CLYDE METRO

Integrating health into the Case for Investment

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SPT

Glasgow CITY COUNCIL

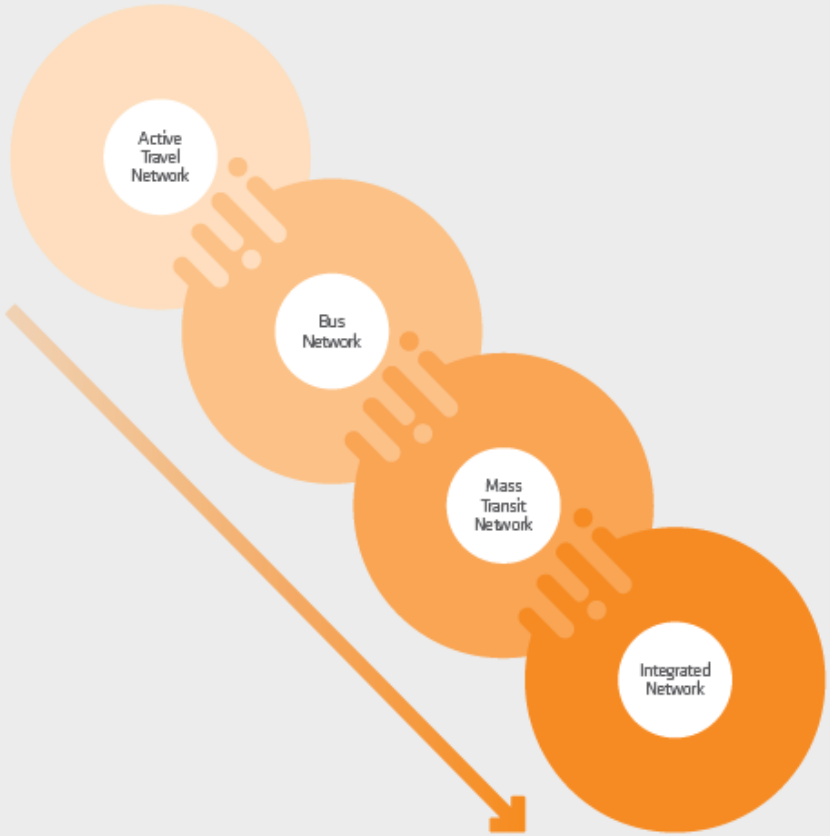
Glasgow Centre for Population Health

What is Clyde Metro?

Clyde Metro offers potential for a step-change in transforming the life chances of communities.

It will deliver a truly **integrated transport network.**

- 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.



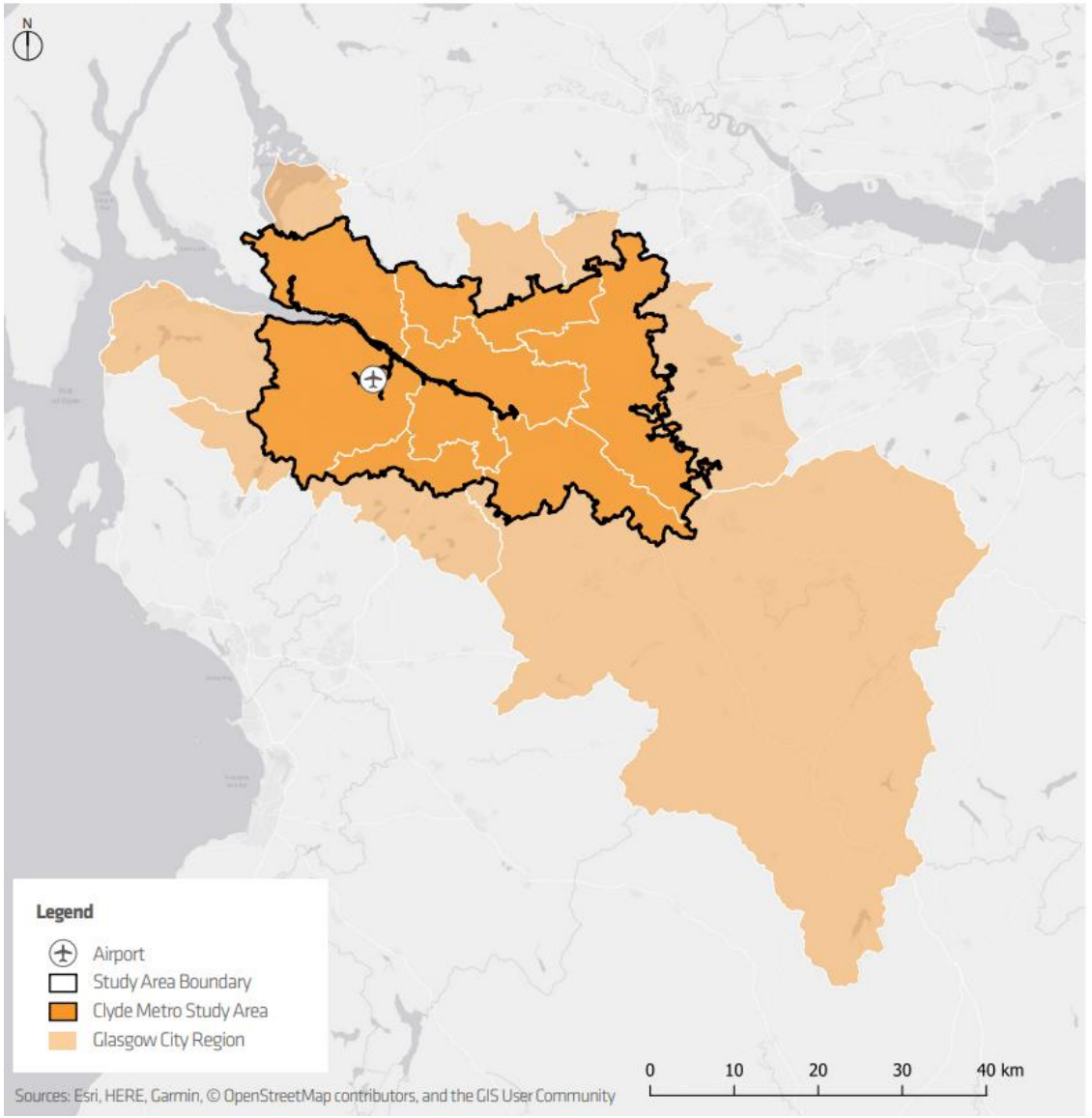
Where is Clyde Metro?

