Appendix A

Clyde Metro Case for Investment Stage 1a: Case for Change Report - Summary

<u>Introduction</u>

This document provides a summary of the Case for Investment (CFI) Stage 1a Case for Change (CfC) Report. It is intended to distill the document's key findings and outline how they will be utilised in proceeding stages of the CFI.

Purpose of the Case for Change Report

The CfC is one of the first steps within the wider CFI process, with it being a key component of the Strategic Case of the Programme Business Case (PBC). In short, the CfC Report provides a narrative of the:

- Challenges that the 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 integrated into a wider portfolio of complementary investment to deliver on national, regional, local and hyperlocal priorities
- 'Golden Thread' for the programme, and how transformational changes in connectivity and land use will address the current challenges and unlock the opportunities for the future

It is worth highlighting that the CfC built on the extensive evidence base and rationale established through STPR2; updating and regionalising / localising content as appropriate.

<u>Findings of the Case for Change Report</u>

Strategic Fit and Vision

Based on the wider policy context, collaboration between key stakeholders, and with reference to evidence documented within the report, a vision for the Clyde Metro programme was created, and is included in Figure 1 below, along with explanatory text in boxes:

Figure 1: Clyde Metro Vision

The Potential for Change

The CfC report established that the status quo of the Glasgow City Region (GCR) remains one of inequality and constraints on potential. Compared to both national and international counterparts, the GCR has lower labour availability, population density and economic growth. In the future, factors such as housing scarcity will limit the potential for the city region to grow demographically and economically.

Furthermore, the GCR's public transport system still has significant gaps, with rail and subway access remaining unequal and limited in many places with significant need. Existing bus services only provide solutions to short-to-medium distance travel, resulting in car dependency persisting within these challenge areas.

Clyde Metro presents a significant opportunity for transformational change in the region. Figure 2 presents the 'golden thread' for investment in Clyde Metro to 'connect people, create opportunities, and transform places.

Figure 2: Clyde Metro Programme "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

Over 60,000 higher education students are attending globally renowned institutions

Transport Challenges

Car dependency is detrimental to 'sense 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 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

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 has not fulfilled 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

Opportunities

Clyde Metro is not the solution in and of itself and 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 the 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 stymied by the greatest inequality challenges from inefficient, unreliable, and/or poorly connected local public transport

Based on the Vision, three strategic objectives were developed for Clyde Metro, based around three themes – *Economic Development; People & Places; and Environmental Protection & Enhancement*. A set of linked Transport Planning Objectives (TPOs) were derived to facilitate the delivery of these priorities – summarised in **Error! Not a valid bookmark self-reference.**

Figure 3: Clyde Metro Transport Planning Objectives
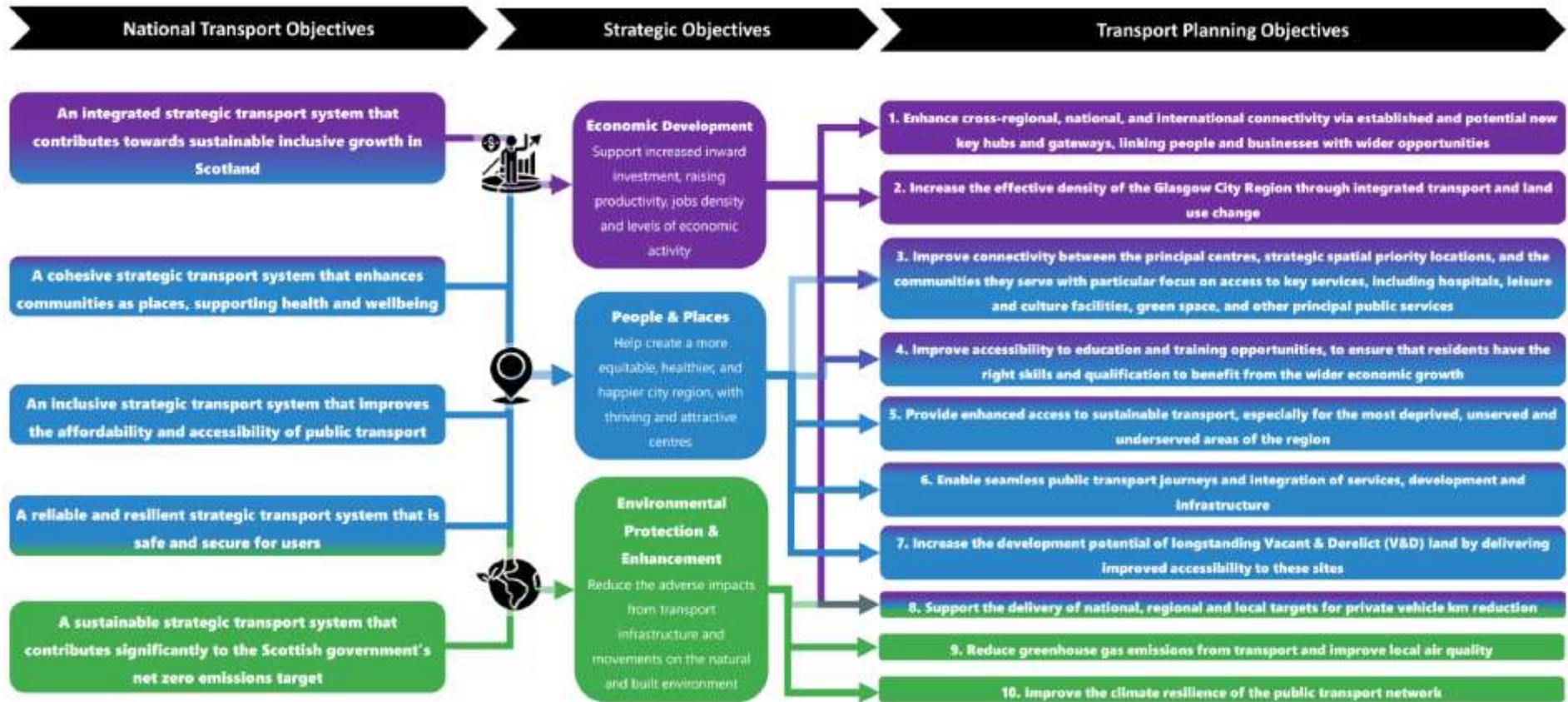
Outcomes linked to the objectives will be used to assess options as Clyde Metro develops beyond this initial programme phase. Figure 4 summarises the link between changes in transport provision and wider transformation outcomes.

