

Bishopbriggs Town Centre Public Realm Plan



**FINAL
DRAFT**



Interim Report

August 2021

Client:
East Dunbartonshire Council

Report:
prepared by erz Limited



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Client:

East Dunbartonshire Council

Lead Consultant:

erz Limited

Design Team:

Project Manager - Pick Everard

Engagement and Planning - Nick Wright Planning



01 INTRODUCTION

Introduction

In January 2021, Project Managers Pick Everard appointed Erz Limited and Nick Wright Planning to form a design team to create Bishopbriggs Town Centre Public Realm Plan for East Dunbartonshire Council.

erz have led the process over the past eight months to undertake the first stages of the study which is outlined in this Interim Report. The design team have worked closely with East Dunbartonshire Council's City Deal Team to develop the approach and outputs of the study.

The project so far has been informed by:

- Detailed 'network scale' analysis to understand how the town centre functions as part of those wider networks. This includes consideration of:
 - geomorphology and hydrology
 - urban structure
 - access and movement networks
 - the existing green network
 - social and economic factors
- Stakeholder workshops with key council officers including representatives from; parks and greenspace, access, flooding and drainage, roads and transport.
- Consultation with key stakeholders within the town centre including: Morrisons, St Mathews Church and community organisations such as Betterbriggs and the Community Council.
- An online Community Consultation Survey - that attracted 750 responses on the community's current opinions on the town centre.
- Baseline review of current East Dunbartonshire Council (EDC) planning policy and relevant strategies and documents. Coordination with the other City Deal project elements (namely Delivery of Phase 5 of the Bishopbriggs Relief Road, Westerhill Masterplan, A803 Corridor Improvements, Bishopbriggs Town Centre Regeneration) and other anticipated change within Bishopbriggs.

This information was been used to create a strategy for key aspects of the Public Realm Plan including: Connections & Gateways, Pedestrian Space / Pavements, Movement, Public Spaces and Surface Water Management.

The strategy (including a series of sketches showing potential ideas) was presented to the community and stakeholders through a bespoke online webpage. The feedback gained will be used to inform the second part of the study and the development of the final Bishopbriggs Town Centre Public Realm Plan.

The full consultaion and engagement strategy can be read in the appendix: Consultation Report (Draft)

Vision

"Bishopbriggs should have a town centre with a 'village feel' and diverse mix of retail, and which is a vibrant focal point for the community. It should be a safe and welcoming pedestrian environment that is well connected to its surrounding neighbourhoods and greenspaces. Community activity and events will be focused around a new civic space at the heart of the town centre, contributing to its life and vitality."

Bishopbriggs Town Centre Strategy (2018)

Introduction: Study Area



- Bishopbriggs Train Station
- Greenbelt
- A803 (Kirkintilloch Road)
- Bishopbriggs Town Centre
- Train Line

The town of Bishopbriggs is located north of the core urban area of the city of Glasgow.

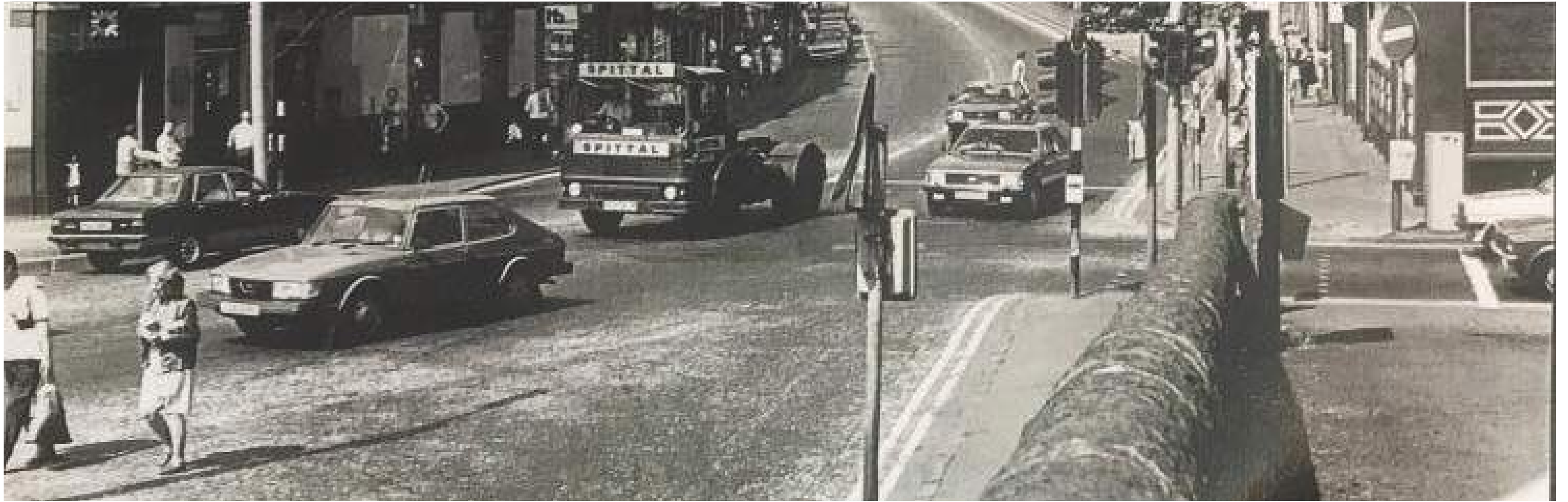
Bishopbriggs is contained by greenbelt on 3 sides - with the Glasgow communities of Possil and Springburn to the immediate south.

Kirkintilloch Road (A803) runs through the centre of Bishopbriggs - connecting Glasgow's historic High Street to the south to Kirkintilloch to the north.

The Glasgow to Edinburgh train line runs through the centre of Bishopbriggs from south west to north east. Bishopbriggs railway station is located within the town centre.

The A803 and railway line bisect the core urban area of Bishopbriggs.

The Town Centre is broadly linear, focussed along the A803, spread over a length of around 600m.



02 BASELINE REVIEW & ANALYSIS

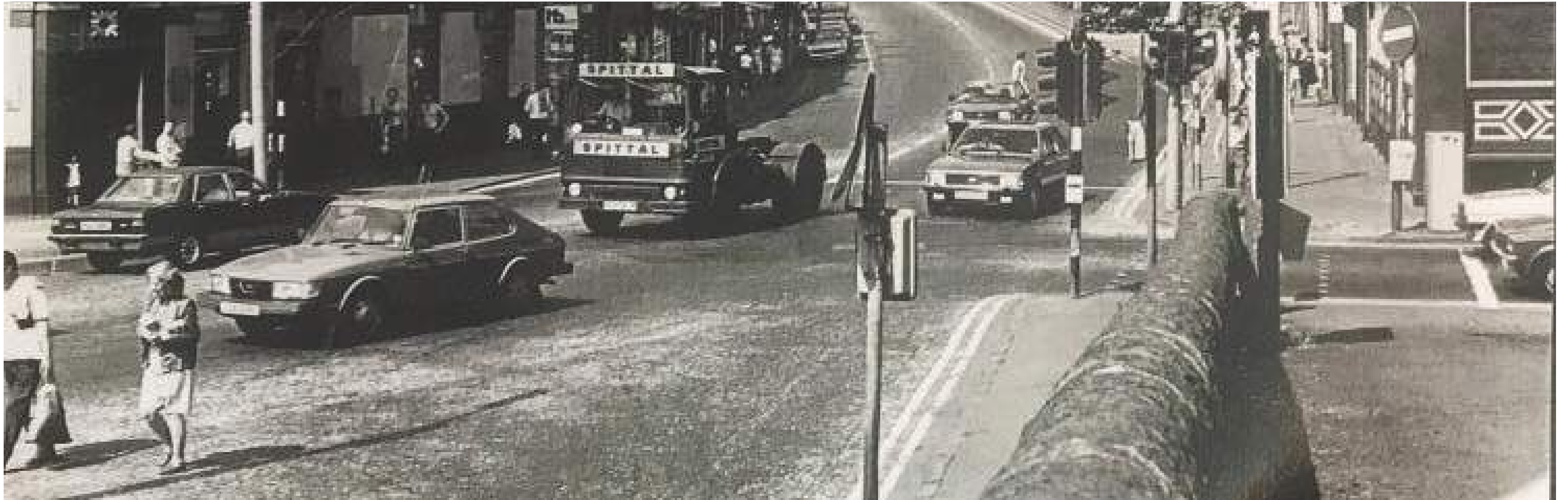
Baseline Review & Analysis: Introduction

In order to develop the Bishopbriggs Town Centre Public Realm Plan it is necessary to understand the existing town centre and its wider context.

