GALLANT

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CLYDE METRO PROJECT:
INTEGRATING MASS-TRANSIT AND ACTIVE TRAVEL

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CLYDE METRO PARTNERSHIP

- The Clyde Metro project is a key sustainable mass-transit project in line with Glasgow and Scotland's goals to reduce emissions and reach net zero. It is (among other things)…
  - *A fully integrated mass transit public transport system which could include a variety of modes*
  - *A multi-billion-pound long-term investment programme likely to span decades.*
  - *Will help tackle social exclusion by improving access to healthcare, education and employment opportunities, especially for those in underserved areas.*
- Partnership between Glasgow City Council, Transport Scotland and Strathclyde Partnership for Transport (SPT), with SPT leading the Case for Investment

(Glasgow City Council 2025, SPT 2025

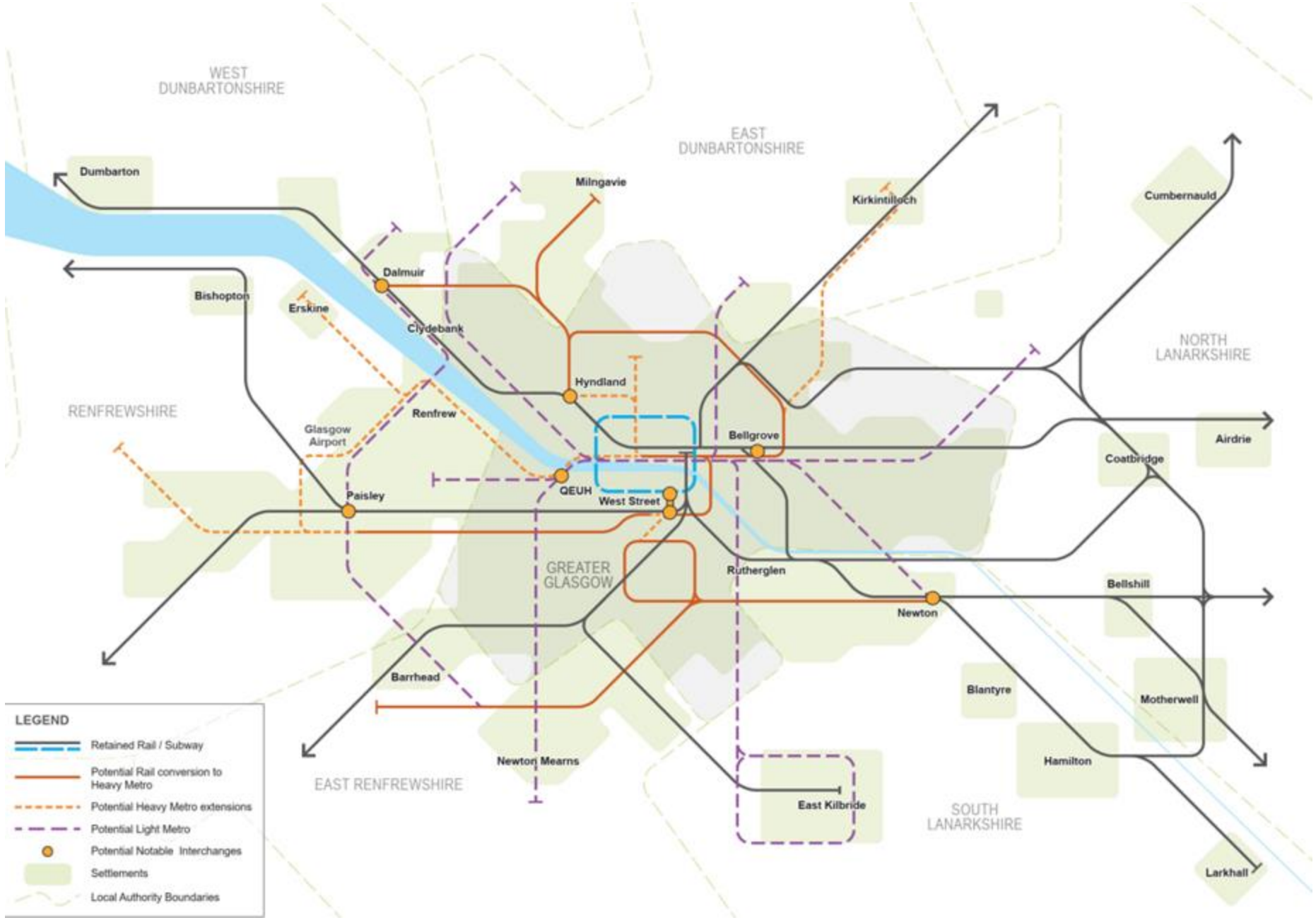

Image: Glasgow City Region (2023) Clyde Metro Development takes major step forward, Glasgow City Region. Available at: https://glasgowcityregion.co.uk/clyde-metro-development-takes-major-step-forward/ (Accessed: 27 June 2025).

CLYDE METRO AND GLASGOW CITY REGION

GALLANT AND CLYDE METRO

- GALLANT is a partnership between the University of Glasgow and Glasgow City Council which seeks to turn Glasgow into a living lab to develop and trial new sustainable solutions to climate change throughout the city.

- The **Active Travel** GALLANT work package aims to improve health, wellbeing, social connectedness, and air quality, and reduce car journeys and carbon dioxide emissions by promoting cycling, wheeling and walking.

- Innovation Funding from GALLANT for Clyde Metro Collaboration, supported by Carnegie Funding

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AIM AND OBJECTIVES

Aim: To inform Clyde Metro's plans to support people to engage in active travel and use the Clyde Metro

Component 1: Rapid Review of Published Literature

1. To identify what cities have successfully planned and implemented a **mass-transit system** and what Glasgow can learn from them.
2. To understand how other cities have successfully **integrated active travel and mass transit** to enable safe, multimodal journeys.

Component 2: Photo Elicitation Interviews

3. To explore the perceived facilitators and barriers to engagement in **sustainable travel and local public transport initiatives** by under-represented population subgroups in Glasgow City Region





RAPID REVIEW OF SUCCESSFUL EXAMPLES OF CITIES WITH INTEGRATED MASS-TRANSIT AND ACTIVE TRAVEL



RAPID REVIEW OF SUCCESSFUL MASS-TRANSIT SYSTEMS: *METHODS*

- Searched four research databases: Web of Science, TRID-TRIS/ITRD, Scopus, Embase
- Search Terms:
  - *Mass-transit* OR *Active Travel*