Study Area
Extends to around 15 to 20km from regional centre.

Destinations outside the study area will require complementary non-network developments.

- Integration with Bus, Rail, Active Travel.
- Integrated ticketing and modes.

These are vital to ensure that Clyde Metro benefits the whole GCR.



Is it just a metro?

Clyde Metro has the potential to deliver a variety of modes to the Glasgow City Region. These will complement existing bus, rail, Subway and active travel connections to provide a truly integrated transport network.

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

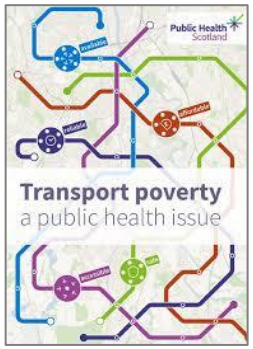
Tram Train vehicles can operate on a dedicated urban tramway – to serve key areas, while also sharing existing rail infrastructure with freight and conventional trains. Tram Trains can also operate on-street, in a manner similar to conventional trams.

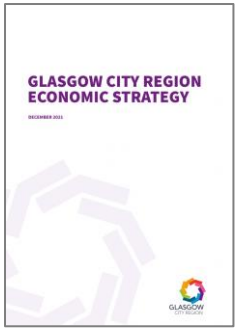
Metro

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.

Policy drivers for Clyde Metro

National Priorities





Regional Priorities

Local Priorities

Climate resilience	Accessible and inclusive transport
Tackling inequality	Improved safety and security
Economic recovery and regeneration	Healthy and sustainable places
Sustainable and inclusive tourism	Sustainable economic growth

Source: Case for Change – Mott Macdonald

Why do we need Clyde Metro?

Better access across the region

- Improve access to healthcare, education, jobs and leisure through an efficient, multimodal network.
- To bring Glasgow City Region in line with other major metropolitan areas, supporting inclusive growth.

Better journeys for everyone

- To deliver less stressful, more reliable travel across the region.
- To create fairer transport system that meets the needs of all users — tackling the five dimensions of transport poverty!

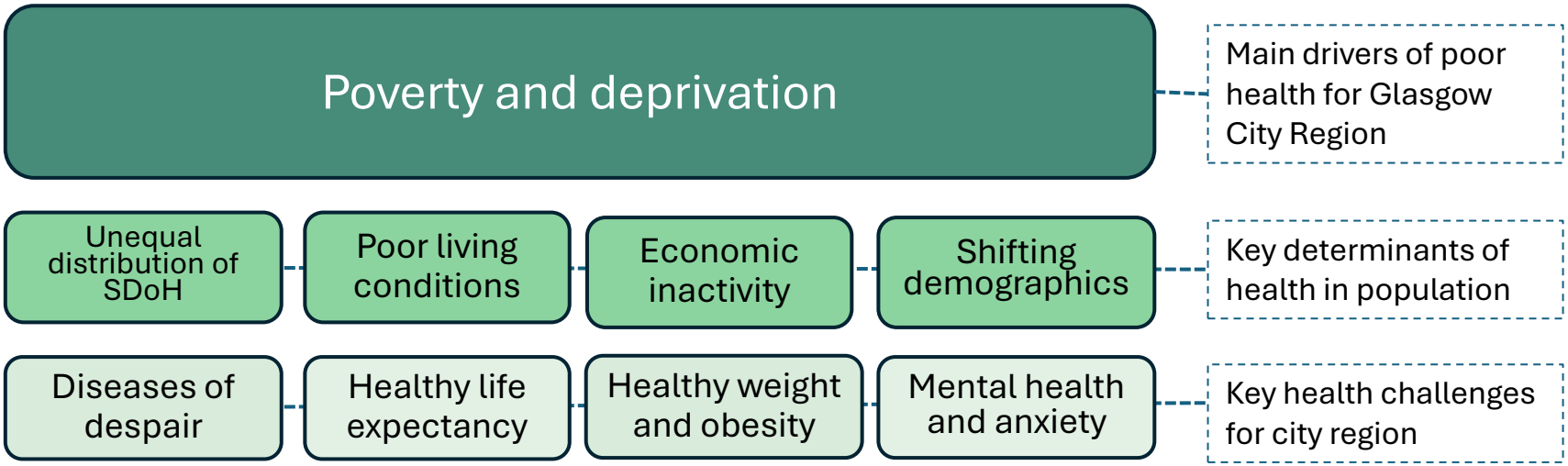
Creating healthy, greener places

- To support urban regeneration and reconnect communities by reducing severance.
- To Improve access to housing, green space, and local amenities.
- To reduce car dependency, improve air quality and reduce congestion.