A broad range of technical analysis and research was undertaken alongside engagement with the community and stakeholders to inform the development of the Public Realm Plan.

The Baseline Review and Analysis section is split into the following sections:

- planning, policy and strategy review
- network analysis
- town centre analysis
- community / stakeholder engagement



02 BASELINE REVIEW & ANALYSIS

planning, policy and strategy review

Baseline Review & Analysis: Planning, Policy And Strategy Review

As part of the Baseline Review and Analysis the project team has audited a number of existing strategies and documents to understand the policy context for the town centre study.

These include: The town centre strategy, planning policy, climate change, sustainability, transport, regeneration and economic policies. The key points relevant to the Public Realm Plan are summarised below:

BISHOPBRIGGS TOWN CENTRE STRATEGY

The Bishopbriggs Town Centre Strategy was finalised in 2018 following an earlier consultation draft and public consultation in 2016-17 involving online survey, public workshops and a pop-up stall in the town centre. The Strategy is embedded in the LDP2 Proposed Plan via Policy 3.TC1 (see below). The text below quotes the Strategy’s vision, objectives and key actions directly from LDP2:

VISION

Bishopbriggs should have a town centre with a ‘village feel’ and diverse mix of retail, and be a vibrant focal point for the community. It should be a safe and welcoming pedestrian environment that is well-connected to its surrounding neighbourhoods and greenspaces. Community activity and events should be focussed around a new civic space at the heart of the town centre, which contributes to its life and vitality.

FOUR OBJECTIVES ARE IDENTIFIED:

- A safe and attractive town centre.
- A distinctive and vibrant town centre.
- An accessible and connected town centre.
- A sustainable and community led town centre.

EIGHTEEN ACTIONS ARE IDENTIFIED:

The first of the eighteen actions is directly related to this Public Realm Plan:

1. Undertake a comprehensive review of the public realm and accessibility, including the feasibility of measures to:

- Improve pedestrian movement and connectivity throughout all parts of the town centre, including safer crossing.
- Enhance access to and from Bishopbriggs Train Station.
- Create a new public space as a focal point.
- Provide consistent and clear signage to active travel routes, visitor attractions and key buildings.
- De-clutter the streetscape.
- Enhance the environmental quality and appearance, and establish opportunities to improve green infrastructure and the green network by reviewing existing surfacing, hard and soft landscaping.

Any enhancements should link with the redeveloped Morrisons/former High School site and incorporate any requirements arising from the A803 Corridor Study. This review should also establish costs and funding options.

The Strategy document contains more detail, including the other seventeen actions and the relationship with City Deal (see ‘Wider policy context’ overleaf).



PLANNING POLICY

The planning policy context for Bishopbriggs town centre is contained in two documents:

1. ADOPTED EAST DUNBARTONSHIRE LOCAL DEVELOPMENT PLAN

This Local Development Plan (LDP) was adopted in February 2017. It contains a number of policies relevant to the town centre. The most relevant are highlighted in yellow on the accompanying extract from the LDP Proposals Map, and summarised below:

- Policy 11 (Network of Centres) of the adopted LDP identifies Bishopbriggs town centre as one of four town centres in East Dunbartonshire, the highest level in the ‘network of centres’ and “the focus for new retail, commercial, cultural, community and employment uses. This is known as the town centre first principle. The Council will support any development that contributes to the vitality and viability of each centre, ensuring that they remain places which are safe and vibrant throughout the day and into the evening... All proposals within this network of centres will be expected to contribute towards a strong sense of place and accord with the placemaking principles set out in Policy 2 and Supplementary Guidance: Design and Placemaking.”
- Policy 7 (Community Facilities and Open Space) states that “the Council encourages and supports the development of new and improved facilities, including schools, indoor/outdoor sports facilities, cultural assets, religious buildings and open spaces. The Community Strategies sections provide a list of new and enhanced facilities that will be delivered by the Council and/or its partners to ensure that the community continues to benefit from high-quality facilities and services.” Policy 7 identifies Bishopbriggs Park (see below) and land adjacent to Bishopbriggs Library for ‘Bishopbriggs Community Hub’ (site reference 7.5).

Baseline Review & Analysis: Planning, Policy And Strategy Review

- Policy 4 (Sustainable Transport) states that “the Council seeks to adopt an integrated approach to development, land use and transport, and supports the enhancement of a sustainable transport system that will facilitate economic growth and fulfil the area’s development needs.” The A803 corridor through Bishopbriggs town centre is specifically identified on the Proposals Map in relation to sustainable transport. It is also identified in the approved Clydeplan Strategic Development Plan (2017, page 84) as a strategic radial transport corridor
- Bishopbriggs Park is designed in Policies 3, 7 and 10 as being Green Belt, Open Space and a Locally Important Garden and Designed Landscape respectively.

2. EAST DUNBARTONSHIRE LDP2 PROPOSED PLAN

LDP2 was published October 2020 for public consultation. As well as broadly continuing the planning policy strategy from the adopted LDP (described above), LDP2 has a number of additional policy references:

- Policy 3.TC1: the vision, objectives and key actions from Bishopbriggs Town Centre Strategy are incorporated into LDP2 (page 37; see below for more detail). These are intended to improve the vitality of the town centre, while providing a long-term approach and rationale for future interventions to reflect the shared aspirations of all partners and communities.
- Policy 3.T. New tourism development will be encouraged in Bishopbriggs in line with Policy 16 – Tourism. This includes “development which assists the implementation of the Bishopbriggs Town Centre Strategy, increases footfall and promotes more activity in the evening. The Thomas Muir Heritage Trail passes through Bishopbriggs town centre – an 18 kilometre active travel route connecting Bishopbriggs to Kirkintilloch and the Campsie Fells – and there may be opportunities to develop some visitor attractions or accommodation along this route.” (LDP2 page 44)
- Policy 3.H2: the former High School site on the north-east edge of the town centre is identified for housing development with an indicative capacity of 120 units (see page 46 of LDP2).
- Policy 3.R and 3.TR: transport infrastructure projects include links between Bishopbriggs town centre and the Forth and Clyde Canal and Westerhill Regeneration Area; improved pedestrian movement and connectivity throughout all parts of the town centre; enhanced access to and from Bishopbriggs railway station; and an integrated transport hub in Bishopbriggs town centre (LDP2 pages 41 and 49).

As well as triggering preparation of the Town Centre Strategy, the adopted LDP from 2017 and the LDP2 Proposed Plan together set the context for decision making on planning applications. A word of explanation on LDP2: it represents the Council’s settled view on future land use strategy for East Dunbartonshire, and is an additional material consideration in conjunction with the adopted LDP in the assessment of planning applications. (The next stage in the LDP2 preparation process is submitting the Proposed Plan to the Scottish Government for an independent examination.)

