



The Glasgow City Region City Deal

# CLYDE WATERFRONT & RENFREW RIVERSIDE

FINALISING PROPOSALS

May 2017

## The Glasgow City Region City Deal

The £1.13bn Glasgow City Region City Deal is an agreement between the UK Government, the Scottish Government and eight local authorities across the Glasgow City Region.

This City Deal will fund major infrastructure projects; create thousands of new jobs and assist thousands of unemployed people back to work; improve public transport and connectivity; drive business innovation and growth and generate billions of pounds of private sector investment.

Further information can be found on the City Deal website at [www.glasgowcityregion.co.uk](http://www.glasgowcityregion.co.uk).

## Clyde Waterfront & Renfrew Riverside (CWRR)

The Clyde Waterfront & Renfrew Riverside project aims to regenerate the Clyde Waterfront as an attractive riverside and urban area that supports existing and promotes new residential, industrial, commercial, business, retail and leisure opportunities. With the construction of a new 'opening' bridge across the River Clyde, which will accommodate vehicles, pedestrians and cyclists, and the construction of the Renfrew North Development Road, the project will better link communities and businesses on both sides of the river. This will increase the potential for business growth, for businesses on both sides of the river, as they gain access to increased numbers of customers and suppliers throughout Renfrewshire, Clydebank, Glasgow and the wider Glasgow City Region.

To help realise that potential, the £90.7m Clyde Waterfront & Renfrew Riverside project will deliver the infrastructure and environmental improvements (described below) with the objective of facilitating:

- The regeneration of the waterfront as an attractive, vibrant and sustainable urban area by improving access to key development sites, providing new housing, business and employment opportunities
- Improve access for communities north & south of the Clyde to key residential, employment, healthcare, education, leisure and retail sites for all modes of transport, including improved opportunities for leisure and active travel alongside and across the Clyde
- Enhance the local environment through the use of high quality landscaping to encourage high quality development and regeneration
- Optimise the operation of the local road network, resulting in improved journey time reliability and safety
- Improve access to and enhance local greenspace

This investment in infrastructure will help to create a more attractive, vibrant and sustainable place to live and work by better connecting communities and businesses; resulting in more employment opportunities for local residents and wider Glasgow City Region residents.

## CWRR Project Benefits

Through the construction of the proposed infrastructure (described overleaf in 'Project Detail') it is anticipated that the project will enable the delivery of the following benefits for the local and wider communities:

### DEVELOPMENT BENEFITS

- Vacant and derelict land brought back into use (83.38 hectares)
- Land remediated (21.51 hectares)
- New business space (Industrial/Storage/Distribution) (27,480 sqm)
- Enhanced retail space (10,000 sqm)
- New public realm (2 hectares)
- New office space (2,800 sqm)
- New homes (1,690)

Development of the project design, in consultation with stakeholders and the public, has enabled the following additional benefits to be delivered by the project:

- Reduction in journey times between the newly connected communities (up to 50%)
- Significantly reduced traffic flow through Renfrew Town Centre, particularly Inchinnan Road (east)
- Access to local woodland areas improved for communities on both sides of the River Clyde
- Safer and significantly expanded cycleways
- Cycle links extended to Yoker Railway Station, with a connection to NCR7
- Improvements to Dock Street / Glasgow Road junction including provision for safe crossing for pedestrians and cyclists
- Opportunity for enhanced public transport on both sides of the river including enhanced reliability through Renfrew town centre
- Potential for significant area adjacent to the River Clyde to be become an accessible area for leisure
- Reduction in greenhouse gas emissions from vehicles by over 500 tonnes in 2020
- One of the first projects in the world to follow the new standard (PAS 2080) to minimise greenhouse gas emissions - directly contributing to the achievement of the UN's Sustainable Development Goals

### PRIVATE SECTOR INVESTMENT

- £282m

### JOBS CREATED

- 1015 during construction of the project
- 629 permanent additional jobs as a result of new business creation

## CWRR Project Details

The CWRR project involves a new opening bridge across the River Clyde linking Renfrew, Yoker & Clydebank that maintains existing navigation rights and a new Renfrew North Development Road from the new bridge to Meadowside Street / King's Inch Road and Inchinnan Road and improved facilities for public transport, cyclists and pedestrians. A summary of the key project outputs are as follows:

### 1 OPENING BRIDGE OVER RIVER CLYDE

A new opening bridge linking Dock Street to Meadowside Street at Lobnitz Dock, including:

- 184m long twin leaf cable stayed swing bridge with a 7.3m road accommodating 2 lanes of traffic
- 3m wide shared cycleway<sup>1</sup> on west side only (2m footway on east)
- Layby berthing facility for ships at Rothesay Dock
- Plant & control rooms will be constructed on both sides of the river
- Minimum clearance height of 5.5m from bridge to water level

### 2 RENFREW NORTH DEVELOPMENT ROAD

New 30mph road will be constructed to link Meadowside Street to the A8 at Argyll Avenue:

- 750m of new 7.3m wide road accommodating 2 lanes of traffic from a new junction with Meadowside Street to the existing Argyll Avenue
- 400m of upgrading of the existing Argyll Avenue
- 3m wide shared cycleway<sup>1</sup> on both sides of the new and upgraded road

### 3 CYCLE LANE CONNECTIONS

In addition to the active travel routes incorporated into the new roads and bridges described above, new / improved active travel routes connecting to these will also be constructed, including:

- **2a** Conversion of 100m of existing northern footway of the A8 Inchinnan Road to provide a 3m wide shared cycleway<sup>1</sup> connection between Argyll Avenue and the new off road cycle link
- **3a** 420m of new 2.5m wide cycle only off-road link parallel to A8 Inchinnan road, between Argyll Avenue and the Bascule Bridge

Further improved connections to existing cycleways & core paths will also be provided:

- **1a** Conversion of 400m of existing footway on Glasgow Road and Mill Road to provide a shared cycleway<sup>1</sup> connection from Dock Street to Yoker Railway Station
- Links to existing cycle routes (NCR7, core paths) and planned routes (Paisley / Renfrew)
- New toucan crossings on Glasgow Road and A8 Inchinnan Road

<sup>1</sup> By 'shared cycleway' we mean a shared use path for use by pedestrians and cyclists.

**xx** Corresponds to map reference overleaf.

### BRIDGE APPROACH ROADS

New 30mph approach roads will be constructed to provide access to the bridge from existing roads:

- **1b** 120m of upgrading & widening to 14m of Dock Street to accommodate 4 lanes of traffic from its junction with Glasgow Road to a new signalised junction
- **1c** 70m of new 11m wide road accommodating 3 lanes of traffic from the new signalised junction to the proposed Dock Street Roundabout
- **1d** 190m of new 7.3m wide road accommodating 2 lanes of traffic between Dock Street Roundabout and Meadowside Street West Roundabout
- **1e** 750m of new and upgraded 7.3m wide road (Meadowside Street) accommodating 2 lanes of traffic linking the bridge to Ferry Road / King's Inch Road. This includes a number of minor access roads maintaining connections to existing land and businesses

### JUNCTIONS

There will also be new & improved junctions:

- Upgrading of the existing Glasgow Road / Dock Street Junction
- New signalised junction on Dock Street
- A new roundabout on the north approach to the bridge providing a turn back facility and link to existing and future developments
- A new roundabout on the south approach to the bridge providing a turn back facility
- A new roundabout connecting Meadowside Street with the new Renfrew North Development Road
- Upgrading of the existing Meadowside Street / Ferry Road / Kings Inch Road Junction
- Upgrading of the existing Argyll Avenue / A8 Inchinnan Road Junction

### LANDSCAPING

Landscaping new roads and cycleways, including:

- New woodland planting to replace trees removed as a result of the scheme
- Trees planted to provide continuity along proposed and existing road corridors
- Landscape design to reinforce the aesthetics of the Clyde Crossing
- Soft landscaping used to reduce the visual impact of the new roads
- New hedges to create habitats for wildlife

### DRAINAGE

Drainage for new road and cycleways will use the principles of Sustainable Urban Drainage Systems and include:

- Pollution Control
- Realigned Yoker Burn Culvert
- Tidal Attenuation
- Flood relief measures