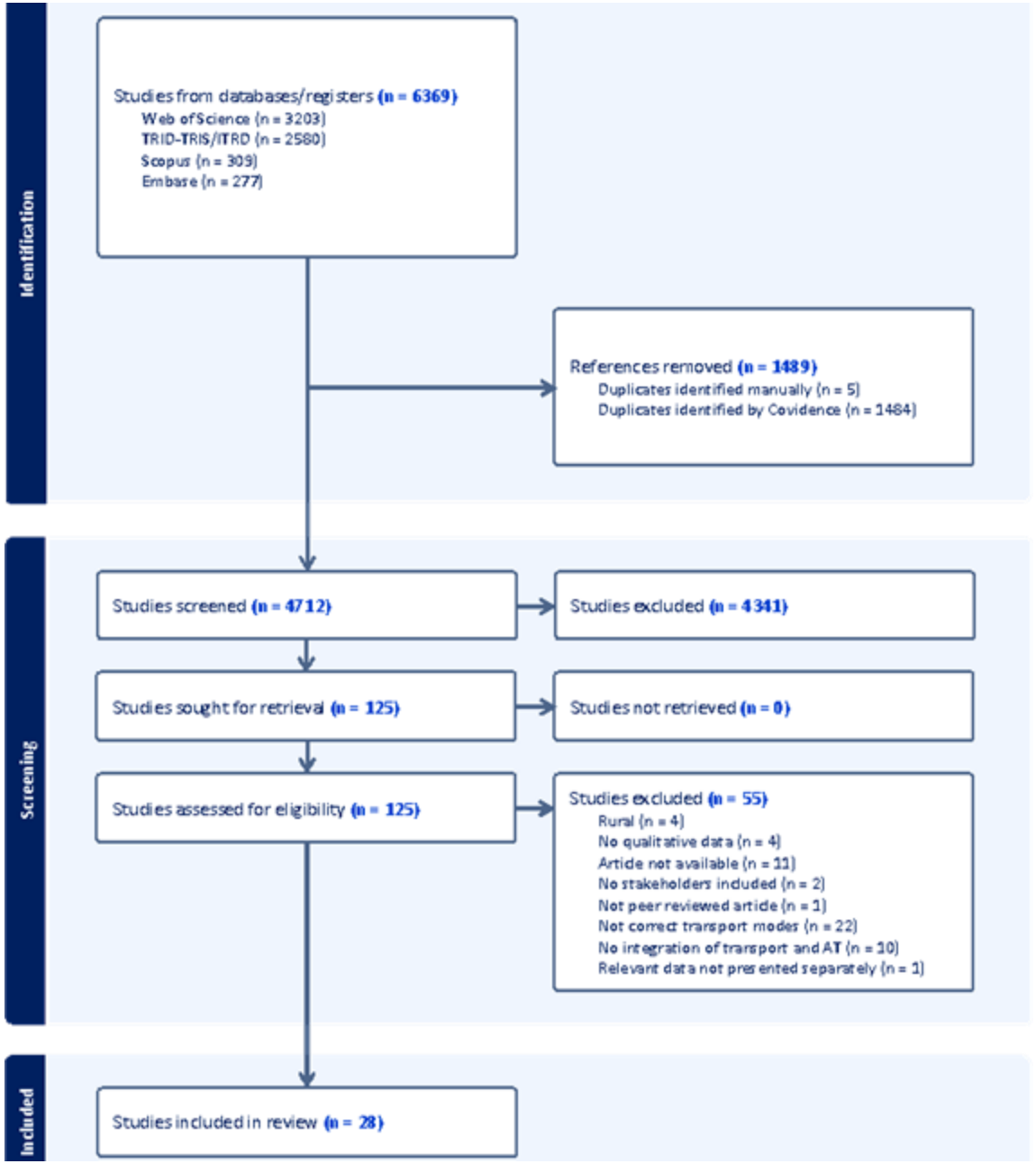
    AND
  - *Case Studies* OR *Qualitative* (e.g. interviews, focus groups, document/policy analysis)
- Limited search to English language, peer-reviewed published literature between 2004 and 2025.

- Focusing on **stakeholder** perspectives rather than public.
- Worked with Clyde Metro Team to narrow focus to OECD countries and two key priorities:

Integration of two or more modes of public transit

Integration of active and public transit

28 Studies Extracted



RAPID REVIEW: PRELIMINARY FINDINGS

- 28 studies extracted
- Majority of studies from Germany, Scandinavia, Austria and Australia
- Copenhagen was the most common city
- Most used case studies or policy analysis, focusing on integrating cycling and public transport policies, planning, and infrastructure (e.g., bike-sharing stations, bike-parking near transit, multimodal corridors)
- Limited high quality primary data



INITIAL KEY THEMES:

INTEGRATION AND LEADERSHIP AT AN ORGANISATIONAL LEVEL



"The **question of who owns the responsibility for creating a high level of service** for cyclists at public train stations was, according to several of the interviewees, difficult to answer"

Copenhagen, Denmark

(Canon et al 2024; p. 69)

"There are not only **different departments for transport and urban planning** in Stockholm, but there are also **different political heads for each department** who develop different political visions and directions for urban and transport planning and for their department's work. This contributes even further to **the conflicts between the departments and leads to less cooperation**".

Stockholm, Sweden

(Koglin 2015; p. 59)

INITIAL KEY THEMES:

THE QUALITY AND QUANTITY OF INTEGRATED INFRASTRUCTURE

"There is a major bike station at Freiburg's main train station **offering secure, sheltered parking** for 1,000 bikes (for 41 per day or 410 per month), **bike rental, bike repair, travel advice, and bike shipment** to other cities (City of Freiburg 2008a)."