We understand there are a number of potential developments in or near the town centre which would be assessed against this planning policy framework. These include:

- Redevelopment of the existing Morrisons supermarket including petrol station.
- Redevelopment and extension of St Matthews Church.
- Ongoing discussions between the Council and St Matthews Church about creation of a civic square between The Triangle shopping centre & the church.
- Façade upgrades to The Triangle shopping centre.
- Residential development on the site of the former Bishopbriggs Academy along South Crosshill Road.
- Redevelopment of Cross Court site for mixed use.
- Upgrades to town parks including Bishopbriggs Park and Etive Parks

WIDER POLICY CONTEXT

The Public Realm Plan is also designed to contribute to a number of other relevant policy plans, strategies and outcomes relating to climate change, sustainability, transport, regeneration and economic development:

- East Dunbartonshire Local Transport Strategy 2020-25: The Local Transport Strategy reflects Bishopbriggs Town Centre Strategy and LDP 2, and also refers to a number of City Deal project elements (see next paragraph).
- The Glasgow City Region City Deal: The City Deal is an agreement between the UK Government, the Scottish Government and eight Local Authorities across the Glasgow City Region: East Dunbartonshire Council; East Renfrewshire Council; Glasgow City Council; Inverclyde Council; North Lanarkshire Council; Renfrewshire Council; South Lanarkshire Council; and West Dunbartonshire Council. The partnership of eight neighbouring Local Authorities secured a £1.13 billion fund, one of the biggest single funds agreed in a City Deal. This fund will support the delivery of a once-in-a-generation investment into Glasgow and the city region’s infrastructure.

East Dunbartonshire Council has secured a £34.88 million City Deal investment which aims to boost the East Dunbartonshire economy. It is intended to support the local economy and links to the wider city region across three project elements: Delivery of Phase 5 of the Bishopbriggs Relief Road & Westerhill Masterplan, A803 Corridor Improvements and the Bishopbriggs Town Centre Regeneration.

The A803 Corridor Improvements project element - in partnership with Strathclyde Partnership for Transport (SPT) and Glasgow City Council - involves an integrated approach to improving transport infrastructure within Bishopbriggs and connections to the north of Glasgow.

- East Dunbartonshire Local Outcome Improvement Plan 2017-27: The Community Planning Partnership’s Local Outcome Improvement Plan has 6 high level outcomes for East Dunbartonshire, the first of which emphasises the importance of East Dunbartonshire having a sustainable and resilient economy with busy town centres.
- East Dunbartonshire Economic Recovery Plan 2021: The plan contains actions to support local businesses and residents through the economic crisis caused by the COVID pandemic. The Plan documents changing footfall in the town centre during the pandemic, and emphasises importance of the Public Realm Plan to the future of Bishopbriggs town centre (plus other initiatives such as marketing and PR).



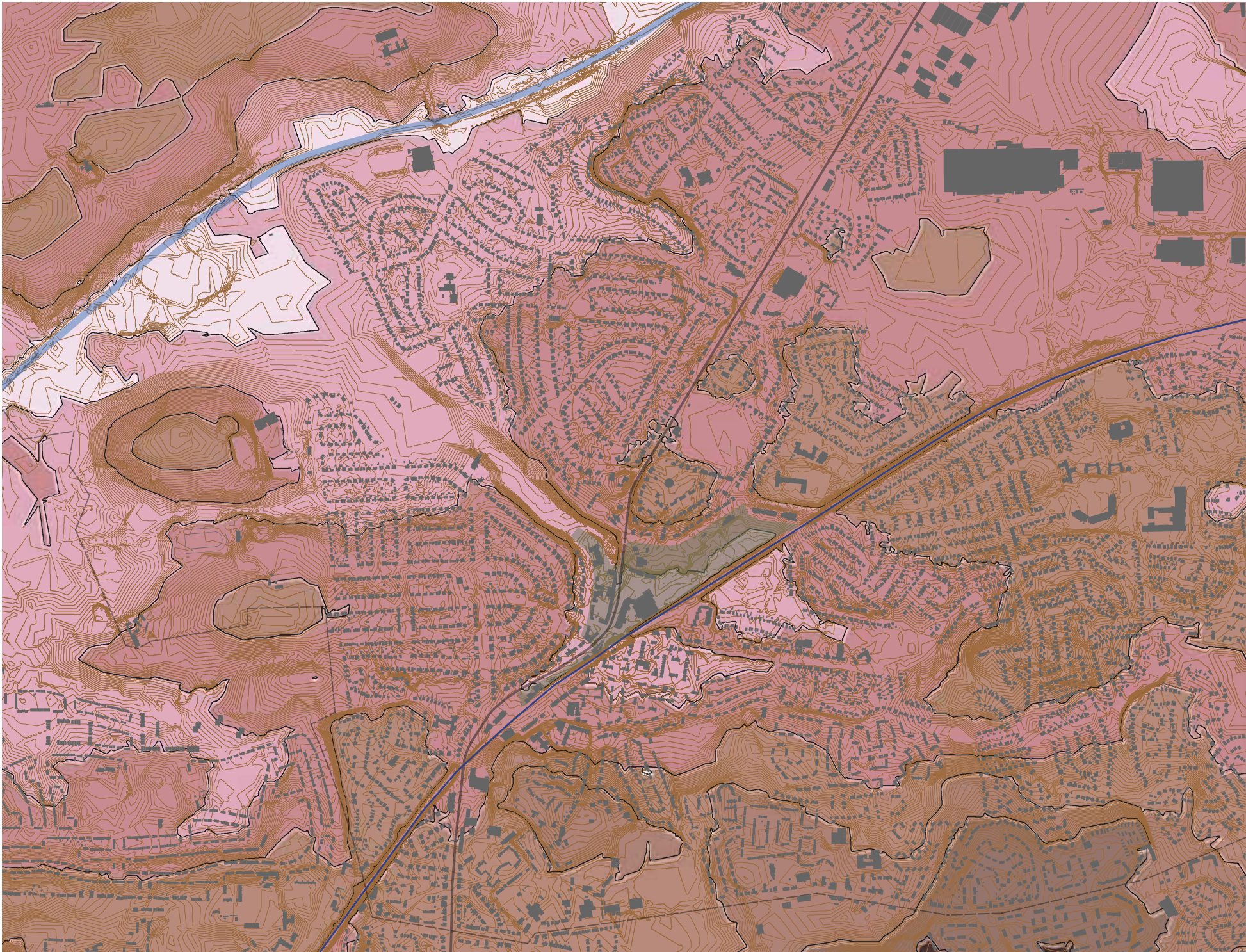
02 BASELINE REVIEW & ANALYSIS

network analysis - topography and hydrology

Baseline Review & Analysis: Network Analysis: Topography

Bishopbriggs sits to the north of the Clyde Valley. Topography generally rises to the south with locally higher ground focussed in the south and east of the urban area.

The higher ground to the south rises to circa 100m, with lower ground to the north west, along the route of the Forth and Clyde Canal.





The Bishopbriggs Burn flows north west through the town toward the Forth and Clyde Canal. The burn is culverted to the east of the railway line and through the town centre. The burn then passes through Bishopbriggs Park and the golf course where it is in an open channel.

Review of historical mapping shows the Bishopbriggs Burn used to flow in an open channel through the town centre before being culverted in the 1980's.

