



Light Rail (UK) Group

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Glasgow Clyde Metro set for go-ahead as headline project in SNP strategy



Long-awaited plans for a Glasgow metro are set to go ahead after being backed by the SNP Government

A METRO system could finally become a reality for Glasgow after SNP ministers included the long-awaited project in a 20-year strategy – labelled “absolutely transformational” for the city.

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The Scottish Government's blueprint for revolutionising transport over the next two decades also includes investigating potentially replacing some of Scotland's troubled island ferry routes with either bridges or tunnels.

The first phase of the SNP Government's transport strategy delivered big projects like the Queensferry Crossing.

Transport Secretary Michael Matheson announced dozens of recommendations as part of the SNP Government's second Strategic Transport Projects Review (STPR2) and insisted the Metro project could be "absolutely transformational for communities in Glasgow".

The Clyde Metro project is likely to be a combination of light rail metro and heavy metro.

Once complete, the Clyde Metro will have a bigger footprint than Manchester's Metrolink – extending as far south as East Kilbride and Newton Mearns.

It is thought that up to £15 billion of investment will be needed and the entire project could take up to 30 years to finish.

The strategy also includes a mass transit systems for Edinburgh and south east Scotland which could include further tram extensions and a rapid transit system for Aberdeen.

Improvements to the A77 and A75 will also be carried out but Mr Matheson stressed that the SNP Government "will no longer predict and provide road infrastructure for unconstrained growth in private car use".

The blueprint also includes "the investigation of some potential fixed link connections (bridges or tunnels) at Sounds of Harris and Barra, and between Mull and the Scottish mainland".

The strategy recommends "further work is undertaken on business cases to better understand the benefits, costs and challenges".

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It states: “These studies would consider the feasibility of replacing existing ferry services currently delivered by CalMac as part of the Clyde and Hebrides Ferry Services (CHFS) contract.

“These studies would also ascertain the potential savings associated with the public sector subsidies required to operate the ferry services and involve input from communities that may potentially be affected.”

Other recommendations include the full decarbonisation of Scotland’s public transport network, improving active [travel](#) infrastructure and developing a net zero freight and logistics network for Scotland.

But concerns have been raised that there are no set budgets or timescales for any of the projects, with Mr Matheson only able to commit to projects being brought forward in the next 20 years.

The document stresses that a metro transport system from Glasgow city centre extending 15km “would target areas where connections are currently poor” and include places “where there is deprivation”.

It adds: “Metro transport systems include one of or a combination of bus rapid transit, light rail and metro rail. These options would complement the service provided by traditional railways and may include the conversion from existing railways to light rail or metro rail.”

Speaking at Holyrood, Mr Matheson said: “The Clyde Metro project represents our multi-billion pound investment which, when completed, could better connect over 1.5 million people from Clydebank to Cambuslang and from Easterhouse to East Kilbride.

“For many people in inner-city regions, having better access to affordable and reliable public transport has the potential to significantly reduce inequalities and enhance opportunities.”

Glasgow Labour MSP Pauline McNeill warned about the lack of a timescale in bringing forward the metro project.

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She said: “Glasgow city region has not had a serious transport project under the SNP administration since 2007 when we desperately need one.

“The proposal for the Clyde Metro has no timescale, no serious funding allocated and appears more of a concept and a document than a real tangible transport project.”

Ms McNeill stressed that the people of Glasgow and the surrounding area “have a right to know” when they can expect the project to start.