Freiburg, Germany

(Buehler and Pucher 2009; p.59)

"'[At two stations [in Oslo] it was demanded that] both should have 1000 parking spaces (…) There was **evidently no analysis to back this number**. It was kind of 'pick a number', and 1000 is a nice and pretty high number. There **were no demands on quality, except that they were supposed to be roofed'"**

Oslo, Norway

(Municipal Officer quoted in Tønnessen et al 2021; p.7)

INITIAL KEY THEMES:
CITIZEN CONSULTATION AND GAINING PUBLIC SUPPORT



"Besides the aesthetic design of the light rail system Angers is also well **known for the public consultation process where there has been a strong emphasis on communicating the light rail vision**…(Research Interview, Olivier Sorin)"

Angers, France

(Olesen 2014; p.14)

"The package of sustainable transport policies in Vienna has garnered widespread support among the public, key stakeholders, and political parties by offering **benefits of some kind to almost all groups**"

Vienna, Austria

(Buehler et al 2017 p. 269)

PHOTO ELICITATION INTERVIEWS



PHOTO ELICITATION INTERVIEWS: *METHODS*

- 20-40 interviews with adults from under-represented community sub-groups.
- Purposeful, snowball sampling using a range of screening criteria
- **Optional**: Participants posted a digital camera, instructions and a camera user guide to use for ~7 days.
- Invited for interview online or in-person using photos as prompts for discussion
- 171 Sign ups and 13 interviews done so far

Screening Criteria

Individuals who may face barriers to public transport use e.g. Those who

- Are aged 60+
- Are the parent or guardian of a young child/children
- Have caring responsibilities and support someone else's daily travel
- Have a physical or mental health condition or illness that impacts their daily travel.
- Experience challenges accessing and using public transport due the cost of travel.
- And an additional self-select option: Individuals who experience any other challenges accessing and using public transport, walking, cycling or wheeling… [self-specified]

Postcode

Transport Modes

TAKING PHOTOS..

Camera Prompt:

Over the next week, use this camera to take photos of your daily travel with a focus on public transport. You might want to take photos at any point i.e. from getting ready to leave your house up to arriving at your destination. We're interested in every part of your journey. Focus on the **objects, places, or things that help and support your travel and the things that act as barriers.**



Safety and Best Practice:

- Please **avoid taking any photographs that could identify yourself or others.**
- Please do not take photographs of anyone's face without their explicit consent.