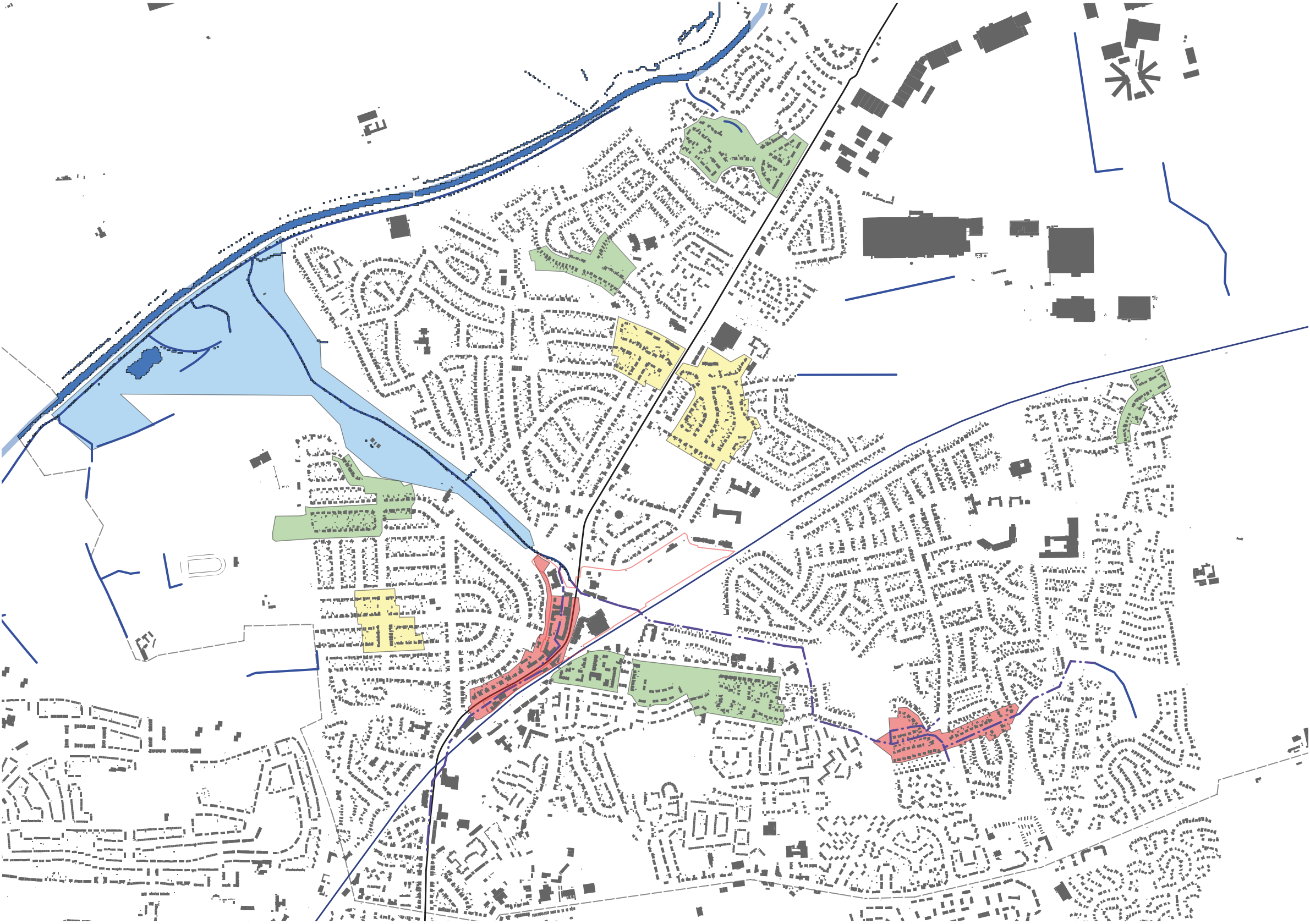
The Forth and Clyde Canal is a key feature within the landscape to the north west.

The burn has two tributaries - the Springfield Burn and the Colston Burn. These converge just north of the town centre.

Both the Bishopbriggs Burn and its tributaries are substantially culverted as they pass through the town.

- Bishopbriggs Town Centre
- Forth and Clyde Canal
- Historic Quarry (no longer filled)
- Historic Watercourses
- Watercourses (open)
- Watercourses (culverted)

Baseline Review & Analysis: Network Analysis: Hydrology - Flooding



There are a number of localised areas at risk from flooding within the study area.

This includes the majority of the town centre which is identified as at risk from combined sewer, pluvial and fluvial flooding.

The flooding risk identified along Springfield Road (to the east of the railway line) should be reduced by the current proposals by East Dunbartonshire Council for an integrated green infrastructure project in Etive Park.

Substantial risk of fluvial flooding is identified within the greenspaces along the downstream section of the Bishopbriggs Burn towards the Canal, north west of the town centre.

Source: Bishopbriggs SWMP 2019 (Aecom)

- Town Centre
- Fluvial Flooding (rivers and burns)
- Sewer and Pluvial
- Sewer
- Sewer, Pluvial and Fluvial



Baseline Review & Analysis: Network Analysis: Topography & Hydrology Summary

The Forth and Clyde Canal and the Bishopbriggs Burn are important landscape and hydrological features within the study area. They both provide excellent opportunities to improve habitat outcomes and function as part of an improved surface water management network.

The culverted burns that pass through the town centre contribute to an increased risk of flooding as extreme rainfall events increase through climate change. The improvements already proposed in Etive Park will help to mitigate the risk to the east of the town centre.

Interventions to improve the attenuation and peak flow of surface water to the south of the town centre would be beneficial to help mitigate the impacts of the identified combined flooding.

Interventions to provide additional capacity and reduce the peak flow within the Bishopbriggs Burn corridor will assist in reducing the risk of fluvial flooding.








02 BASELINE REVIEW & ANALYSIS

network analysis - urban structure

Baseline Review & Analysis: Network Analysis: Urban Structure: Figureground Plan



The adjacent plan shows the current extent of the urban area of Bishopbriggs with the different residential neighbourhoods identified.

-  Bishopbriggs Train Station
-  Greenbelt
-  A803 Main Road
-  Bishopbriggs Town Centre
-  Train Line



In the 18th Century the area was mostly identified as farmland and marsh with the main road to Kirkintilloch running through the area. The large estate landscapes of Kenmore, Cadder and Huntershill are shown.

Current Bishopbriggs Town Centre

Baseline Review & Analysis: Network Analysis: Urban Structure: Historical Development: 1860 Plan



Current Bishopbriggs Town Centre

By the 1850s the area is referred to as Bishopbriggs and contains a number of buildings and a school as well as houses along Springfield Road to the east.

The railway line between Glasgow and Edinburgh was opened in 1842 - with Bishopbriggs train station being one of the original stations on the line.

When the railway line was built Kirkintilloch Road (now A803) was realigned and pushed to the west then south over a railway bridge toward Glasgow.

The original route to Glasgow was maintained (now Crowhill Road) - connecting directly from Bishopbriggs Cross to the developing quarries and industrial area of Huntershill to the immediate south.



1850s OS Map - detail Extract

Baseline Review & Analysis: Network Analysis: Urban Structure: Historical Development: 1930 Plan



By the 1930s Bishopbriggs has expanded both north and south along Kirkintilloch Road (A803).

