



Strathclyde Partnership
for Transport

Clyde Metro: Progress Update

Stakeholder Engagement



January - February 2025

Building the Case for Metro

Clyde Metro is a once in a generation opportunity to transform the west of Scotland's public transport network. To make it happen, we need your support.

Since November 2023, Strathclyde Partnership for Transport (SPT) has been acting as the lead partner for development of the Case for Investment (CFI) for Clyde Metro.

The CFI will set out the business case for the project and arrangements for the initial delivery phases.

With the scope of the Glasgow Airport Access Project now incorporated within a wider, regional metro opportunity, its approved £12.155m business case funds were reallocated to Glasgow City Council, as the lead GCR authority to support the CFI development.

Glasgow City Council, on behalf of Glasgow City Region (GCR) is supporting SPT in delivery of the CFI, whilst Transport Scotland is acting in a Project Assurance role.

The project partners are taking forward CFI work in two key stages to be completed over the next two and a half years. When complete, the resulting Business Case will enable informed decisions to be made around route selection, phasing, funding, and implementation - in other words, making Clyde Metro a reality.

This document is designed to help stakeholders understand what Clyde Metro is, and provides an update on the progress made to date. It also details four potential network options that have emerged from the assessment process and information on how you can provide your views on these.



What is Clyde Metro?

Clyde Metro offers potential for a step-change in transforming the life chances of communities. It will tackle inequality challenges across the region and aims to create affordable, reliable and well connected local public transport.

- ✓ A fully integrated Mass Transit public transport system which could include a variety of modes and services
- ✓ Long-term programme likely to span decades
- ✓ Combination of infrastructure / services and complementary measures
- ✓ Transformational in nature and more than just a transport project
- ✓ Regional in scale and extent, with impact across many sectors such as economic development, housing, access to jobs and healthcare.
- ✓ Integrates with wider workstreams, including Strathclyde Regional Bus Strategy and Regional and Local Active Travel Networks
- ✗ An individual route / standalone transport infrastructure project
- ✗ Being considered in isolation.

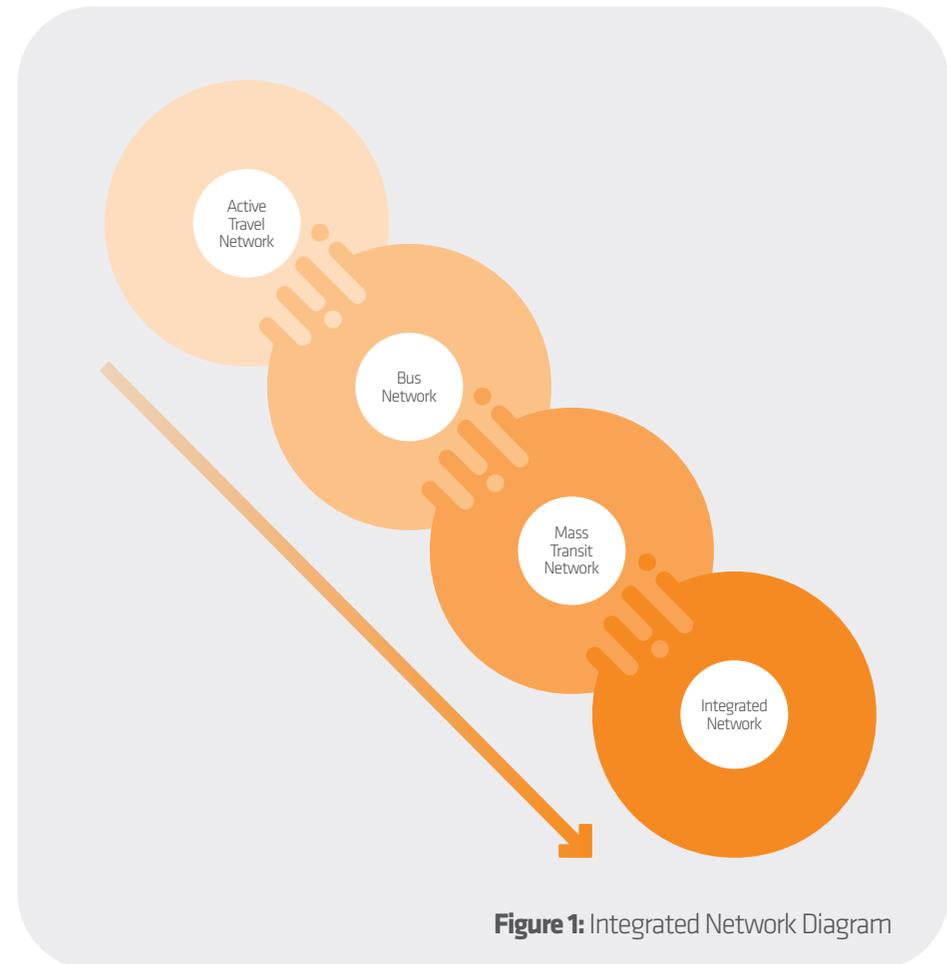


Figure 1: Integrated Network Diagram

Where is Clyde Metro?