Collaboration and systems thinking

- To promote a joined-up, evidence-led approach to infrastructure planning.
- To recognise that improving transport means improving the social determinants of health — requiring action and collaboration across the system.

Understanding the region's health challenges

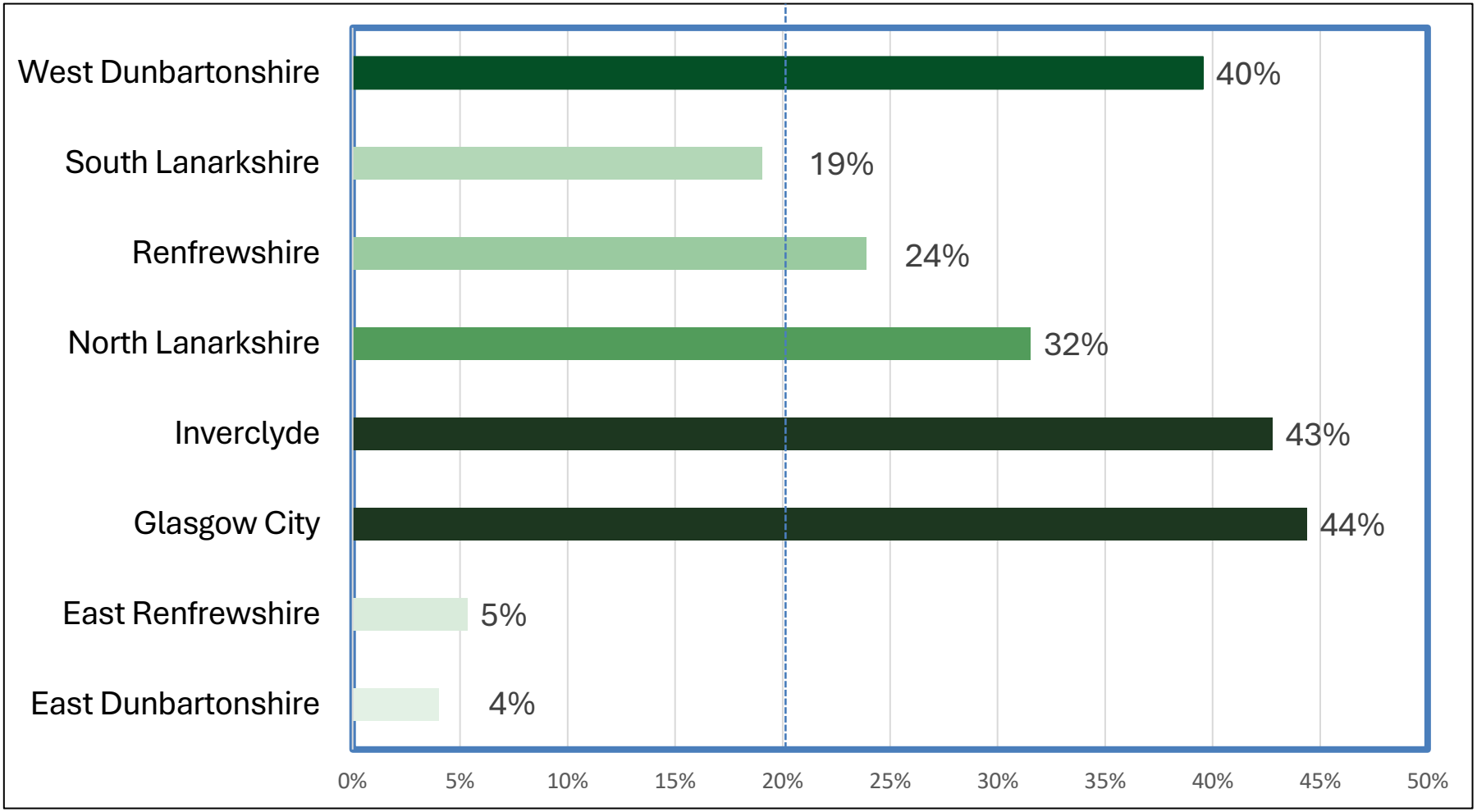


- High levels of poverty and deprivation drive a range of health challenges in the city region.
- Population groups face different challenges in relation to health and experience poverty differently.
- The population of the region has changed significantly since the last census.

