

# **ECONOMY, HOUSING, TRANSPORT AND REGENERATION CITY POLICY COMMITTEE 'S MINUTES.**

Hybrid meeting, 7th March 2023.

## **Economy, Housing, Transport and Regeneration City Policy Committee .**

Present: Martha Wardrop (Chair), Saqib Ahmed, Eva Bolander, Graham Campbell, Anthony Carroll, Allan Casey, Laura Doherty, Sean Ferguson, Ann Jenkins, Robert Mooney, Linda Pike, Thomas Rannachan and Soryia Siddique.

Also present: Kenny McLean and Angus Millar.

Attending: A Wyber (Clerk); I Robertson, Director of City Development; and P Kane (for the Head of Communication and Strategic Partnerships).

### **Clyde Metro – Update noted.**

1 With reference to the minutes of the Environment, Sustainability and Carbon Reduction City Policy Committee of 1st February 2022 (Print 6, page 439) noting the progress made by the Metro Feasibility Study and the publication of the draft Strategic Transport Projects Review 2 (STPR2) recommendations in January 2022, there was submitted a report by the Executive Director of Neighbourhoods, Regeneration and Sustainability regarding an update on the development of the Clyde Metro.

After consideration, the committee noted

- (1) the Scottish Government's publication of STPR2 final reports in December 2022 and the Parliamentary Statement in January 2023, in which Clyde Metro had been confirmed as a key priority for future transport investment;
- (2) the planned publication of STPR2 Scottish Transport Investment Plan in Spring 2023, which would set out the level of funding, delivery structures and timelines for the next phase of the Clyde Metro;
- (3) that STPR2's Clyde Metro proposal of a new modal tier of high quality public transport links to major hubs, including Glasgow Airport, meant that the scope of the Glasgow City Region City Deal Airport Access Programme would be contained within the wider and significant Clyde Metro network development options and delivery phasing;
- (4) that work was ongoing to assess the scope of work packages required for the Clyde Metro business case development programme including lead roles, transformation opportunities, procurement commissions, funding and resource requirements, and timelines and process for key decisions, and that there would also need to be feasibility assessments of funding requirements that might be required from partner organisations;

- (5) that the work completed by the Glasgow City Region Metro Feasibility Study team had supported Clyde Metro as a Scottish Government key priority for future transport investment and informing the development of the next business case stage and the team's remit was expected to transition to work as part of the wider Clyde Metro delivery team across partner organisations; and
- (6) that further progress on the development of the Clyde Metro would be submitted to this committee.