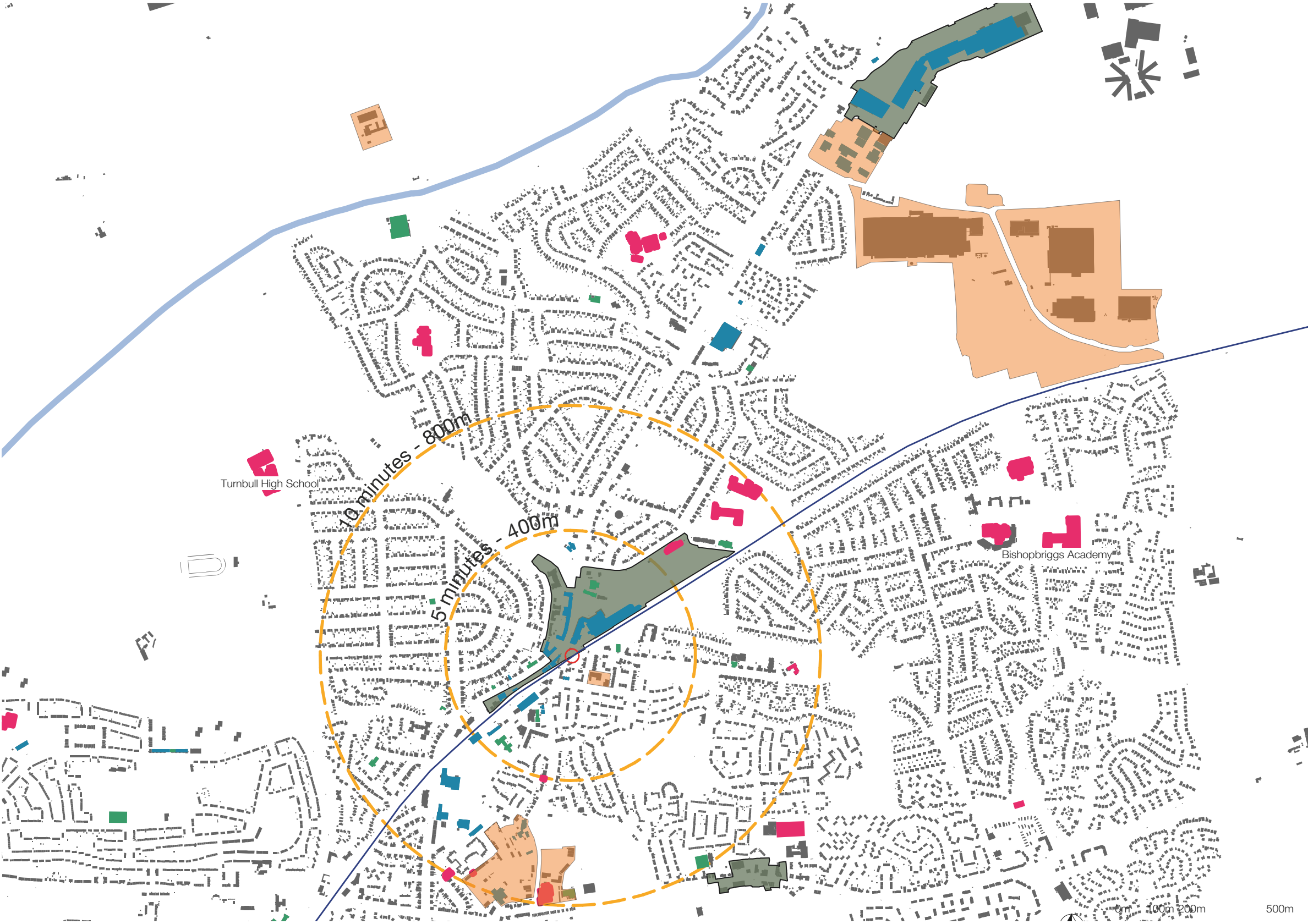
The grounds of the Kenmore estate are being developed with semi detached bungalows to the west of the town centre and new housing is built around Springfield Road to the east.

The Town Centre has tenement buildings along both sides of Kirkintilloch Road around Bishopbriggs Cross.

Housing is also being developed to the south of the study area around the industrial areas of Huntershill and Auchinairn.

Current Bishopbriggs Town Centre

Baseline Review & Analysis: Network Analysis: Urban Structure: Community Facilities



- Bishopbriggs Train Station
- Town Centre
- Retail
- Community Facilities
- Education
- Business/ Employment Site
- Walking Distance

Schools and community centres are distributed across the study area - with the two secondary schools located to the east and west of the town centre.

There are two main retail centres - the historic town centre and also Strathkelvin Retail Park in the north of Bishopbriggs.

Huntershill Village and the Westerhill area are the main business and employment areas - which are located to the north and south.

The 400m and 800m walking distances identified on the plan demonstrate that around a third of the urban area is within a 10 minute walk of the town centre.

Baseline Review & Analysis: Network Analysis: Urban Structure: Planning



The Townscape Protection Areas and Conservation Areas Boundaries are currently being reviewed by East Dunbartonshire Council to consolidate and refine the designated areas.

There are a number of significant features in the landscape to the north west of the town; the Forth and Clyde Canal (Scheduled Ancient Monument) the Antonine Wall (World Heritage Site) and the designed landscapes around the Cadder Estate.

Bishopbriggs Park and the former grounds of the Kenmore Estate extend from the Canal to the town centre. They are defined as a Locally Important Designed Landscape and contain a number of Tree Preservation Orders.

- Town Centre

■ Existing Conservation Area

■ Proposed Extension to Conservation Area
- Townscape Protection Area

■ Locally Important Designed Landscape

■ Schedule Ancient Monument (Canal)
- World Heritage Site

■ Tree Preservation Order Area



Baseline Review & Analysis: Network Analysis: Urban Structure: Anticipated Change - Housing and Future Development



There are a number of significant anticipated changes in the study area, including the other City Deal project elements.



This includes:

- Bishopbriggs Relief Road Phase 5 (including active travel and path improvements) (City Deal).
- public and sustainable transport improvements along the A803 corridor (City Deal).
- Bishopbriggs Town Centre - improvements informed by the development of this study. (City Deal).
- the Morrisons site - redevelopment and expansion of the existing store including addition of a petrol station.
- the Barrat Homes site - housing development proposed on the former school site.
- the Cross Court building is currently listed for sale and may be developed in the future. The marketing particulars suggest that it has the potential for a mixed use residential and retail development.
- the Bishopbriggs to Lenzie active travel route.
- play park improvements to Bishopbriggs Park and integrated green infrastructure and access improvements to Etive Park.



Baseline Review & Analysis: Network Analysis: Urban Structure: Movement - Active Travel / Pedestrian



-  Bishopbriggs Town Centre
-  A803
-  Core Pedestrian Paths
-  National Cycle Route