Figure 4: Clyde Metro Outcomes
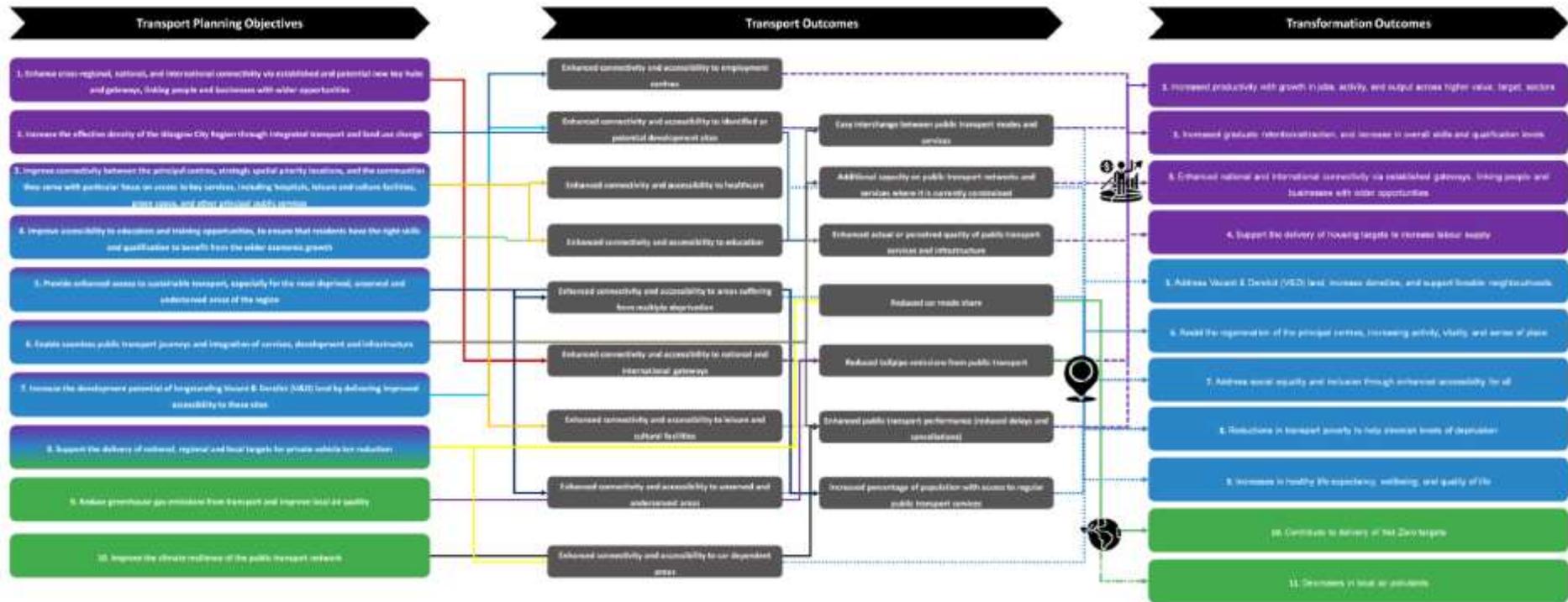
Conclusion

The CfC is the first step in the wider CFI and confirms there is indeed a strong Case for Change in the region's transport network via delivery of the Clyde Metro. It links the Strategic Case made through STPR2 to the current programme of delivering the CFI, and outlines the overarching need for Clyde Metro, identifying the economic, social and environment rationale for undertaking such a significant endeavour.

Crucially, it establishes the necessary Strategic Framework (i.e., the objectives and outcomes) to create a coherent, linked process to develop and assess a set of network options to address identified issues across the region's (i.e., the ongoing Option Development process).