# CLYDE WATERFRONT & RENFREW RIVERSIDE

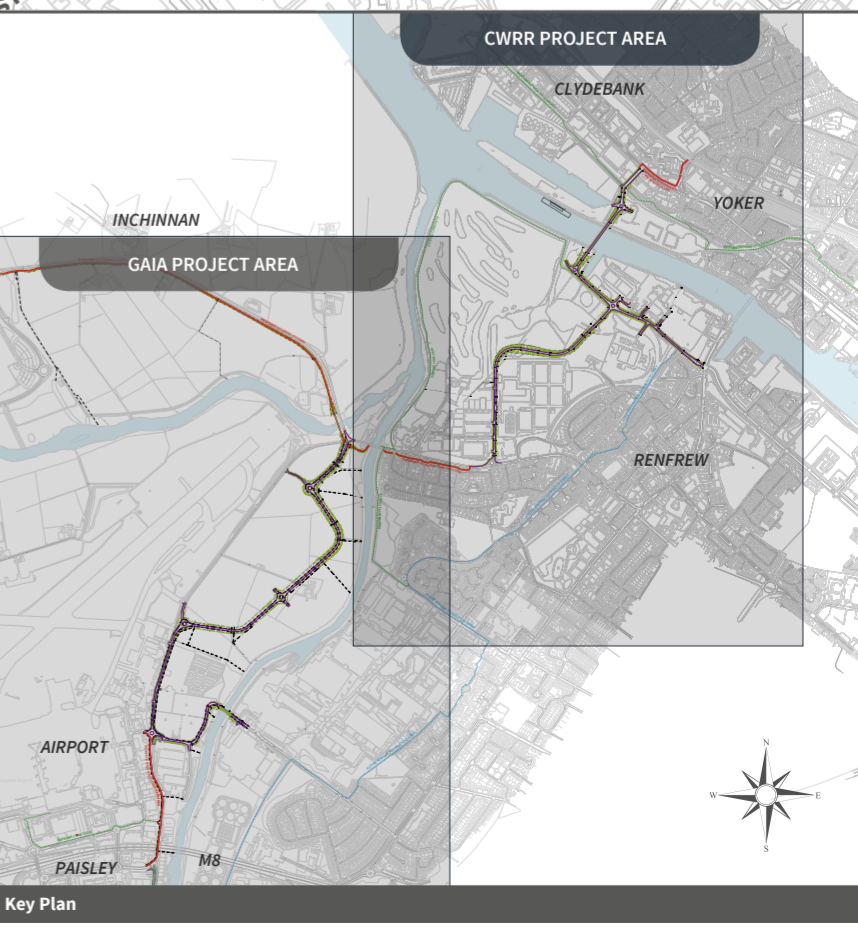
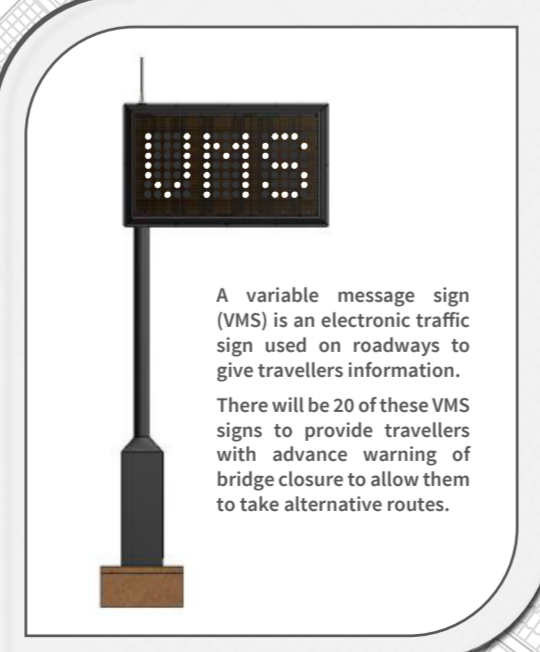
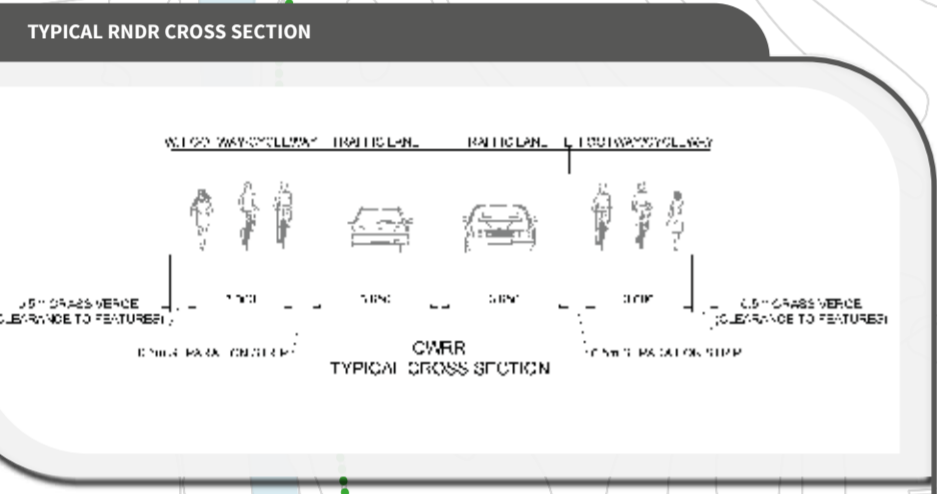
Key	
Project	
Proposed Carriageway	
Proposed Cycleway	
Cuttings	
Embankments	
Structure	
Drainage	
Council Boundary	
Variable Message Sign	
Proposed Works (as part of City Deals)	
Existing	
Existing Carriageway	
Existing Cycleway	
Proposed by Others	
Future Cycleway (proposed by others)	