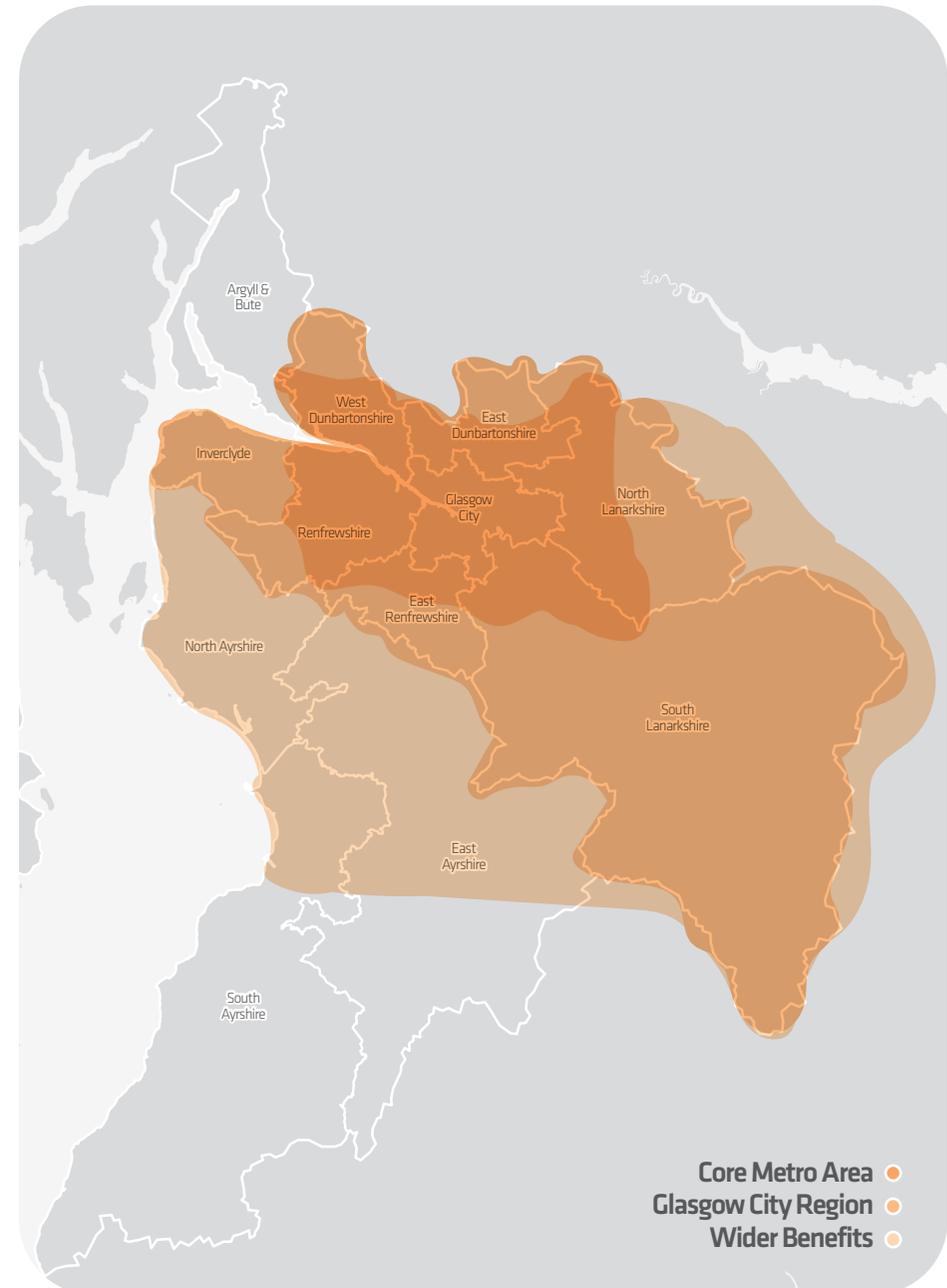
The future Clyde Metro will span the Glasgow City Region, with the potential for outcomes and impacts to cascade across a wider region and nationally.

The CFI will explore opportunities to better use and optimise existing transport services. The future transport system will integrate with any new modes introduced by Metro, improving connectivity and accessibility across the whole region.

The Clyde Metro area is based on the furthest most populous commuter towns which make up the Greater Glasgow built up area, and the indicative extent of a new 'Metro' network.

Investment in the Metro programme will focus on the strengths of rapid transit modes which typically extend for 15km from the major centre(s) across dense urban areas. However, delivery of the programme offers much wider opportunities for changes in level of service across the full Glasgow City Region travel-to-work area and beyond.

Clyde Metro will interact with wider investment priorities and related policy, ensuring that everyone within the region benefits.



Background and Context

Clyde Metro initially emerged as a recommendation from Transport Scotland's national second Strategic Transport Review (STPR2). Published in December 2022, STPR2 will inform the Scottish Government's national transport investment programme in Scotland for the next 20 years (2022-2042).

"Clyde Metro is aimed to improve connectivity within the Glasgow conurbation by providing high quality public transport links to key hubs and unserved or underserved areas"

- STPR2 (2022)

Clyde Metro is also included in the statutory National Planning Framework 4 (NPF4). Published in February 2023, NPF4 is the Scottish Government's long-term spatial strategy for Scotland, with Clyde Metro being one of 18 identified developments considered to be of national importance that will help deliver the strategy.

All Planning Authorities are required to take into account NPF4 in the development of their Local Development Plans (LDPs).

The mass transit project also forms a key part of various regional and local strategies, including SPT's statutory Regional Transport Strategy and Glasgow City Council's Transport Strategy, both of which provide a strategic alignment and strong basis for delivering Clyde Metro.

Clyde Metro has the capacity to bring significant development to the region from an economical and social point of view, as well as environmentally. It will contribute to car vehicle kilometres reduction targets as set within these national, regional and local strategies.



National

STPR2 NPF4
NTS2 NSET



Regional

SPT Regional Transport
Strategy



Local

GCC Local Transport
Strategy



Delivering Clyde Metro

Clyde Metro will be a long-term process consisting of various projects that combine to provide wider, cumulative benefits for the GCR and beyond.

The CFI will determine future projects through the development of a Programme Level Business Case. This will provide the evidence base for how the programme will develop and clearly define how it will deliver the benefits and success criteria required.

The CFI will also enable informed decisions to be made around route selection, phasing, funding and implementation arrangements – as well as the range of transformational benefits that would be delivered.

The CFI consists of four distinct stages, summarised in the figure on the next page, with the following sections looking at the Case for Change, Vision, Objectives and Network Options in detail.

A detailed approach to the communications, engagement, advocacy and consultation requirements for the CFI is currently being scoped. This will ensure that the right stakeholders receive the right message at the right time.

Figure 2: Clyde Metro Case for Investment Timelines

Workstream	Description	Delivery Period
CFI Stage 1a – Case for Change & Initial Option Development	<p>Four core tasks:</p> <ul style="list-style-type: none"> • Case for Change: identification of the challenges and opportunities that can be addressed by Clyde Metro • Network Review: looking at the existing public transport network to identify a range of network options • Mode(s) Review: objective review of the suitability of the four potential Clyde Metro Modes (Bus Rapid Transit, Light Rail, Metro Rail, Tram-Train) in the context of the current climate • Option Generation & Development: based on the findings of the workstreams above, a minimum of three network options will be developed, taking account of potential variations around public transport modes. 	March 2024 – March 2025
CFI Stage 1b – Client Advisory Services	Work to help shape delivery of the CFI Stage 2 Programme Business Case.	April 2024 – February 2025
Clyde Metro Procurement Framework	A dedicated procurement framework which will be used to deliver the CFI Stage 2 Programme Business Case.	Live – to be used for programme duration
CFI Stage 2 – Programme Business Case	<p>Three main components:</p> <ul style="list-style-type: none"> • STAG¹: to assess the costs and benefits of the Clyde Metro interventions in a manner consistent with approved transport appraisal processes • Programme Business Case: to set out the evidence base for the Clyde Metro programme in a manner consistent with and to the required level of detail necessary to fulfil the needs of HM Treasury’s Green Book • Supporting Workstreams: to provide inputs and evidence to the STAG and Programme Business Case processes. The supporting workstreams are: 1 Transformation Programme, 2 Funding and Commercial Strategy, 3 Corridor Masterplan, 4 Stakeholder Engagement and Communications. <p>The Programme Business Case will appraise three network options from CFI Stage 1a; ultimately selecting a preferred network option that will be progressed in future work beyond the CFI.</p>	March 2025 – Early 2027