Percentage of Population Living in Most Deprived Quintile of SIMD

Source: SIMD 2020, NRS Mid-year population estimates 2021

Glasgow Centre for Population Health



Health trends

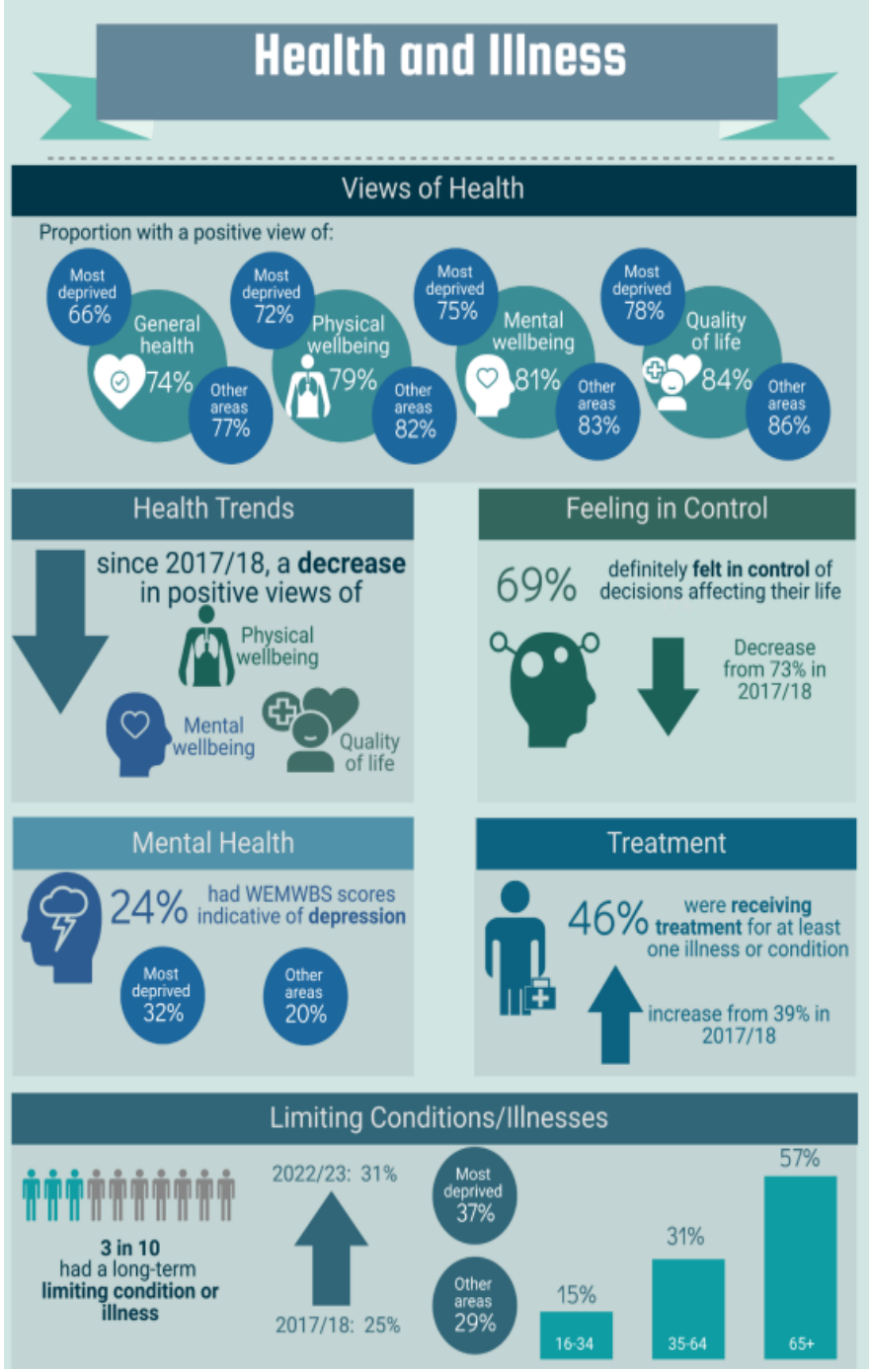
Positives views **of personal health** (physical, mental and quality of life) less common in deprived areas.

Fewer people **feel in control** of decisions affecting their life.

poor mental health is more common in deprived areas

Considerable rises in the % of people **receiving treatment** for at least one illness or condition.

31% have a **long-term limiting condition** or **illness**.



Source: NHSGGC Health and Wellbeing Survey

TRANSPORT AS A NEGATIVE DETERMINANT OF HEALTH IN COMMUNITIES

TRANSPORT AS A POSITIVE DETERMINANT OF HEALTH IN COMMUNITIES

A fully integrated mass-transit system across the city region should therefore support healthy by...

- Supporting mental wellbeing, choice and independence.
- Providing reliable access to vital services and the key determinants of health.
- Increasing opportunities for social contact.
- Contributing positively to activity levels across the population.
- Reducing exposure to harmful pollutions and noise.
- Supporting the creation of healthy places and communities.
- Addressing **transport poverty**: *affordability, accessibility, safety, reliability, efficiency*.
- Meeting the needs of all population groups, prioritising those most disadvantaged by the current transport system.
- Contributing to a reduction in poverty and socio-economic inequality.

Embedding health in Clyde Metro

Partnership working

- GCPH involvement - championing health within the Clyde Metro programme
- Gallant research by the University of Glasgow

Guiding the case for investment work

- Ensuring that robust public health evidence and intelligence informs work undertaken as part of the Case For Investment
- Ensuring that that stakeholder input reflects the broad range of expertise and organisations across the region
- Learning from the CHIA toolkit
- Creation of HIA Steering Group

Synthesis and application of learning

- Developing a health action plan and associated outputs

Case for Investment

Strategic Themes	
£ Economic Development	Support increased inward investment, raising productivity, jobs density and levels of economic activity.
People & Places	Help create a more equitable, healthier, and happier City Region, with thriving and attractive centres.
Environmental Protection & Enhancements	Reduce adverse impacts from transport infrastructure and movements on the natural and built environments.

