to pursue life or work opportunities which would otherwise be unavailable to them.

- 3.6 Following the consultation currently underway, should the Clyde Metro be formally approved in the final STPR2 report later this year, it will be important that the role of local bus services and Bus Rapid Transit, and the Subway, are given a prominent role in future considerations as part of Clyde Metro development. They will play a key role in integrating with other modes, and in continuing to provide regular services within the urban core and to and between outlying areas of the region.
- 3.7 SPT welcomes being named as a key partner in taking the Clyde Metro proposal forward, assisting Transport Scotland alongside Glasgow City Council and other regional partners. As members will be aware, officers have been involved at varying levels in both the development of the STPR2 and the Metro proposal, and are continuing to pursue opportunities in that regard. Indeed, an initial meeting of the Clyde Metro Programme Steering Group is to take place in March, with senior representation from Transport Scotland, Glasgow City Council and SPT. This group will consider next steps in terms of taking the project forward should it be approved by Scottish Ministers later in the year.
- 3.8 Worth emphasising, however, is that the Clyde Metro proposal, if approved, will be a decades-long undertaking with significant costs, given the scale of potential interventions required to deliver it. Indeed, the Minister for Transport recently confirmed to the Scottish Parliament that “the early estimated cost of the Metro project is somewhere between £11 billion and £16 billion, based on the outturn cost of other comparable projects, with a timescale of 25 to 35 years to completion”¹. It is therefore essential that, in these early stages, development of business cases, design and development, and work to address any governance issues is expedited in a robust, evidence-based and objective-led way, in line with due process and statutory obligations. In addition to preparing the response to the STPR2 consultation, officers are seeking to align the Clyde Metro proposal in the development of the new RTS, and are also looking to identify any ‘early win’ projects which could be developed and delivered to support the Clyde Metro proposal. Officers will continue to update members on this and other STPR2 matters as progress is made.

4. Conclusions

The inclusion of the Clyde Metro as a draft recommendation in the STPR2 is a very positive first step towards what could potentially be the most significant transport project in our region for many years. SPT will continue to work with Transport Scotland, Glasgow City Council, our constituent councils and other partners in seeking to ensure it emerges as a key project in the approved STPR2 later this year and, should that be the case, that preparations are in place to ensure that work can begin in earnest to transform the region’s public transport network.

5. Committee action

The Committee is recommended to note the contents of this report.

¹ https://www.parliament.scot/chamber-and-committees/official-report/what-was-said-in-parliament/meeting-of-parliament-02-02-2022?meeting=13561&iob=123048#orscontributions_M5613E438P774C2376526

6. Consequences

Policy consequences	<i>STPR2 proposals are being taken into account in the development of the new Regional Transport Strategy.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>None at present.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>An Equalities Impact Assessment has been undertaken as part of STPR2 development.</i>
Risk consequences	<i>None at present.</i>

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