PHOTO-ELICITATION PRELIMINARY FINDINGS

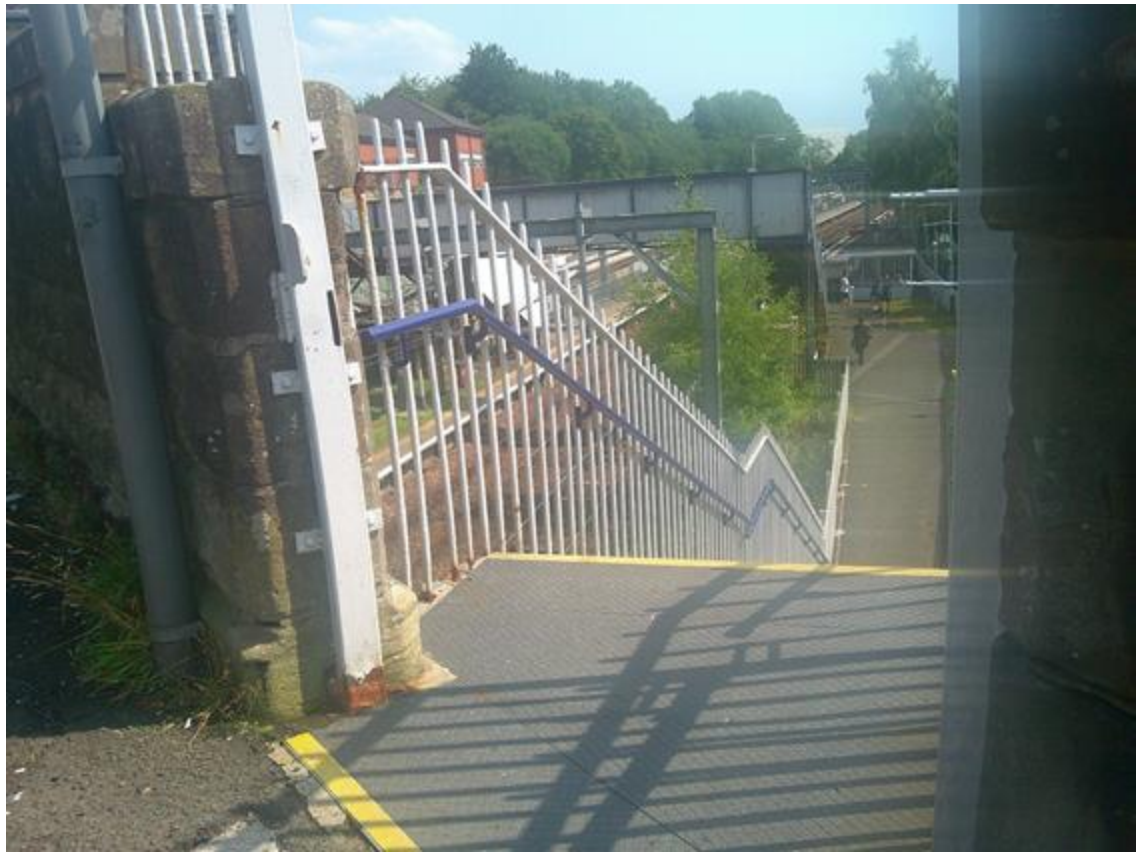


LACK OF ACCESSIBILITY AS A BARRIER TO PUBLIC TRANSPORT USE

“Well, if I talk about **the steps**. For me. Is I think it **hinders fast movement to catch the train for older people**, but for young people see them running down and they will catch [the train]. When I'm climbing the steps, I just go one corner corner corner corner, holding the rail. Before I go there…one [train] will come. **So you have to miss the train because it's like that”**

Participant 14_Female_Glasgow South

Self Described Barrier: Aged 60+



RELIABILITY AS A FACILITATOR AND BARRIER TO SUSTAINABLE TRAVEL

“I like that it says when the next subway is coming. I really do. And it's also like my autistic side. I like predictability. **I don't use buses because if they late, I don't know when they're coming**. I don't know where they are**. With subway it, it tells me so it's really useful”**

Participant 6_Female_Central Glasgow

Self Described Barrier: Cost

“We used to walk to [nearby village] **and take the bus back**. Yeah, **but if it's one an hour, that's, you know, that's that's no use**. So we did, we don't do it now. The upshot of that is that we used to walk, you know, somewhere, go for lunch. So **somebody's missing out on business”**

Participant 10_Female_East Renfrewshire

Self-Described Barrier: Aged 60+

INFRASTRUCTURE AND LACK OF SAFETY AS BARRIERS TO CYCLING

“My preferred mode of transport is cycling and as you can see there, that **car is infringed on the Stop-Start zone for cyclists**.

Now that reflects in my experience, two things. They’re very **poorly maintained and they're virtually impossible to see if you don't know they're there….[and] a lot of cars just use them as a regular bit of the road and don't regard them as a a sort of exclusion zone…**

As a cyclist. **That's the big issue**.”

Participant 4_Male_Glasgow South Self-Described Barrier: Aged 60+



AFFORDABILITY AS A FACILITATOR AND BARRIER TO PUBLIC TRANSPORT USE