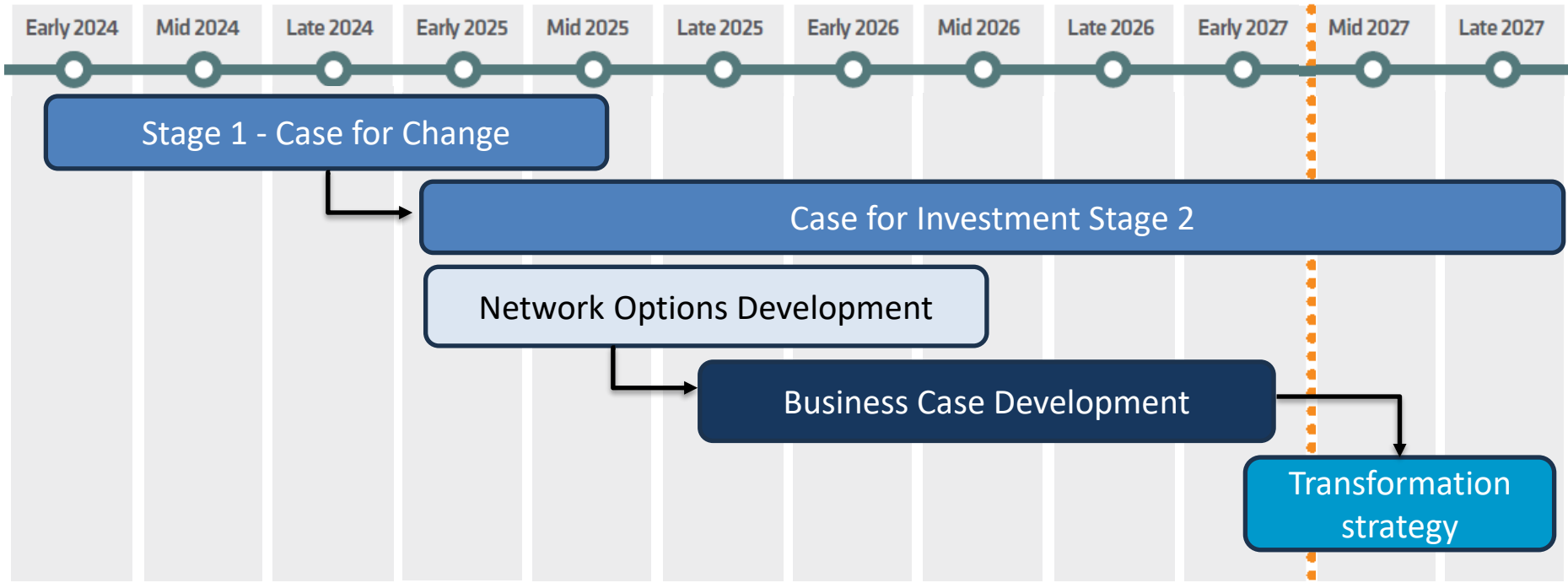
‘Our vision is to deliver transformational change for the Glasgow City Region, providing **opportunity for all** through **sustainable**, transport-led, investment.

Fundamental to the programme will be integration to achieve **placemaking, regeneration, and densification** and enable a **healthier, fairer** and **more prosperous** City Region.

Investment today will **connect people with opportunity**, welcome visitors and investors, reduce emissions and provide the platform for the Glasgow City Region to fulfil its potential as an economic powerhouse for all of Scotland.’