¹Scottish Transport Appraisal Guidance (STAG) represents best practice guidance for transport appraisals and follows a structure and methodology that is consistent with the UK Government’s Green Book. An appraisal using STAG is required whenever Scottish Government funding, support or approval is needed to change the transport system. It may also offer a suitable framework for other funders.

The Case for Change

The Case for Change is one of the initial steps within the wider CFI process, and the first of CFI Stage 1a. In short, the Case for Change provides a narrative of:

- Challenges that Glasgow City Region is currently experiencing
- Opportunities available to deliver better economic, environmental and social outcomes in the future
- 'Vision' for a transformed future with the Clyde Metro programme; and
- 'Golden Thread' for the programme, and how transformational changes in connectivity and land use will address the current challenges and unlock opportunities for the future.

The Case for Change is the first step in the wider CFI. The Case for Change links the Strategic Case made through STPR2 to the current programme and outlines the overarching need for Clyde Metro - identifying the economic, social and environment rationale for undertaking such an endeavour.

The [Case for Change detailed technical document](#) can be accessed on our website. A summary of the Case for Change is provided over the following pages.

Clyde Metro: The Vision

A Clyde Metro Vision has been developed based on the Case for Change evidence and collaboration with key stakeholders to ensure alignment with national, regional and local policies.

“Our vision is to deliver transformational change for the Glasgow City Region, providing **opportunity for all**¹ through **sustainable**², transport-led, investment. Fundamental to the programme will be integration to achieve **placemaking, regeneration, and densification**³ and enable a **healthier, fairer and more prosperous**⁴ City Region. Investment today will **connect**⁵ people with opportunity, **welcome visitors and investors**⁶, reduce **carbon emissions**⁷ and provide the platform for the Glasgow City Region to **fulfil its potential**⁸ as an **economic powerhouse for all of Scotland**⁹.”



Figure 3: Clyde Metro Vision.

The Case for Change confirmed the 'Golden Thread' for investment in Clyde Metro to 'connect people, create opportunities and transform places'

Clyde Metro Golden Thread: **Existing Strengths**

The GCR is home to over 1.8 million people.

A critical role in Scotland's economy, contributing over £44 billion of GVA in 2021.

A vibrant and diverse leisure and culture offer, successfully hosting multiple major international events, and attracting over 3.6 million overnight stays p.a.

Resident population has grown by 7% in the last decade, driven by inward migration.

More than 60,000 higher education students are attending globally renowned institutions.

Figure 4: Clyde Metro Golden Thread

Clyde Metro Golden Thread: Transport Challenges

Car dependency is detrimental to 'senses of place' and generates significant economic, environmental, and social disbenefits.

A lack of alternatives results in car dependency, but many households cannot afford the costs involved and their use is detrimental to national, regional, local, and hyperlocal priorities.

Connectivity and access to opportunities and services is unequal, contributing to some of the adverse outcomes which are observed.

Bus and Subway networks cover the inner areas around the city centre, with the National Rail network strongest in the outer suburban areas. The network(s) are fragmented.

Geographically diverse with a wider variety of socio-economic outcomes and nationally significant levels of deprivation, low healthy life expectancies, and challenges around skills and qualifications.

Figure 4: Clyde Metro Golden Thread

Clyde Metro Golden Thread: **Socio-Economic Challenges**

Failures to serve major centres and other strategic destinations stifles inward investment, creates barriers to opportunity, and lowers living standards and quality of life.

The GCR is not fulfilling its economic potential. For a city of its size, it underperforms on output and productivity.

Like other large GB cities outside London, these gaps are driven by a lack of both actual and effective density, both the people and jobs per hectare and the connectivity between places.

Without efforts to address connectivity gaps, fully integrated with land use change, then the current outcomes will be perpetuated.

Inward investment, labour supply, economic growth, and positive socio-economic outcomes will all be stifled.

Figure 4: Clyde Metro Golden Thread

Clyde Metro Golden Thread: **Opportunities**

Clyde Metro will require complementary investment and reform including densification around stations and better integration across modes to promote accessibility.

It will aim to connect highly dense and fast-growing areas with areas which would benefit from improved accessibility to seed growth and foster equality.

It will connect economic growth areas to unlock inward investment and densification, and national level priorities outside of Glasgow City Centre including the Clyde Mission, the Glasgow Airport Investment Area, and others.

It will target improved connectivity while contributing to the City Region's ambitions to improve the health and wellbeing of its communities by delivering an inclusive, net zero and climate resilient economy.

The Metro programme offers a step-change in transforming the life chances of communities tackling the greatest inequality challenges from inefficient, unreliable, and/or poorly connected local public transport.

Figure 4: Clyde Metro Golden Thread

Clyde Metro Strategic Framework



Economic Development

The GCR has significant untapped economic potential. Like other UK cities, it falls behind European comparators in job density and productivity. The productivity in the region tends to concentrate in central Glasgow. Supporting connectivity could unlock some of the region's economic potential. Clyde Metro aims to contribute to further economic development in the area.



People & Places

Because of its size, the GCR area is diverse in terms of population distribution and growth. In general, the area observes low density, deprivation, and a housing shortage. However, these problems tend to be concentrated in specific locations in the GCR. While some places witness notable population increases and housing demands, other places do not see such growth. Altogether, these inequalities hinder the ability of the GCR to attract investment and labour supply and fulfil its potential.



Environmental Protection & Enhancement

Glasgow City Council declared a climate and ecological emergency in 2019, with several of the other Local Authorities following suit. Clyde Metro has a key role to play in protecting natural and heritage sites, by making best use of existing infrastructure and promoting mode shift which lessens the requirement for other, less efficient, modes. This can support nature recovery through reduction of transport-related emissions and pollution and supporting ecological areas and networks.