QUEEN'S QUAY DEVELOPMENT  
WEST COLLEGE SCOTLAND

West Dunbartonshire Council

Glasgow City Council

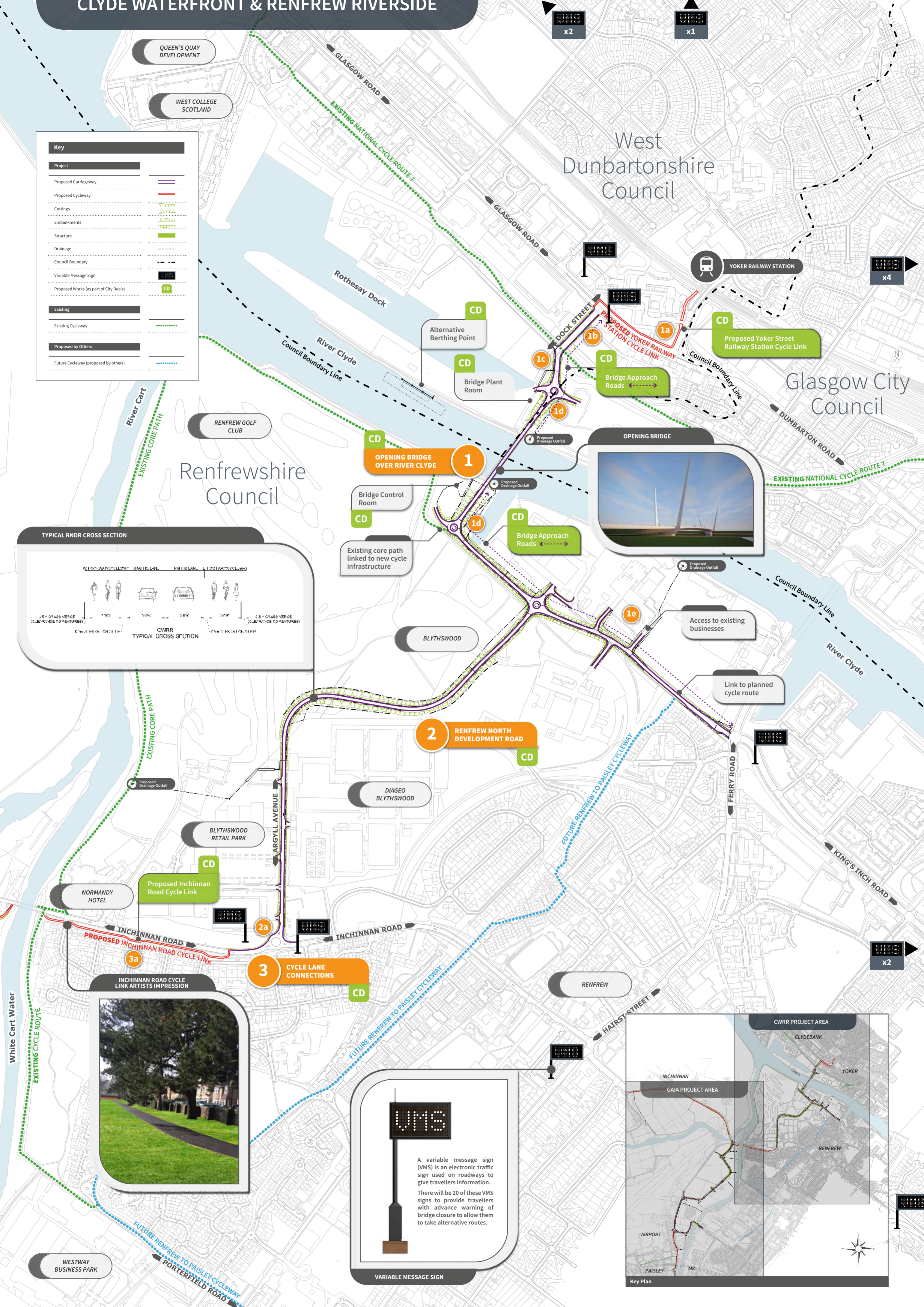
Renfrewshire Council



1 OPENING BRIDGE OVER RIVER CLYDE

2 RENFREW NORTH DEVELOPMENT ROAD

3 CYCLE LANE CONNECTIONS



## Statutory Process

The submission of Proposal of Application Notices (PAN) for this project began a period of consultation, during which events will be held to seek stakeholders' views before the plans are finalised. A full planning application will then be submitted later this year.

The planning application and supporting documents (including an Environmental Statement containing the findings from an Environmental Impact Assessment) will be available from the Planning Authorities\* after submission and validation of the application. To sign up to our mailing list to be notified of these key project updates, or for further details visit our website at [www.renfrewshire.gov.uk/citydeal](http://www.renfrewshire.gov.uk/citydeal).

\* Planning Authority Portal: <http://pl.renfrewshire.gov.uk/online-applications> | GCC Planning Portal: <https://publicaccess.glasgow.gov.uk/online-applications/>  
| WDC Planning Portal: [https://www.west-dunbarton.gov.uk/uniform/dcsearch\\_app.asp](https://www.west-dunbarton.gov.uk/uniform/dcsearch_app.asp)

### PROPOSED PROJECT TIMELINE

March 2017	Proposal of Application Notices (PAN) submitted
April 2017	Consultation with Elected Members and Community Councils
May 2017	Public consultation events 8th to 11th May in Renfrew, Paisley, Clydebank & Yoker**
June 2017	Submission of full planning application
June onwards	Consideration by the planning authority*** and decision on application.
2018	Start construction****
2020	Complete construction; roads and bridges open****

\*\* Please note that comments recorded at these events are being considered as general project feedback and are not representations to the planning authority. The process for making a formal representation is set out in the note below;