Source: Case for Change – Mott Macdonald

Case for Investment

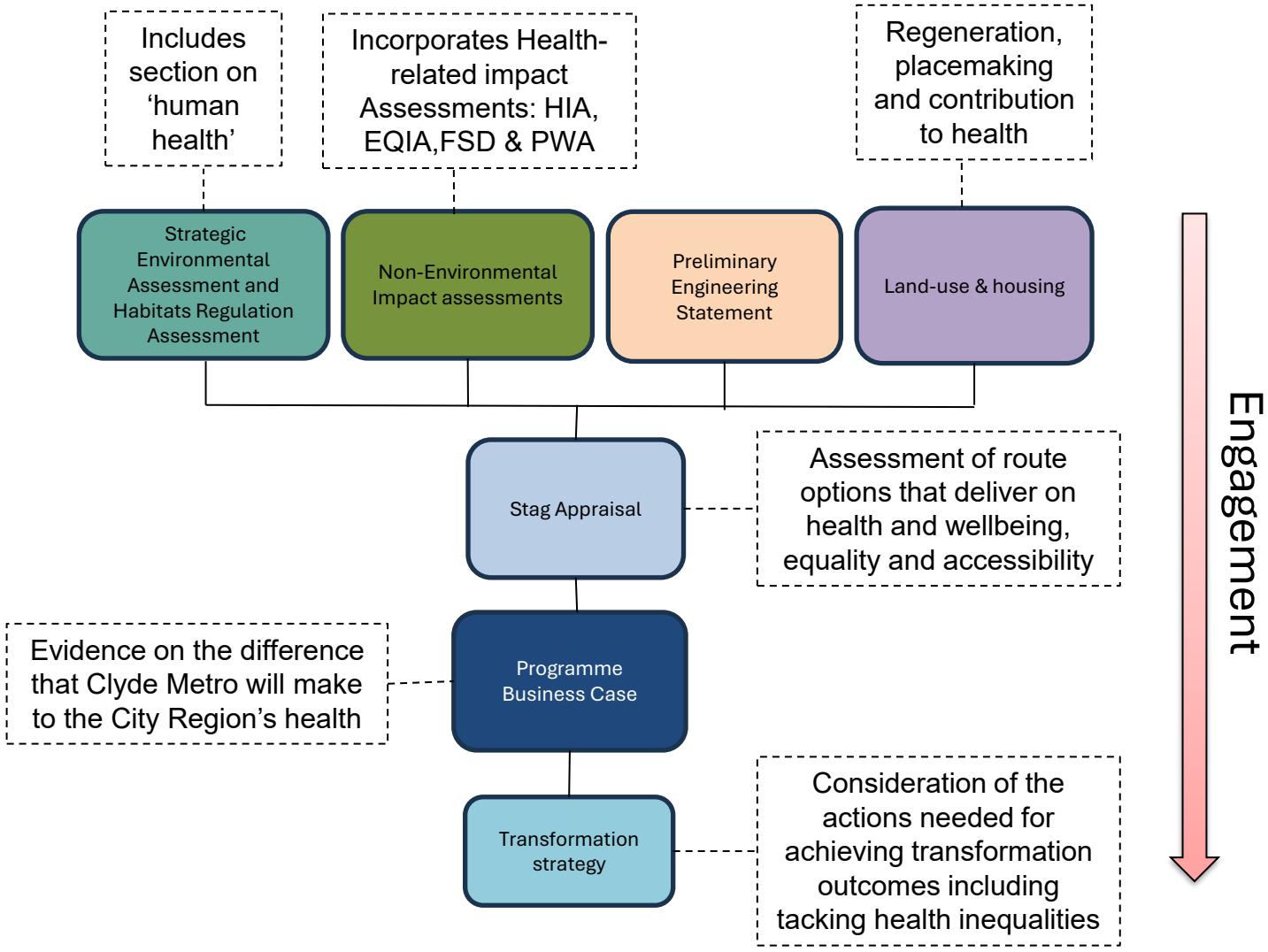


TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