“You can see that the single journey costs around £2.10 and if you are travel all day, so the all day ticket is approximately £6. […]

And [***before] my young Scott card got expired, I feel like it was such a blessing for me***, but now every time we travel by bus**, I have to pay like £6 for my ticket. It's very hard for me** because at the moment my job is not like proper. And also my mum is doing a small job so…”

Participant 1_Female_Glasgow South

Self-Described Barrier: Cost



GENERAL FINDINGS SO FAR



Participants responded positively to the idea of an integrated transport system



However, many of the interviews were focused on improving the services we already have



Across all demographics, cost, accessibility and reliability appeared to be key priorities

NEXT STEPS



Finalise rapid review findings



Complete remaining interviews and analyse findings



Prepare a report for the Clyde Metro Team to inform their next steps towards the development of the Clyde Metro Initiative



THANK YOU

Any Questions?

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WHAT IS CLYDE METRO?

- A fully integrated mass transit public transport system which could include a variety of modes.
- A multi-billion-pound long-term investment programme likely to span decades.
- Will be transformational in nature – in other words, more than just a transport project.
- Will support regeneration and investment across the West of Scotland.
- Will help tackle social exclusion by improving access to healthcare, education and employment opportunities, especially for those in underserved areas.
- Will support people living in low car ownership areas and where dependency on public transport is higher.
- Will provide high quality public transport links to key hubs and unserved or underserved areas.
- Will encourage fewer car journeys, reducing greenhouse gas emissions, and freeing up rail capacity for longer-distance journeys.
- Is a combination of infrastructure / services and complementary measures.
- Is regional in scale, extent, and impact.