

Clyde Metro – progress update

Committee Strategy & Programmes

Date of meeting 9 September 2022

Date of report 31 August 2022

Report by Chief Executive

1. Object of report

To update the Committee on the Clyde Metro proposal.

2. Background

- 2.1 The Clyde Metro emerged as a proposed recommendation from Transport Scotland's second Strategic Transport Projects Review (STPR2) when it went out to consultation earlier this year. The STPR2 Draft Technical Report, published as part of the STPR2 public consultation, described the 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.”

- 2.2 The STPR2 Draft Technical Report concluded by recommending “that Transport Scotland (TS) continues to work with Glasgow City Council (GCC), SPT and other regional partners in the development of Clyde Metro including the design, business case and governance.”
- 2.3 Further to earlier reports to the Committee¹, and in line with the above, officers have been working with colleagues from Transport Scotland and Glasgow City Council in seeking to take forward the Clyde Metro proposal.
- 2.4 It is worth highlighting that STPR2 will not formally conclude and be published until circa November 2022 therefore any current work undertaken is subject to the Clyde Metro being confirmed as a project recommended to be taken forward by the STPR2. TS is currently in the process of reviewing responses to the public consultation on the STPR2.

3 Update

- 3.1 Noted below are the key activities undertaken by the Clyde Metro project partners (TS, SPT and GCC) since the previous report to the Committee in February 2022 and work planned for the immediate future.
- 3.2 A Programme Steering Group (PSG) has been established and met in March 2022. Membership comprises Chief Executives and senior officers/directors of the project partners. The PSG agreed at its March meeting to establish a Working Group to progress matters and the need for a stand-alone programme-level business case for the Clyde Metro.
- 3.3 A Working Group (named Client Delivery Group (CDG)) was subsequently established to undertake the day-to-day management and oversight of the Clyde Metro proposal. Membership comprises senior officers of TS, SPT and GCC. The CDG meets fortnightly and attendees also include consultants procured by TS to assist with Clyde Metro development. The CDG arranged a Programme Workshop (attended by TS, SPT and GCC plus consultants assisting TS) which was held in May and hosted by SPT, to define required elements of the programme.
- 3.4 Following the Programme Workshop, a TS-procured consultant core team has been mobilised and set up around ten Work Packages:
 - WP1 – Project Management
 - WP2 – Society and Environment
 - WP3 – Digital Solutions
 - WP4 – Technical and Engineering
 - WP5 – Transport and Economics
 - WP6 – Stakeholder Engagement
 - WP7 – Interface
 - WP8 – Delivery and Programme
 - WP9 – Health and Safety
 - WP10 – Information Management

¹ https://www.spt.co.uk/media/ehgifhrd/sp180222_agenda9.pdf and https://www.spt.co.uk/media/rjf3nv1/sp180222_agenda8.pdf

- 3.5 It is also worth highlighting that an additional workstream has also been established, being led by GCC and Renfrewshire Council (RC), building on the outcomes of the Glasgow Airport Access Project (GAAP). GCC and RC, supported by consultants advising TS, will present options for next steps in regard to this to Glasgow City Region decision-makers over coming months.
- 3.6 A progress update on the Clyde Metro programme was issued to the Programme Steering Group in July 2022, proposing a four-part, programme-level “Case for Investment” approach to business case development: Strategic Business Case, Preliminary Engineering Study, Strategic Environmental Assessment and Transformation Programme. In relation to the latter, it is worth highlighting the importance of this workstream, which will seek to ensure that the Clyde Metro both drives and supports wider societal aims and goals, including improving access to deprived areas, development aspirations, economic development, and reducing environmental impacts.
- 3.7 In mid-August, consultants advising TS prepared and issued a Draft Clyde Metro Project Inception Report to the Client Delivery Group for review and discussion, and a series of workshops have taken place or are programmed to happen over coming weeks: Project Inception Workshop (23 August); Vision and Objectives Workshop (6 September); and Stakeholder Mapping Workshop (20 September).
- 3.8 The CDG is in the process of developing a Project Initiation Document (PID) for the Programme Steering Group meeting on 6 October, which will include: discussion on composition and formal remit of the CDG; managing expectations/engagement of wider stakeholders; high-level programme milestones; and options around funding relating to the GCR City Deal and development resources in both the shorter term and relating to full work package scope.

4. Conclusion

- 4.1 The Clyde Metro proposal has the potential to transform the public transport network of the west of Scotland. Whilst the final outcome and formal conclusions of the STPR2 are awaited, there has been widespread support in principle for the Clyde Metro proposal, including through the Draft Regional Transport Strategy currently out for public consultation, and the Glasgow Transport Strategy.
- 4.2 A key factor in taking the proposal forward will be its interface with other significant transport projects and initiatives being taken forward currently and over coming years, for example, measures to be delivered as part of the Bus Partnership Fund² and wider development plans across the region, including its impact and benefits for Ayrshire and Argyll & Bute. This will be a key focus for SPT as a project partner in taking the work outlined in section 3 forward and further, officers are exploring opportunities for any “quick win” projects or initiatives which could support delivery of a Clyde Metro. SPT welcomes the ambition of the Clyde Metro proposal, recognising that considerable detailed technical analysis remains to be undertaken and officers will continue to update the Committee on this and other STPR2 projects as progress is made.

5. Committee action

The Committee is recommended to note the content of the report.

² Section 3.1.6 - https://www.spt.co.uk/media/mdijzb5t/sp270821_agenda8.pdf

6. Consequences

Policy consequences	<i>The Clyde Metro is supported in the Draft Regional Transport Strategy currently out to consultation.</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>Equality Impact Assessments and other statutory impact processes will be undertaken as the project progresses.</i>
Risk consequences	<i>A key risk is that the Clyde Metro does not become a final recommendation of the STPR2.</i>
Climate Change, Adaptation & Carbon consequences	<i>Strategic Environmental Assessment and related processes will be undertaken as the project progresses.</i>

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