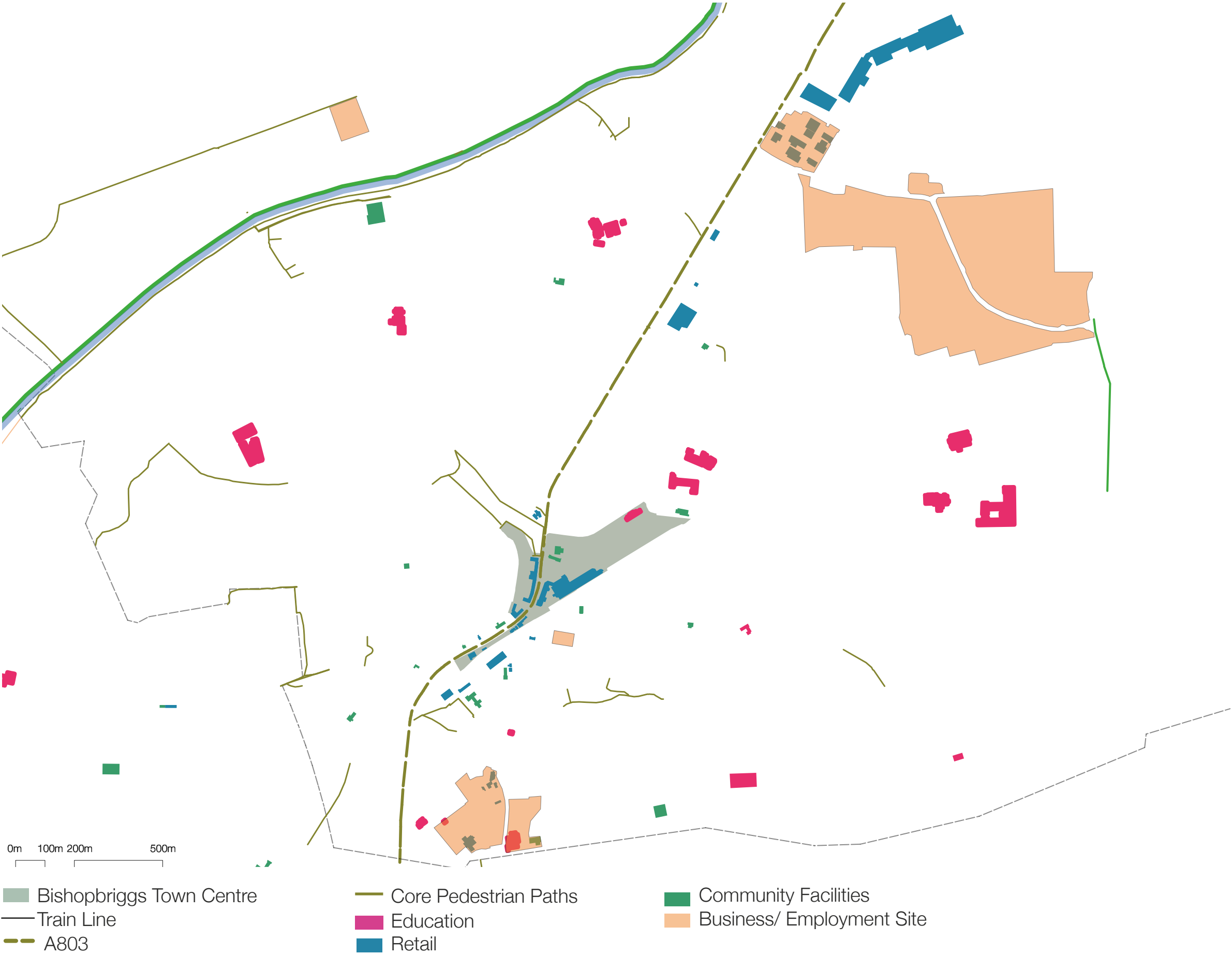
The access path (National Cycle Route NC754) along the canal is a significant route connecting south to Glasgow and the wider cycling networks in the central belt of Scotland.

The core paths within the study area feature a number of short sections that do not connect or form a coherent network.

As well as being the main vehicular route, the A803 also provides a direct linear route north and south for pedestrians.



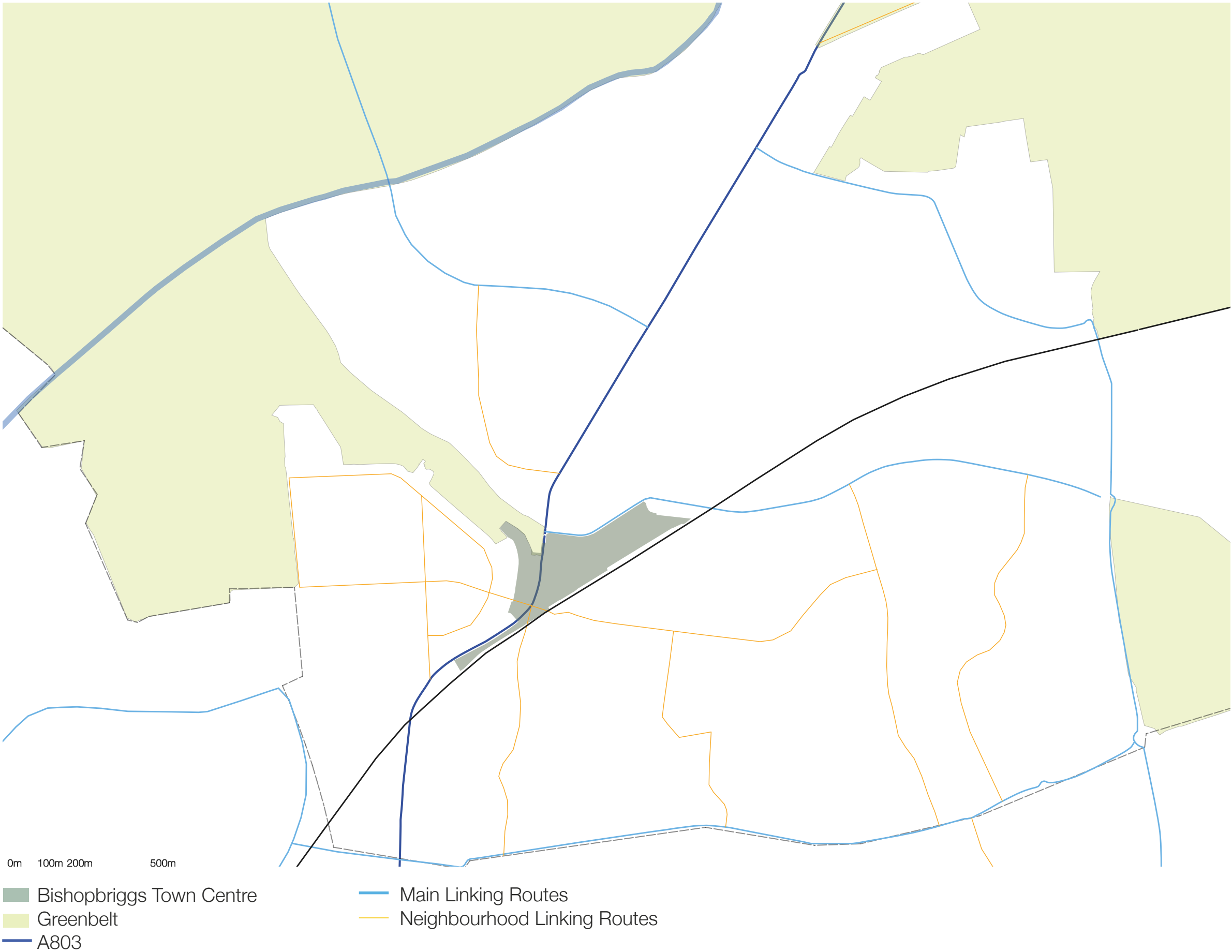
Baseline Review & Analysis: Network Analysis: Urban Structure: Movement - Pedestrian with Community Facilities



Analysis of the core path network in relation to key drivers of movement (such as community facilities and schools) identifies a number of gaps in the network, notably:

- missing links to the Forth and Clyde Canal and wider active travel network from the town centre and the A803.
- missing links to the schools from the town centre and the A803.
- a lack of east to west connections generally.

Baseline Review & Analysis: Network Analysis: Urban Structure: Movement - Vehicular



There is a well connected road network, principally consisting of the A803 and Westerhill Road / Wester Lumloch Road running north to south. These are connected by routes linking east to west, notably Auchinairn Road and Western Cleddens Road.

Due to the location of the railway line connections from the town centre to the residential areas in the south east of Bishopbriggs are poor.

Links to the south east are formed by Crowhill Road and Springfield Road, which are both one way, pass under the railway line and converge at Bishopbriggs Cross.