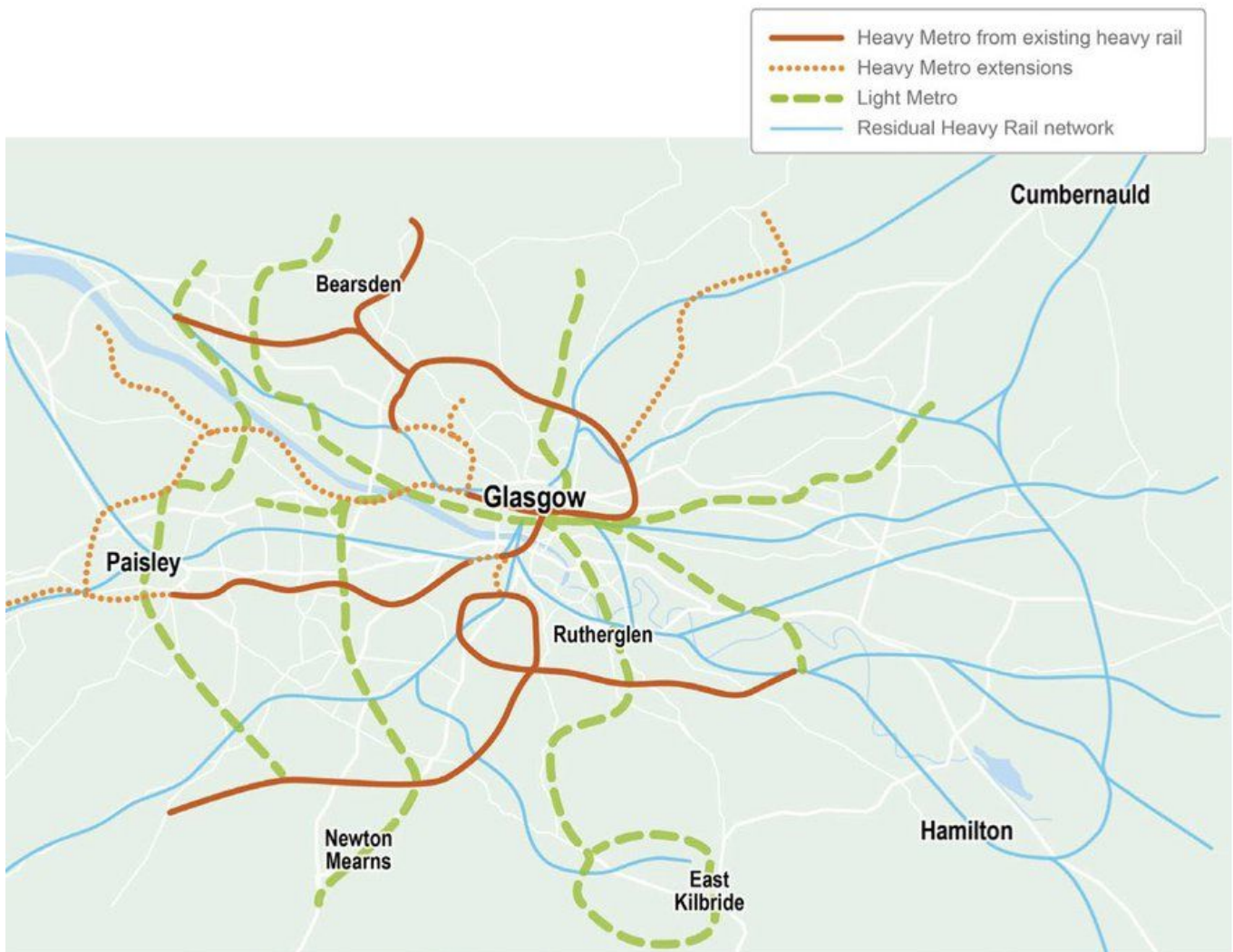
But Mr Matheson said officials will now “put in place the programme work which will be necessary” to develop the Clyde Metro.

He added: “That involves us working with all the local authorities involved, not just Glasgow...to look at how we can take this forward as a strategic investment programme over a number of years.”

But Mr Matheson warned he “can’t give you a specific timescale” other than within the 20-year vision.

He added: “I believe something like the Clyde Metro could be absolutely transformational for communities in Glasgow, in the wider Clyde area – if we get it right.”

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Susan Aitken, leader of Glasgow City Council and chair of the Glasgow City Region cabinet said the development was “a major step forward in our commitment to creating a modern, sustainable, integrated public transport system for the city of Glasgow and its surrounding metropolitan region”.

She added: “Metro will be transformational - reducing social and economic inequalities, delivering on economic growth, better connecting outlying and poorly served communities and incentivising large-scale modal shift from private car to public transport.

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“Over the past several decades, modern rapid transit systems like metro are what Glasgow’s comparator cities across the globe have been busy constructing. We cannot continue to be left behind.

“More than arguably any other single intervention, Clyde Metro can help deliver a vibrant, prosperous, inclusive and sustainable city region, a transport system fit for our international standing and ambitions.”

Clyde Metro announced as a national investment priority

The SNP in Glasgow have long argued for a sustainable, affordable and integrated public transport system. Clyde Metro will reduce social and economic inequality, connect communities across the city region and reduce car use. It's inclusion as a national transport priority is a vote of confidence in the work the Council have done to make a compelling case for it.