The Case for Change established a set of Themes for Clyde Metro. These helped develop a Strategic Framework for the wider programme.

The Strategic Framework - consisting of Transport Planning Objectives and Transformational Outcomes - will be used as a guiding principle throughout the programme.

Overall, it will help ensure that the project arrives at the most appropriate solution that realises the ambitious vision and wide-reaching benefits which Clyde Metro has the potential to achieve.

The Strategic Framework will be considered throughout the programme and such will be further refined as workstreams develop

Clyde Metro: Themes, Objectives and Outcomes

To realise the Clyde Metro vision, three key themes and their strategic objectives have been explored and subsequently developed into transformational outcomes that will help achieve the vision of Clyde Metro. These are set out in figure 5: Clyde Metro strategic objectives and transformational outcomes.

Strategic Themes		Ref.	Transformational Outcomes
 Economic Development	Support increased inward investment, raising productivity, jobs density and levels of economic activity.	1	Increased productivity with growth in jobs, activity, and output across higher value, target, sectors.
		2	Increased graduate retention/attraction, and increase in overall skills and qualification levels.
		3	Enhanced national and international connectivity via established gateways, linking people and businesses with wider opportunities.
		4	Support the delivery of housing targets to increase labour supply.
 People & Places	Help create a more equitable, healthier, and happier City Region, with thriving and attractive centres.	5	Address Vacant & Derelict (V&D) land, increase densities, and support Liveable Neighbourhoods.
		6	Assist the regeneration of the principal centres, increasing activity, vitality, and sense of place.
		7	Address social equality and inclusion through enhanced accessibility for all.
		8	Reductions in transport poverty to help diminish levels of deprivation.
		9	Increases in healthy life expectancy, wellbeing, and quality of life.
 Environmental Protection & Enhancements	Reduce adverse impacts from transport infrastructure and movements on the natural and built environments.	10	Contribute to delivery of Net Zero targets.
		11	Decrease in local air pollutants.

Figure 5: Clyde Metro strategic objectives and transformational outcomes

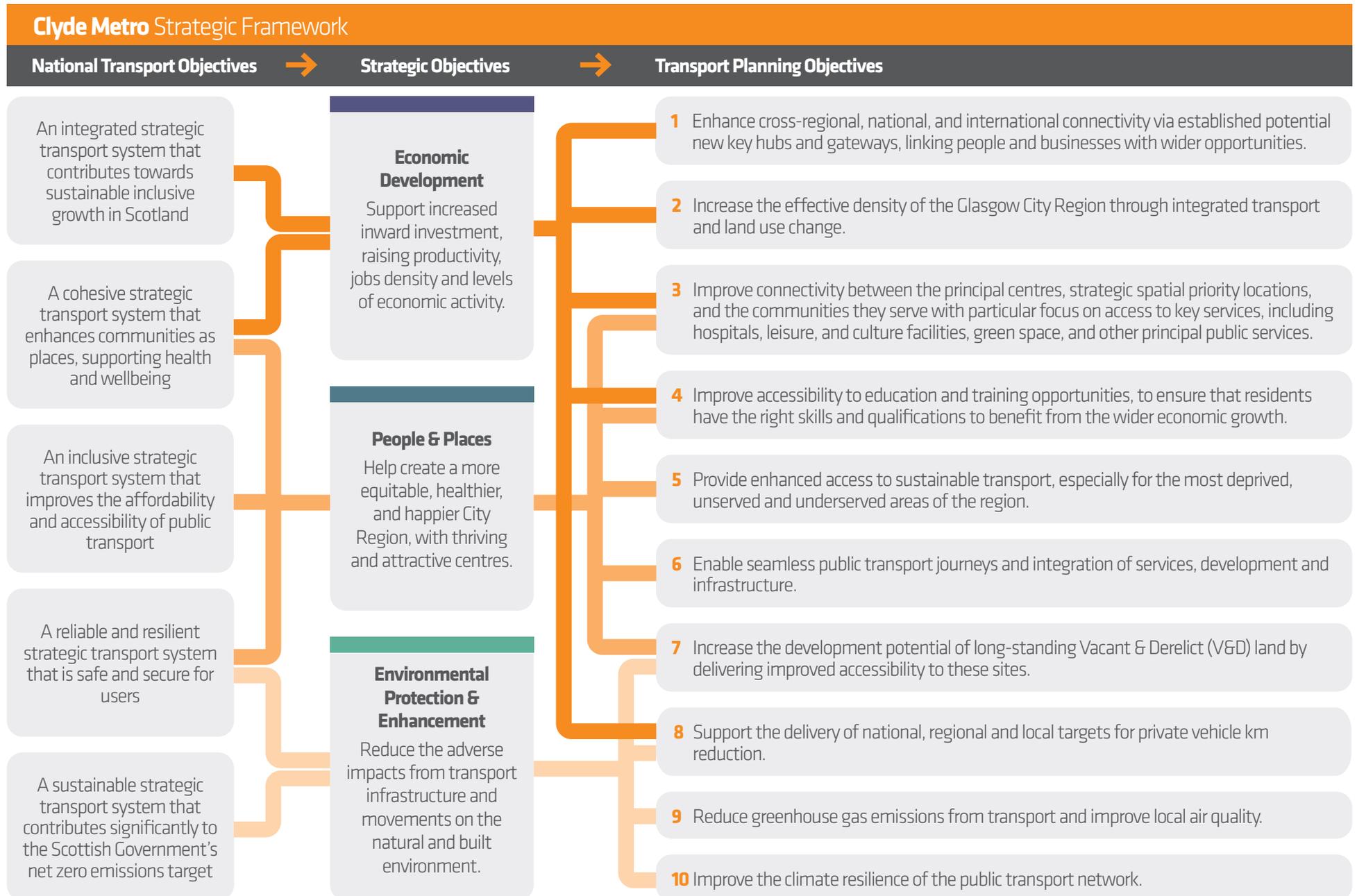


Figure 6: Clyde Metro Transport Planning Objectives

Delivering Clyde Metro

The second component of CFI Stage 1a saw the development of potential network options.. These potential interventions were subject to an appraisal process to identify at least three sets of network options to be taken forward to CFI Stage 2.