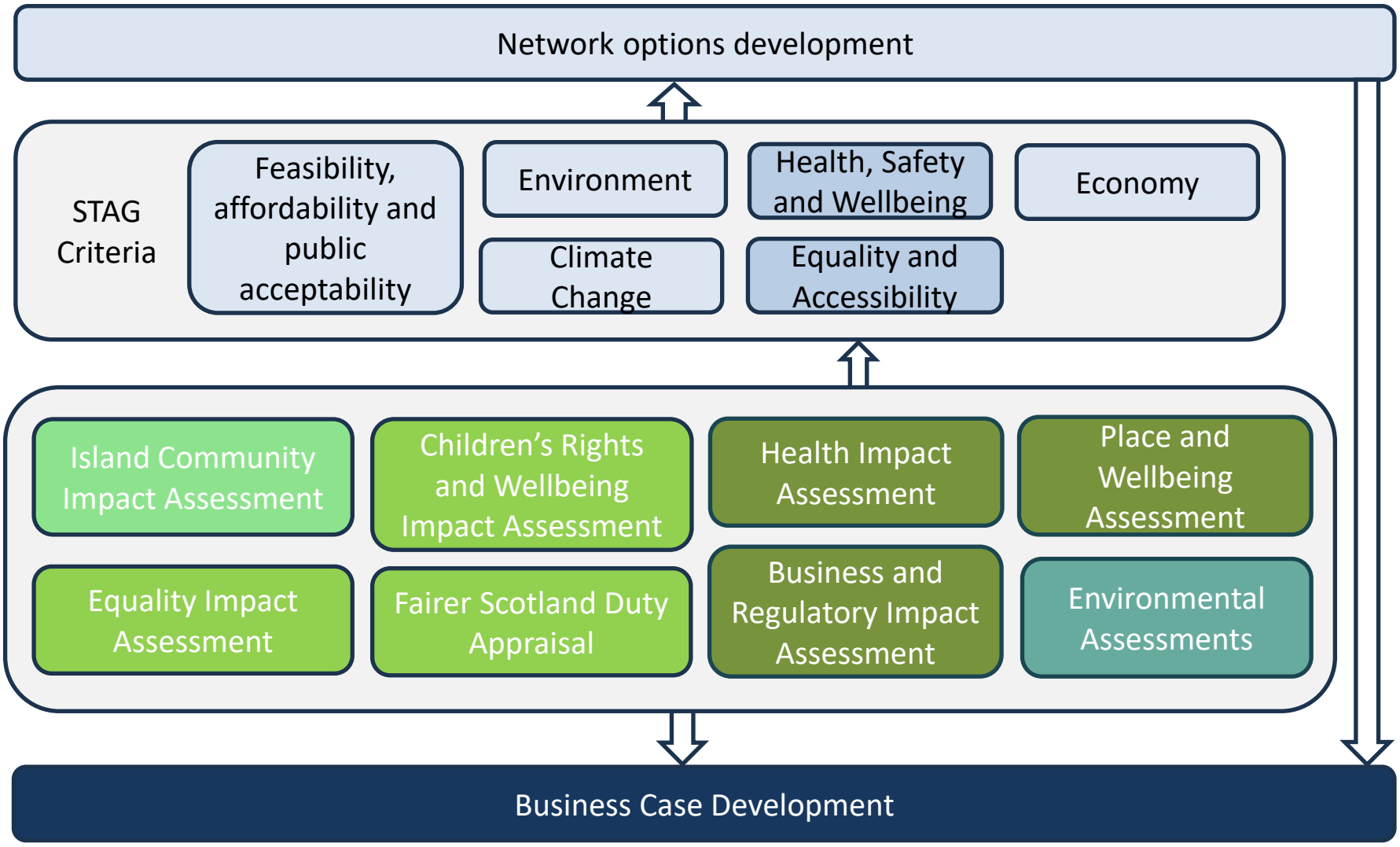
GLASGOW CITY REGION

Case for Investment

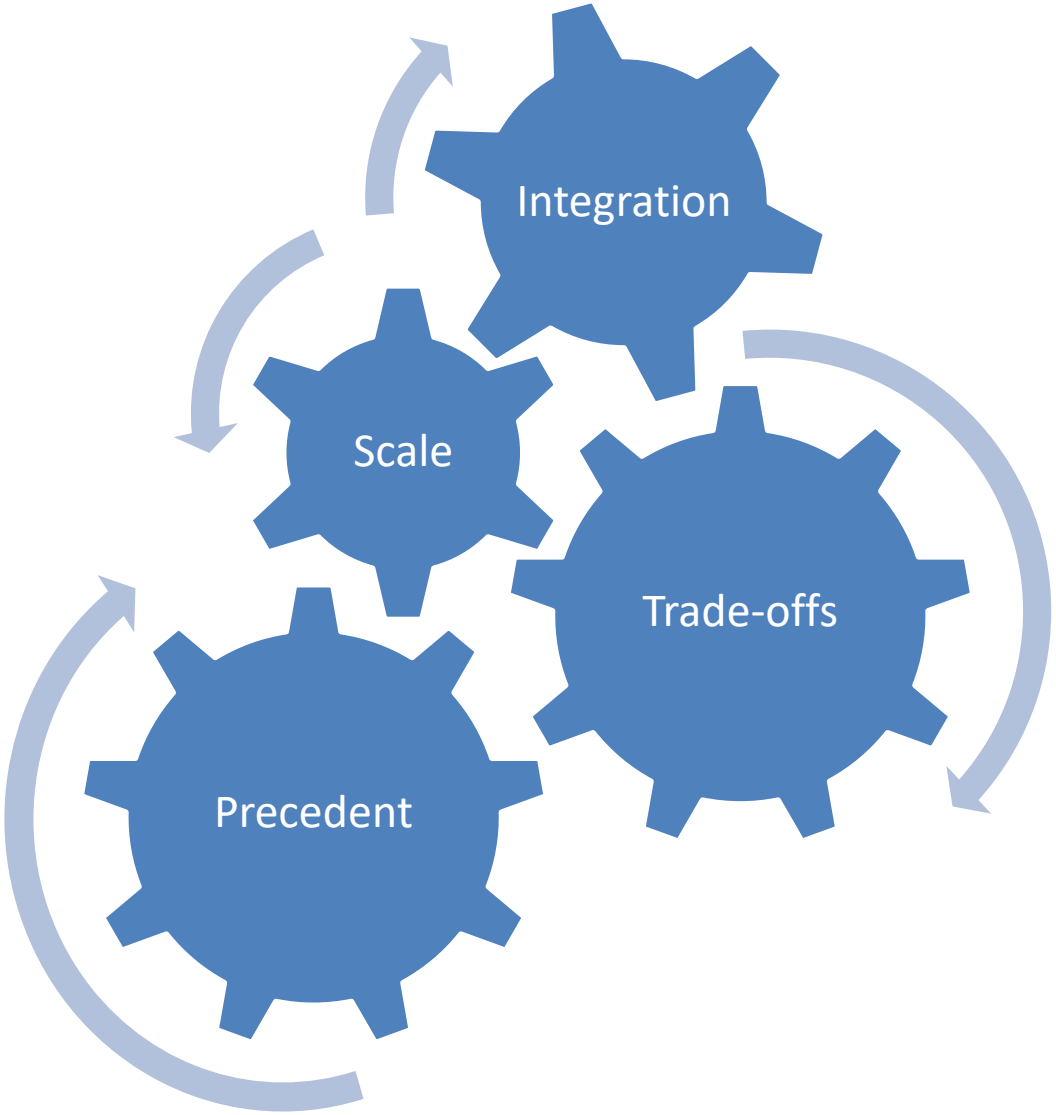
Stage 2 Case for Investment work packages