Baseline Review & Analysis: Network Analysis: Urban Structure: Movement - Divisive Elements

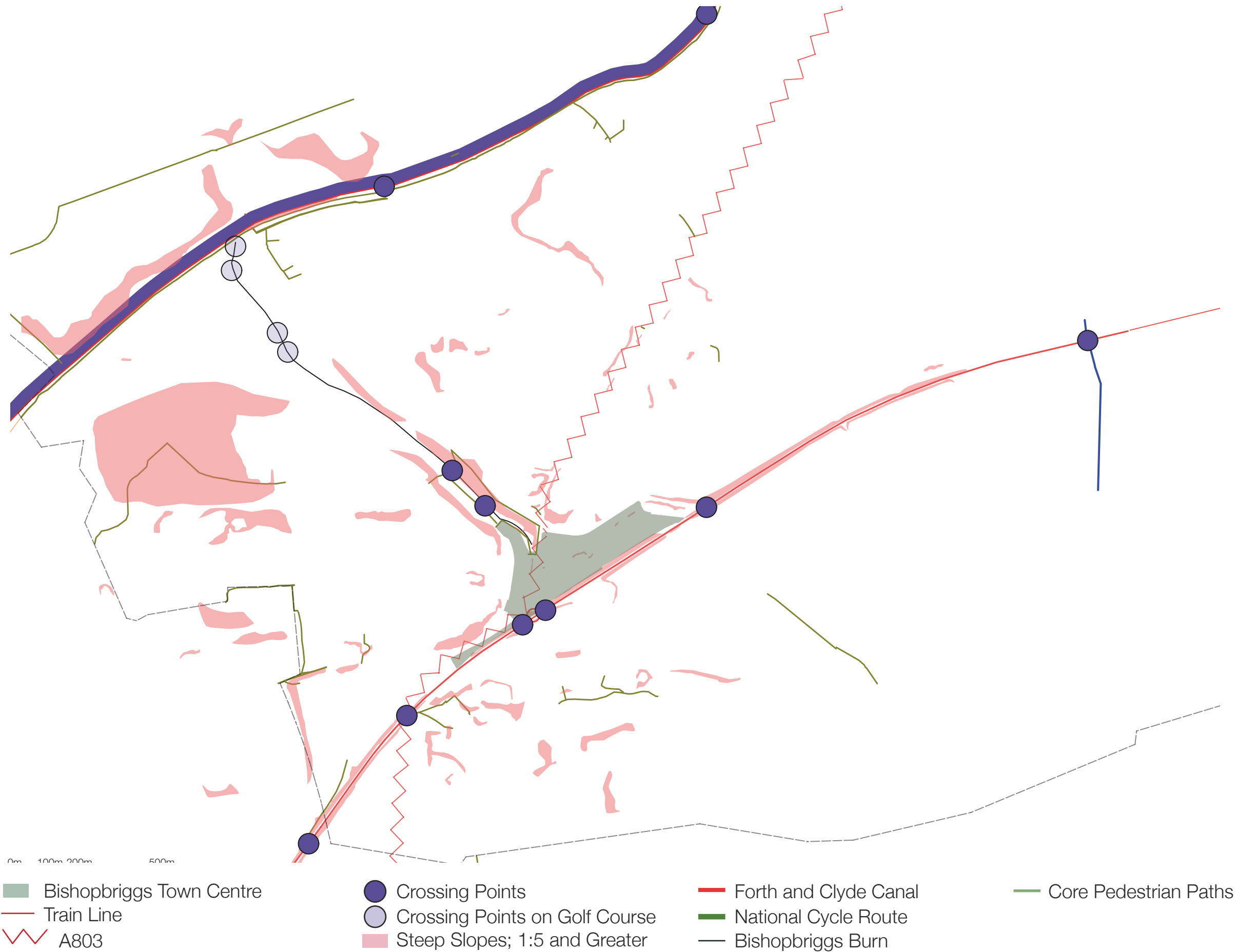


There are a number of barriers to pedestrian movement that dissect the study area, notably:

- the Forth and Clyde Canal.
- the railway line.
- Bishopbriggs Burn
- the A803 (particularly to east west movement).
- steep slopes - particularly around watercourses and the railway line as well as within some greenspaces.



Baseline Review & Analysis: Network Analysis: Urban Structure: Movement - Barriers with Crossing Points



Two of the major linear barriers in the town centre (The Bishopbriggs Burn and the railway line) have limited crossing points in the form of bridges or tunnels.

The railway line has a total of six crossing points within the study area - with two located close together in the core of the town centre. These crossings combine vehicular and pedestrian routes. Due to the historic nature of the tunnels and bridges they are generally not wide enough to separate vehicular traffic from active travel or cycle routes.

The section of Bishopbriggs Burn that is in an open channel (west of the A803) has two crossing points on public paths, however these routes also feature steep slopes. The remaining crossing points of the burn are part of the golf course and do not form public routes.

Baseline Review & Analysis: Network Analysis: Urban Structure: Summary

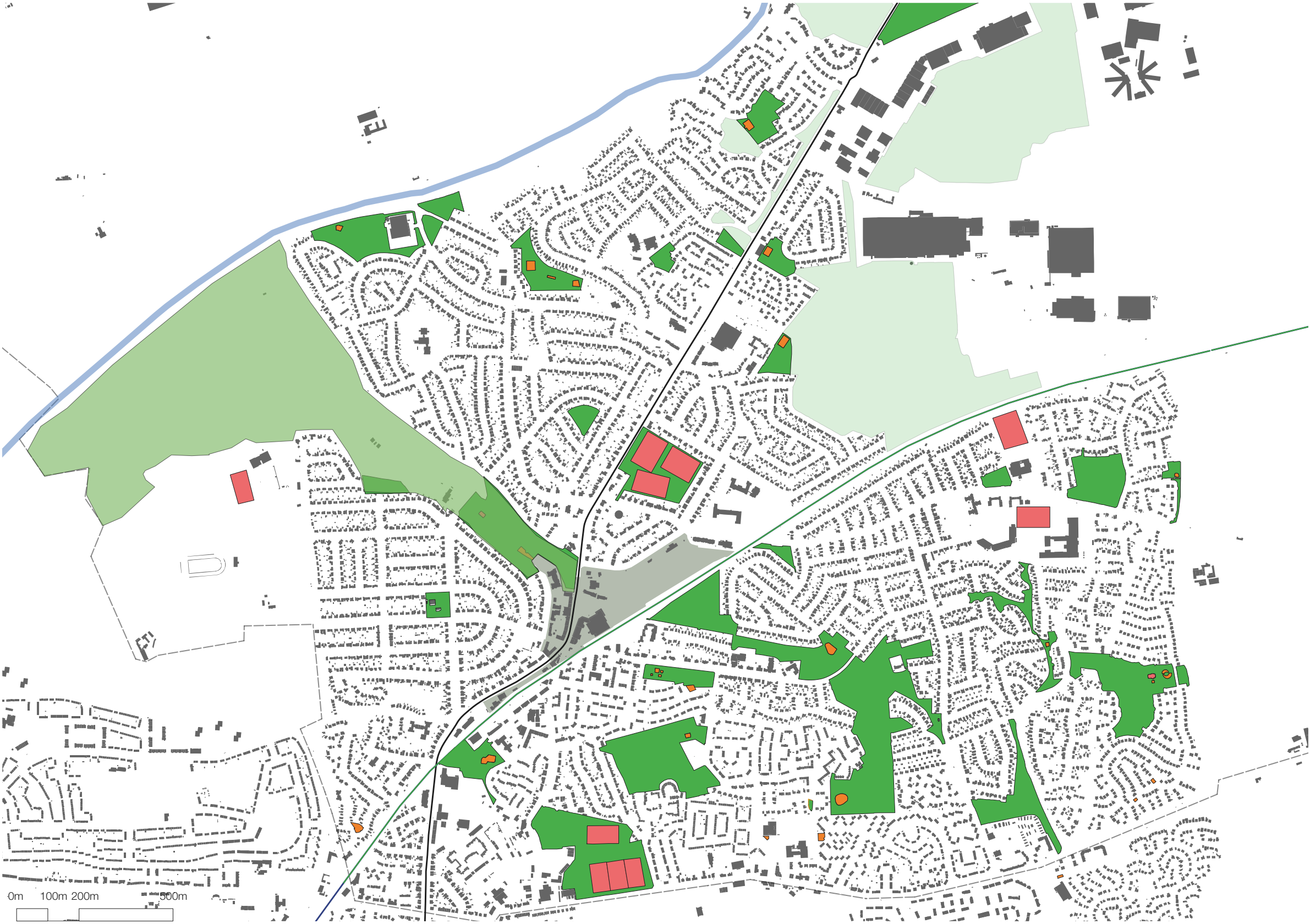
Bishopbriggs remained a small village from the mid 19th century right through to the mid 20th century. The town then developed rapidly over the second half of the 20th century. The later residential areas are generally outwith walking distance of the town centre and are based on car access. The scale of the town centre has not changed significantly through the period of growth of the wider town. Expansion of retail space has rather been focussed in the Strathkelvin Retail Park to the north.