The Strategic Framework was used throughout this process to help determine whether the potential network options helped address the key concerns and opportunities identified within the Case for Change.

Specifics around routes and stops were not established at this stage, with these details being addressed in CFI Stage 2.

A total of four potential network options emerged from the assessment process. Each are taken in turn below.

Within the following maps, Light Rapid Transit (LRT) is used an umbrella term for Bus Rapid Transit, Tram and Tram-Train.

New Metro and Conversion to Metro are not included within this grouping.

Overall, the network options reflect an early indicative view on mode choices that could be available. The Clyde Metro CFI Stage 1 Non-Technical Summary Note explores each of the options in more detail.

Key

-  Light Rapid Transit (LRT)
-  Shared LRT - heavy rail (Tram-train)
-  Alternative LRT corridor
-  Potential metro extensions
-  Potential heavy rail conversion to metro
-  Key LRT interchange stops
-  Existing heavy rail retained as existing
-  Existing Subway
-  Local Authority boundaries

Places to connect

-  Key train station
-  Airport

Place Typologies

-  **Trip Generators:** Primarily residential areas that will generate trips
-  **Higher Density Trip Generators:** Residential areas where avg population density exceeds 3,800ppl per sq. km
-  **Employment Areas:** Trip attractors. Strategic areas of employment, retail, services and industry.
-  **Hospitals:** Trip attractors. Key healthcare sites.
-  **Visitor Attractions:** Sites that may attract additional trips, e.g. sports venues, concert- halls, museum etc.

Strategic Rationale

Primary rationale for node inclusion.

-  **Inclusive growth:** Site provides connectivity for the most deprived areas in Glasgow City Region.
-  **Car Dependency:** Site provides connectivity for areas with heavy car use.
-  **Regeneration:** Site has been identified as a future growth and regeneration site (housing and/or employment).

New Modes with Clyde Metro

Bus Rapid Transit (BRT)

Bus Rapid Transit systems use specially designed buses with multiple doors for boarding. They have full-length bus stops equipped with shelters, ticket machines, and passenger information displays. Bus Rapid Transit routes often have dedicated lanes to ensure buses can travel quickly and reliably.



Tram

Trams are likely to be conventional vehicles similar to those found on existing UK systems, for example in Edinburgh (c.43m long); however, lighter vehicles (Very Light Rail) have not been ruled out. Trams run on fixed rails and are designed to travel on-street, sharing roadspace with other traffic and pedestrians.



Tram Train

Tram Train vehicles can operate on a dedicated urban tramway – to serve key areas, while also sharing existing rail infrastructure with freight and conventional trains. Tram Trains can also operate on-street, in a manner similar to conventional trams.



Metro

Metro is an off-street light rail system that is typically segregated in its entirety. Metro has several advantages over traditional rail, including higher acceleration and braking rates, the ability to call at more frequent stations and typically has higher capacity carriages with more standing room.



Collectively Bus Rapid Transit, Tram, and Tram Train are known as Light Rapid Transit, or LRT, a term which you will see in the Network Options maps.

Option A

This option provides broad geographical coverage across the Glasgow City Region, with it providing connections between multiple strategic producers and attractors.

It is a **multi-modal network**, with it having potential for both tram, tram-train and metro. Consequently, it may require road space reallocation and interaction with heavy rail infrastructure.

View this map in more detail

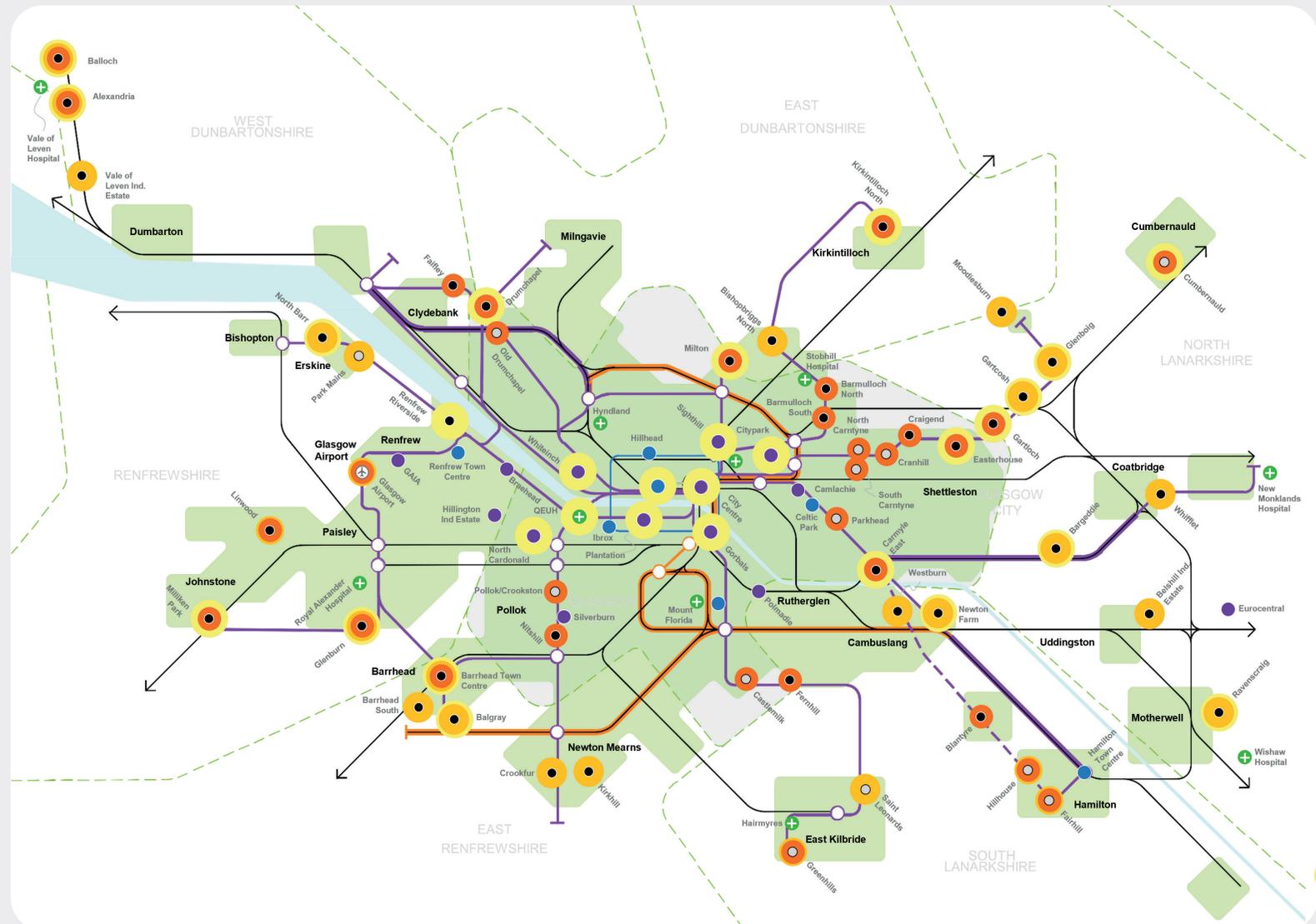


Figure 7: Option A Schematic

Option B

This network has slightly less geographical coverage than Option A. It is a **single LRT mode network** which has limited interaction with existing heavy rail infrastructure.