Courtesy : Glasgow Herald



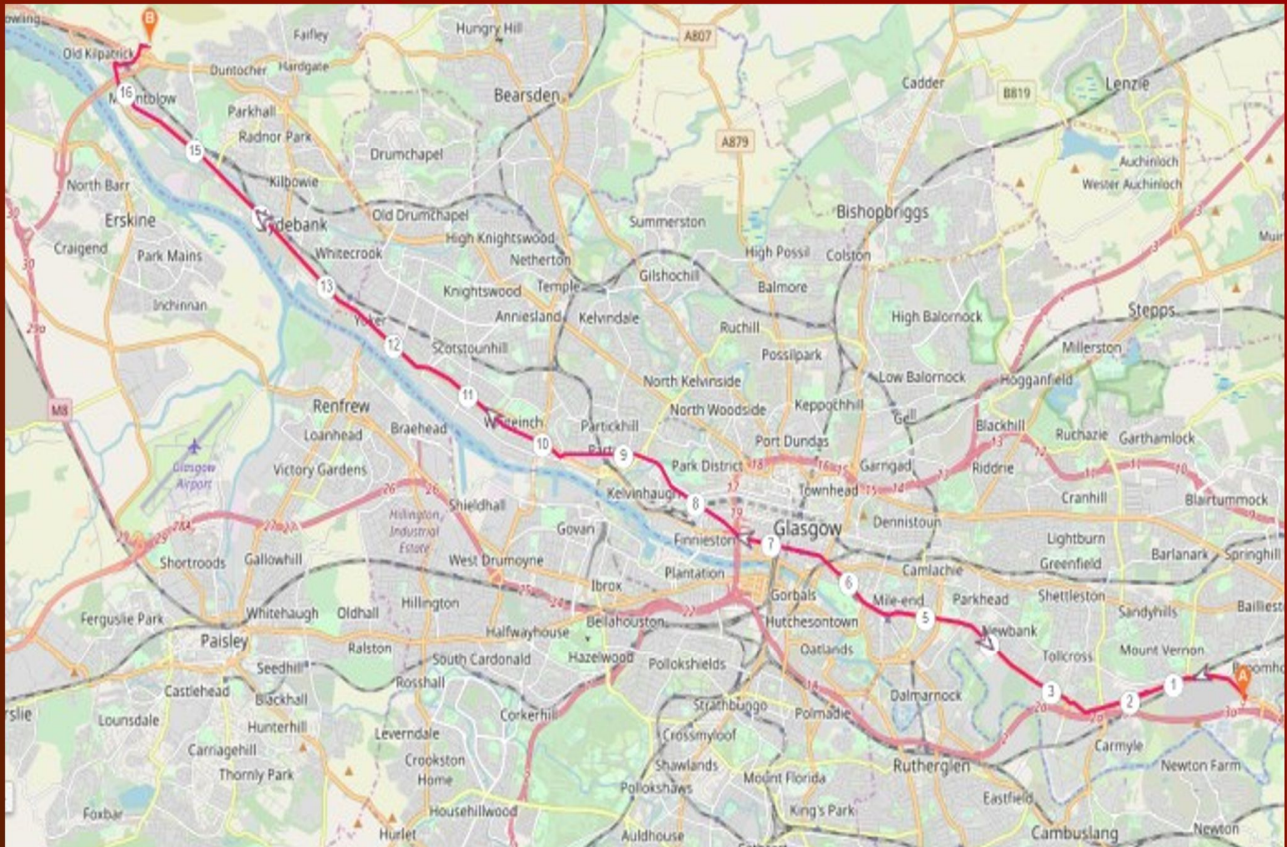
By [David Bol](#) [@mrdavidbol](#)