Case for Investment



Programme challenges



Challenges and opportunities for health

Partnerships and networks

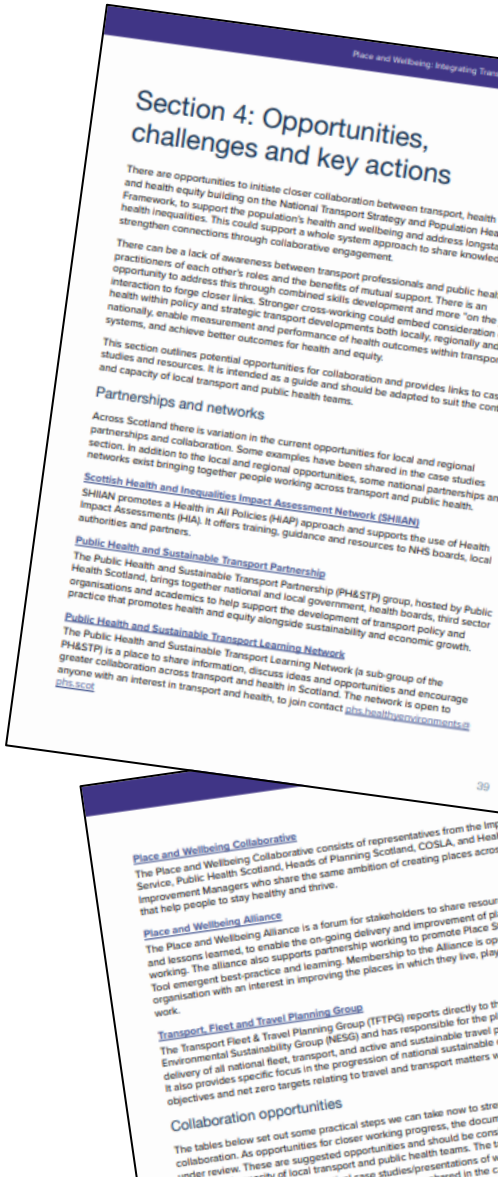
- Developing embedded roles
- Encouraging wider public health expertise

Collaboration

- Common understanding of the social determinants of health and how Clyde Metro could shape health
- Points of influence – understanding the system

Strategic alignment

- Where does transport sit within health boards/HSCPs?
- Misalignment of geographic scale between health boards and GCR.



Section 4: Opportunities, challenges and key actions

There are opportunities to initiate closer collaboration between transport, health and health equity building on the National Transport Strategy and Population Health Framework, to support the population's health and wellbeing and address longstanding health inequalities. This could support a whole system approach to share knowledge, strengthen connections through collaborative engagement.

There can be a lack of awareness between transport professionals and public health practitioners of each other's roles and the benefits of mutual support. There is an opportunity to address this through combined skills development and more "on the job" interaction to forge closer links. Stronger cross-working could embed consideration of health within policy and strategic transport developments both locally, regionally and nationally, enable measurement and performance of health outcomes within transport systems, and achieve better outcomes for health and equity.

This section outlines potential opportunities for collaboration and provides links to case studies and resources. It is intended as a guide and should be adapted to suit the context and capacity of local transport and public health teams.

Partnerships and networks

Across Scotland there is variation in the current opportunities for local and regional partnerships and collaboration. Some examples have been shared in the case studies section. In addition to the local and regional opportunities, some national partnerships and networks exist bringing together people working across transport and public health.

Scottish Health and Inequalities Impact Assessment Network (SHIIAN)

SHIIAN promotes a Health in All Policies (HiAP) approach and supports the use of Health Impact Assessments (HIA). It offers training, guidance and resources to NHS boards, local authorities and partners.

Public Health and Sustainable Transport Partnership

The Public Health and Sustainable Transport Partnership (PH&STP) group, hosted by Public Health Scotland, brings together national and local government, health boards, third sector organisations and academics to help support the development of transport policy and practice that promotes health and equity alongside sustainability and economic growth.

Public Health and Sustainable Transport Learning Network

The Public Health and Sustainable Transport Learning Network (a sub-group of the PH&STP) is a place to share information, discuss ideas and opportunities and encourage greater collaboration across transport and health in Scotland. The network is open to anyone with an interest in transport and health, to join contact phs.healthyenvironments@phs.scot

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Place and Wellbeing Collaborative

The Place and Wellbeing Collaborative consists of representatives from the Improvement Service, Public Health Scotland, Heads of Planning Scotland, COSLA, and Health Improvement Managers who share the same ambition of creating places across that help people to stay healthy and thrive.

Place and Wellbeing Alliance

The Place and Wellbeing Alliance is a forum for stakeholders to share resources and lessons learned, to enable the on-going delivery and improvement of place working. The alliance also supports partnership working to promote Place Standard Tool emergent best-practice and learning. Membership to the Alliance is open to organisation with an interest in improving the places in which they live, play, work.

Transport, Fleet and Travel Planning Group

The Transport Fleet & Travel Planning Group (TFTPG) reports directly to the Environmental Sustainability Group (NESG) and has responsible for the plan delivery of all national fleet, transport, and active and sustainable travel plans. It also provides specific focus in the progression of national sustainable objectives and net zero targets relating to travel and transport matters.

Collaboration opportunities

The tables below set out some practical steps we can take now to stre collaboration. As opportunities for closer working progress, the docum under review. These are suggested opportunities and should be cons of local transport and public health teams. The

Health challenges and opportunities

Data and evidence

- Availability and access to data and evidence
- How data and evidence is used to support monitoring
- Does the data tell the whole story

Addressing the triple win - Health, equity, climate

- Advocacy and communications
- Overcoming car dependency
- Public health is everyone's business

For more information about Clyde Metro

www.spt.co.uk/about-us/what-we-are-doing/clyde-metro/

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