Consequently, it would simplify interchange, multi-modal interfaces and communications across the network.

As this network excludes potential Metro conversions it will heavily focus on potential road space reallocation.

View this map in more detail

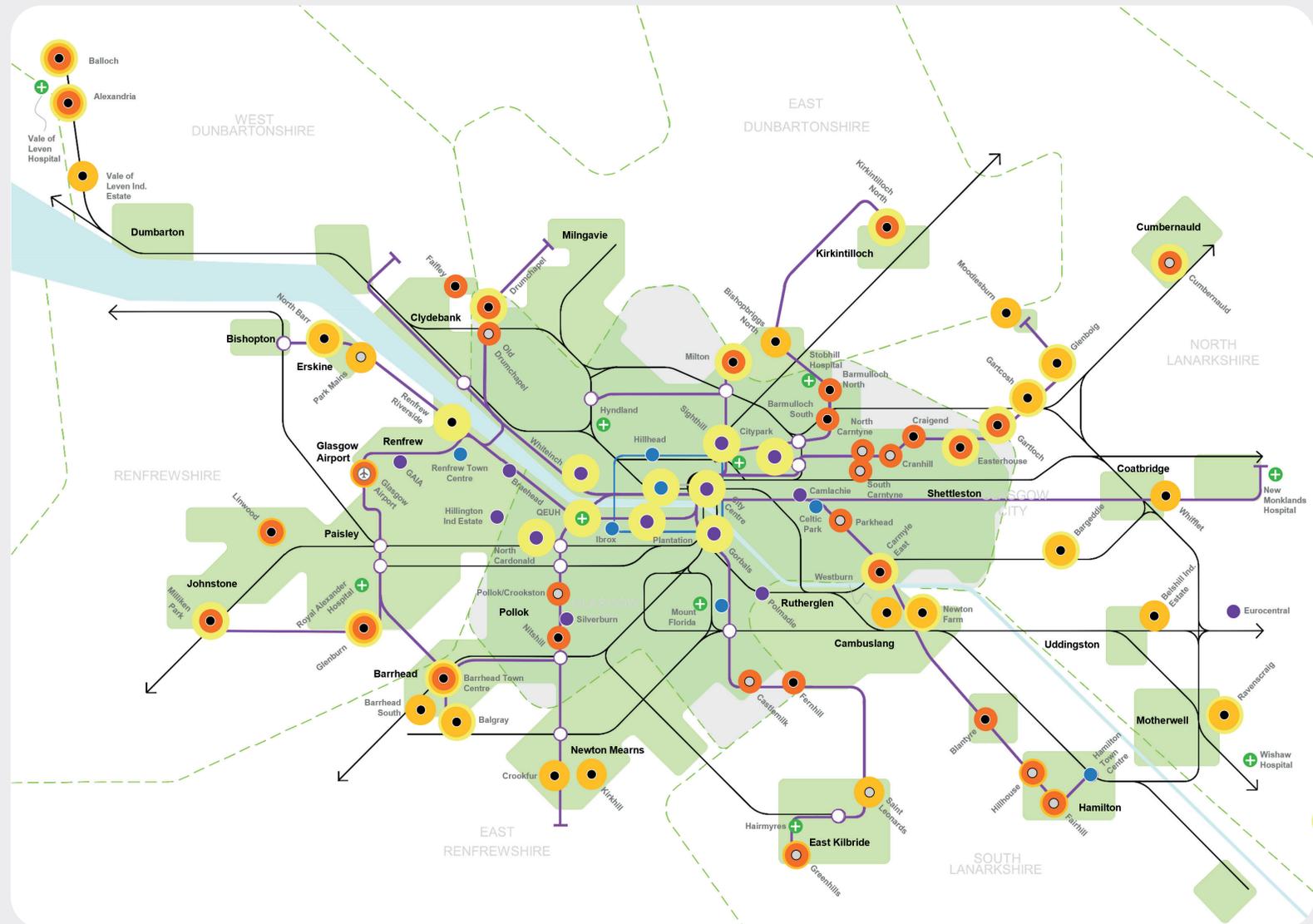


Figure 8: Option B Schematic

Option C

This is the same network as shown in the indicative plan in STPR2. It has the highest level of Metro interventions, with numerous heavy railway lines converted and even extended.

It provides a slightly different geographical coverage than Option A and Option B, with it also utilising different modal options to provide connections between key places.