\*\*\* Any person has the right to make representation on the proposals. Such representations must be made in writing within set time limits. These will be clearly set out in explanatory material accompanying the Planning Application and Environmental Statement.

\*\*\*\* Dates dependant on Planning Application outcomes and timescales.

## Consultation to Date

Feedback from surveys completed by members of the public in December 2016 at the second phase of consultation continued to demonstrate the overwhelming support shown in the initial phase of engagement in May & June 2016 where the public voiced support for the project and the benefits it will deliver in the local and wider area.

The Project Team has spoken regularly with key stakeholders to ensure that their concerns, along with any potential problems and constraints, have been identified and where possible addressed, prior to finalising the design and the subsequent planning application. For example:

YOU SAID	WE DID
Strong preference for westernmost option for bridge location	<ul style="list-style-type: none"> <li>Westernmost option taken forward as preferred option</li> <li>locating the new bridge and access roads away from existing and planned housing and also minimising impact on river users</li> </ul>
Concern about impact on Blythwood	<ul style="list-style-type: none"> <li>Discounting of option through woodland resulting in a preferred road alignment that minimises the impact on the trees in Blythwood</li> </ul>
Include safe walking and cycling route	<ul style="list-style-type: none"> <li>All new roads will include cycle routes, remote from vehicle traffic where possible</li> <li>Cycle route extended from new bridge to Yoker Train Station</li> </ul>
Concerns about traffic congestion	<ul style="list-style-type: none"> <li>Comprehensive Traffic Modelling assessment carried out</li> <li>Bridge and access road location chosen to minimise traffic impact on both sides of the river</li> </ul>