Political Correspondent

Light Rail (UK) Group

Hydrogen Tram Routes proposed by Light Rail UK Group 29 March 2021

Line 1 M74 Junction 3 A Broomhouse P+R to Dalnottar P+R

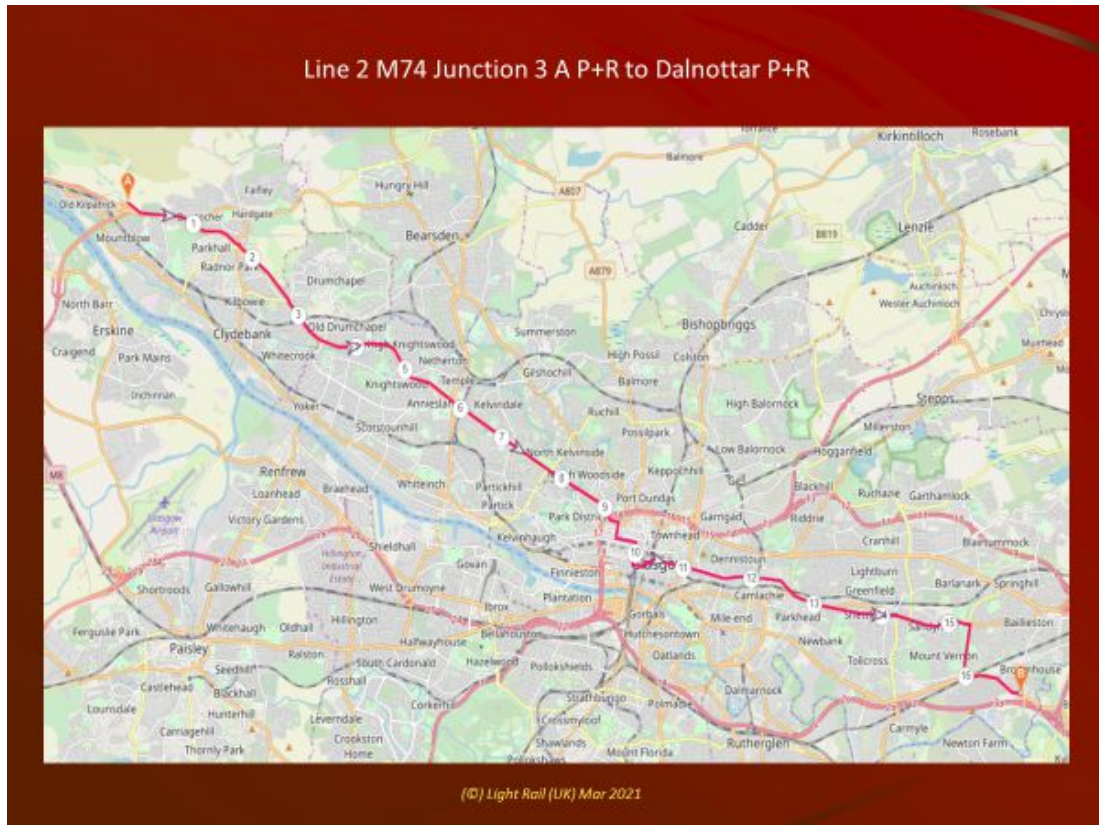


Using low cost technology similar that employed to build the Coventry VLR these lines can be built in 3-5 years at less than £10 million per track kilometre and give us a secure Hydrogen market as per Governments aspirations and a significant modal switch out of cars around 25% - 32% each year and is a major model tool for Clean Air in other Scottish Towns and Cities

Further information can be found on www.lightrailuk.co.uk website

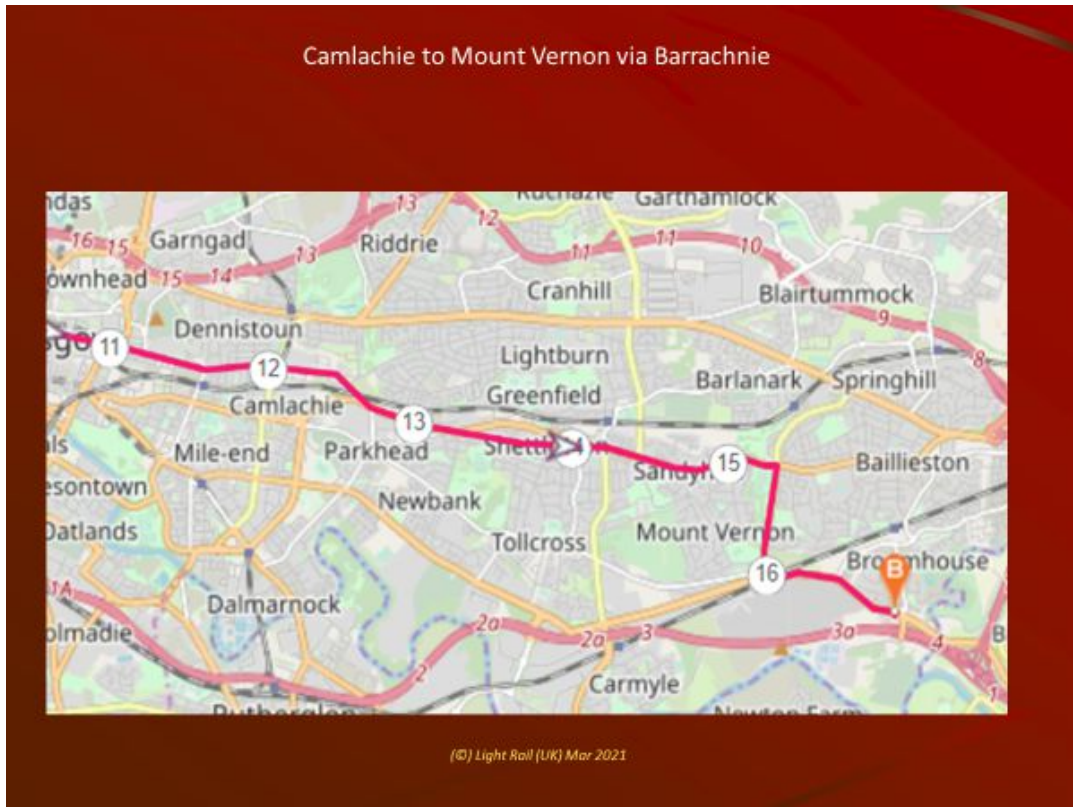
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Map 1



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Map 2



Map 3



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Map 4