View this map in more detail

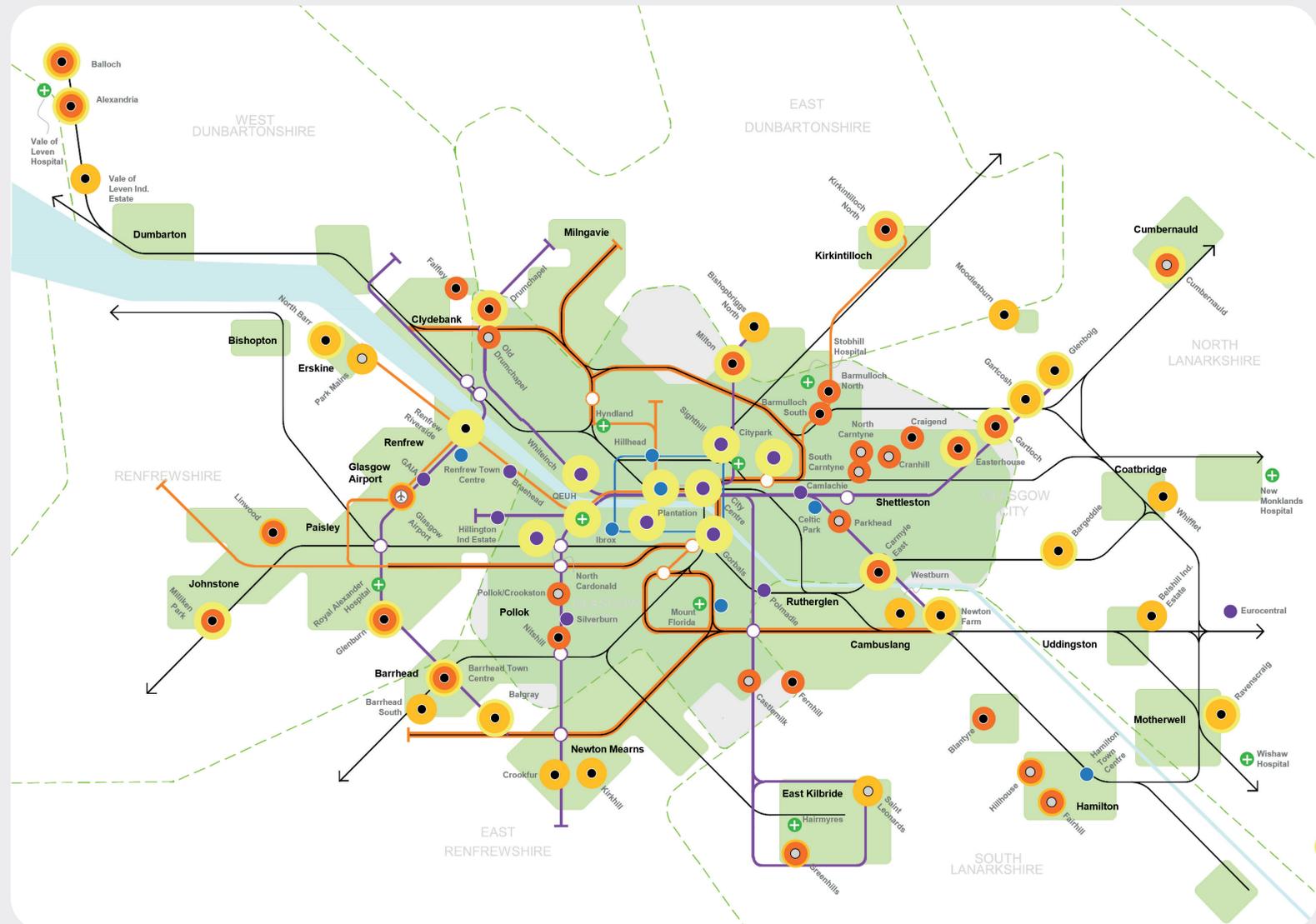


Figure 9: Option C Schematic

Option D

This network provides the same geographical coverage as Option A (i.e., broad coverage across the Glasgow City Region).

Conversely, it only utilises LRT modes and does not involve conversion of heavy rail to Metro.

View this map in more detail

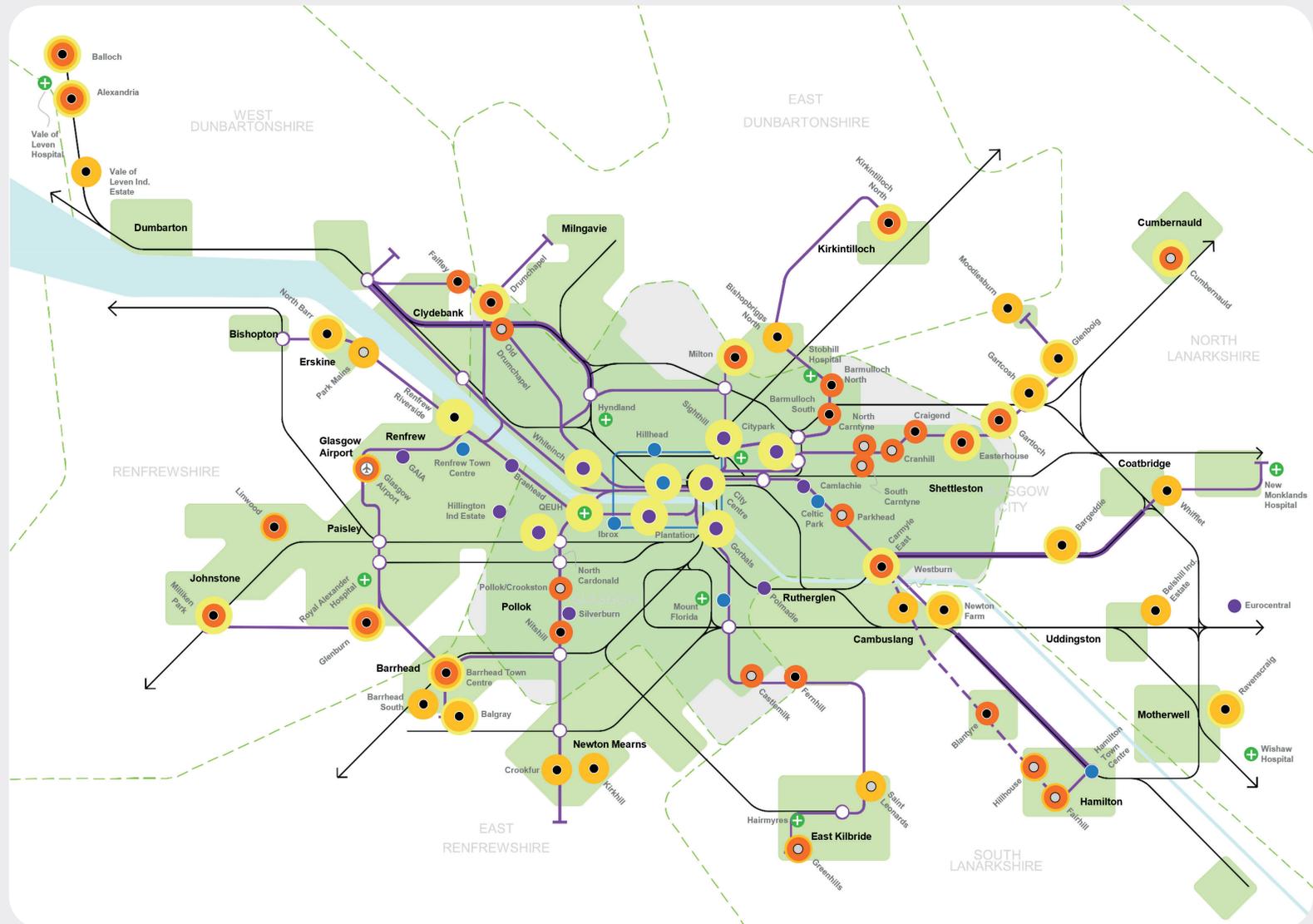


Figure 10: Option D Schematic

Next Steps

Simply put, Clyde Metro is a huge project. Consequently, several workstreams need to be developed and approved to demonstrate the need and value of delivering a project of this scale.

The completion of CFI Stage 1 in March 2025 will represent a key milestone in this process, with it being the first step towards delivering transformational change within the Glasgow City Region.

Stages of the Case for Investment:

CFI Stage 1 Close Out (Present – March 2025)

The potential network options will be subject to various stakeholder engagement exercises and governance processes. Completion of these tasks will represent the end of CFI Stage 1. This will include the transition from four network options to three network options.

Delivery of CFI Stage 2 (March 2025 – Early 2027)

CFI Stage 2 will undertake preliminary and detailed appraisal of three potential network options. This process will follow Scottish Transport Appraisal Guidance (STAG) and HMT's Green Book best practice. A total of eight work packages will be undertaken, summarised below. Figure 13: CFI Stage 2 Overview.

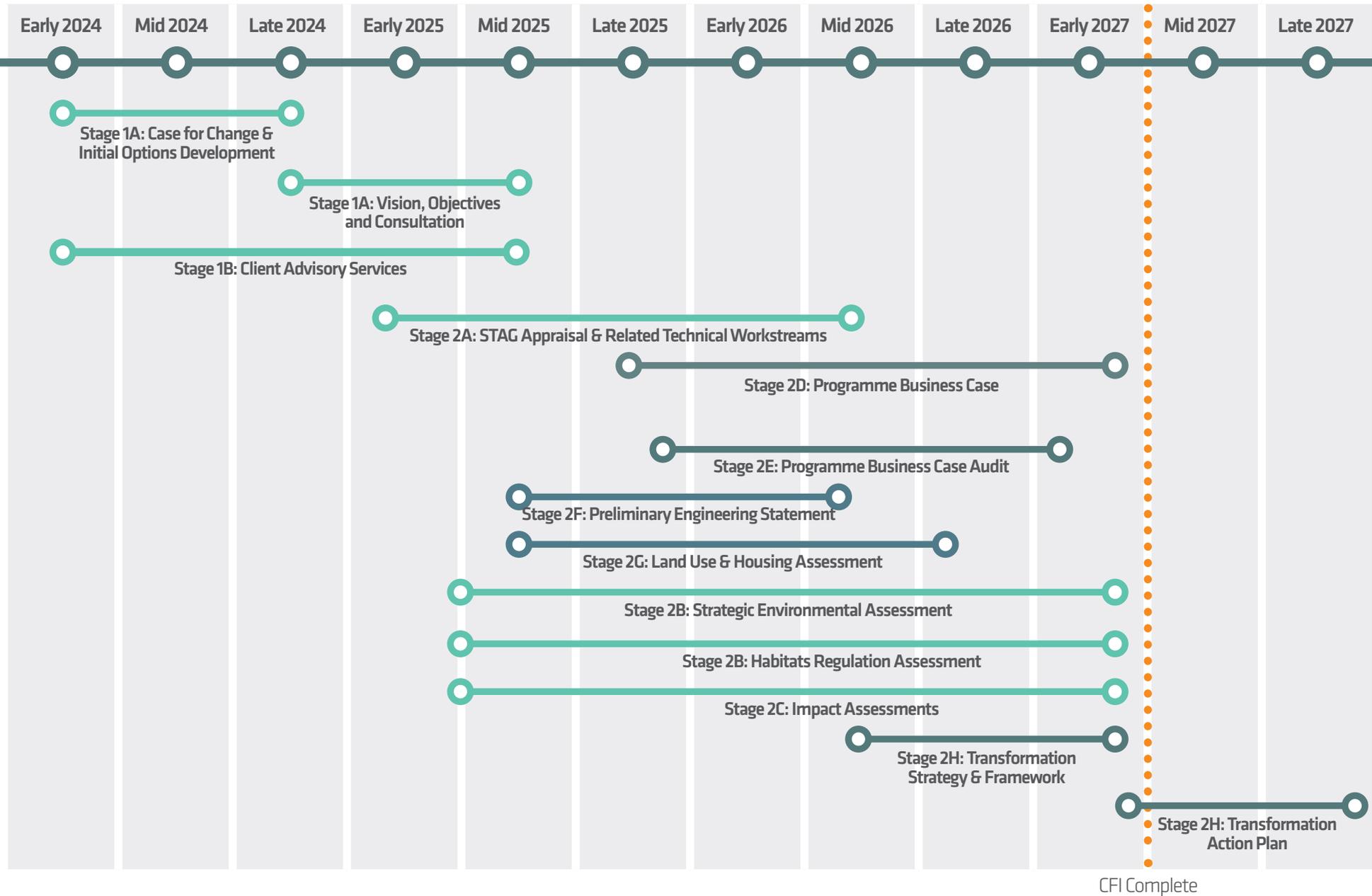
This process will ultimately select a preferred network option – and associated phasing – that will be progressed in future work beyond the CFI, including potential delivery of 'Line 1' of Clyde Metro.

Post CFI Actions (Beyond early 2027)

Once a preferred network option is selected, the CFI will then be signed off by respective governance processes, with a 'Yes / No' decision on Clyde Metro then ultimately being undertaken.

If the decision is made to progress with Clyde Metro, then work will begin to identify funding streams to deliver 'Line 1' of Clyde Metro. More information will be provided on the Clyde Metro microsite in due course.

Figure 11: CFI Stage 2 Overview



We want to hear your views

This document supports early 2025 stakeholder engagement designed to be the first in a series of engagements which outline the emerging assessment around Metro's Vision, strategic objectives and network options which will be progressed as part of the Business Case.

This represents the start of important conversations with stakeholders about what Clyde Metro is and how they can support its development. More engagement and a public consultation are planned over the coming years.

The [Clyde Metro microsite](#) will provide updates throughout the programme.

If you have any questions about the project, please feel free to get in touch with a member of the team: clydemetro@spt.co.uk.





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