The analysis of the existing active travel and pedestrian network highlights a lack of connectivity. There are significant gaps in the network and barriers to pedestrian movement.

Improvement of the active travel and pedestrian network is needed, in order to;

- better connect residential areas to the town centre generally.
- better connect residential areas beyond a ten minute walking distance from the town centre.
- better connect schools and community facilities to key routes and the town centre.
- create better connections into the town centre to overcome existing barriers to movement.

Baseline Review & Analysis: Network Analysis: Green Space: Programmed Green & Open Space



- Bishopbriggs Town Centre
- Open Public Green Space
- Outdoor Play Areas
- Open Green Space (Not Accessible)
- Outdoor Sports Pitches/ Facilities

There are a number of parks in close proximity to the town centre including; Bishopbriggs Park and Etive Park.

Bishopbriggs Park is located within the grounds of the former Kenmore Estate and is directly accessible from the town centre.

Etive Park is a large series of greenspaces that extends to the south east towards Auchinairn.

Various smaller local parks and greenspaces are located to the north of the study area.



Baseline Review & Analysis: Network Analysis: Green Space: Landscape Designations - Habitat



There are a number of designated Local Conservation Spaces located on the edge of the study area with connections to the greenbelt.

Notably the High and Low Moss adjacent to the Westerhill and Strathkelvin Retail Parks are significant for their flora and fauna.

The railway line, Forth and Clyde Canal and the Bishopbriggs Burn are identified as habitat corridors. These corridors link the various local parks and greenspaces within the north of the study area.

There are no significant habitat designations south of the railway line.

- Bishopbriggs Town Centre
- Local Nature Conservation Space
- Greenbelt
- Tree Preservation Order Area
- Existing Open Space
- Locally Important Designed Landscape

Baseline Review & Analysis: Network Analysis: Green Space: Summary

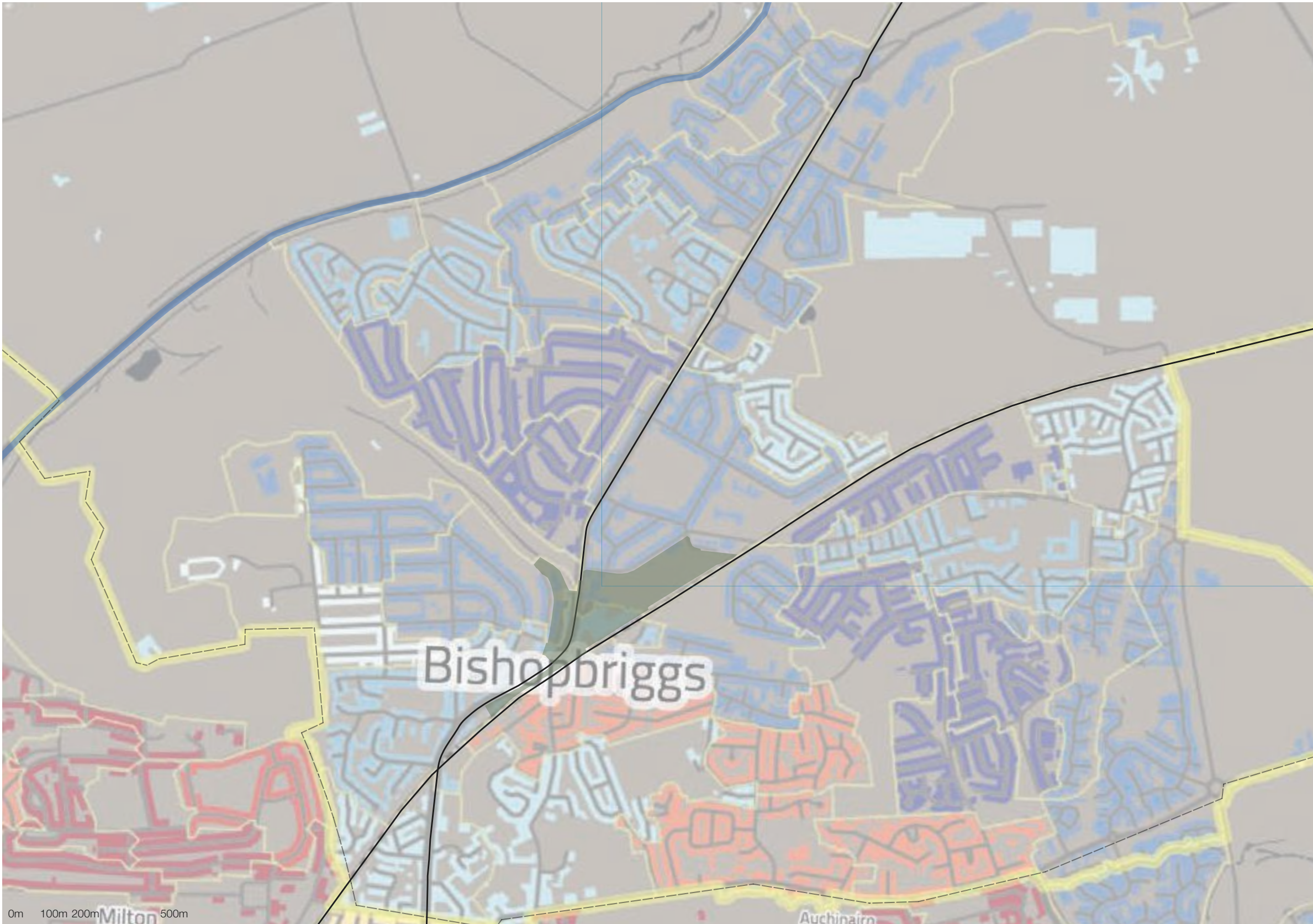
Bishopbriggs Park is a significant greenspace, located to the immediate North of the town centre however access to it could be improved and the park made more visible.

There is an opportunity to use the existing greenspaces of Etive Park to create a connected habitat network to the south of the railway line.

The town centre sits at the junction between the Bishopbriggs Burn and railway line habitat corridors. Etive Park also borders the town centre immediately east of the railway line. The town centre could therefore provide an important link to improve habitat and biodiversity throughout Bishopbriggs and the wider area.



Baseline Review & Analysis: Network Analysis: Scottish Index of Multiple Deprivation



The majority of the study area is within the upper half of the Scottish Index of Multiple Deprivation data sets.

Auchinairn in the south east of Bishopbriggs has a number of communities in the most deprived 30% of communities in Scotland. The Health scores are particularly poor in these areas.

It is notable that these areas also lack the quality greenspaces and habitat network that are present to the north of the railway line.

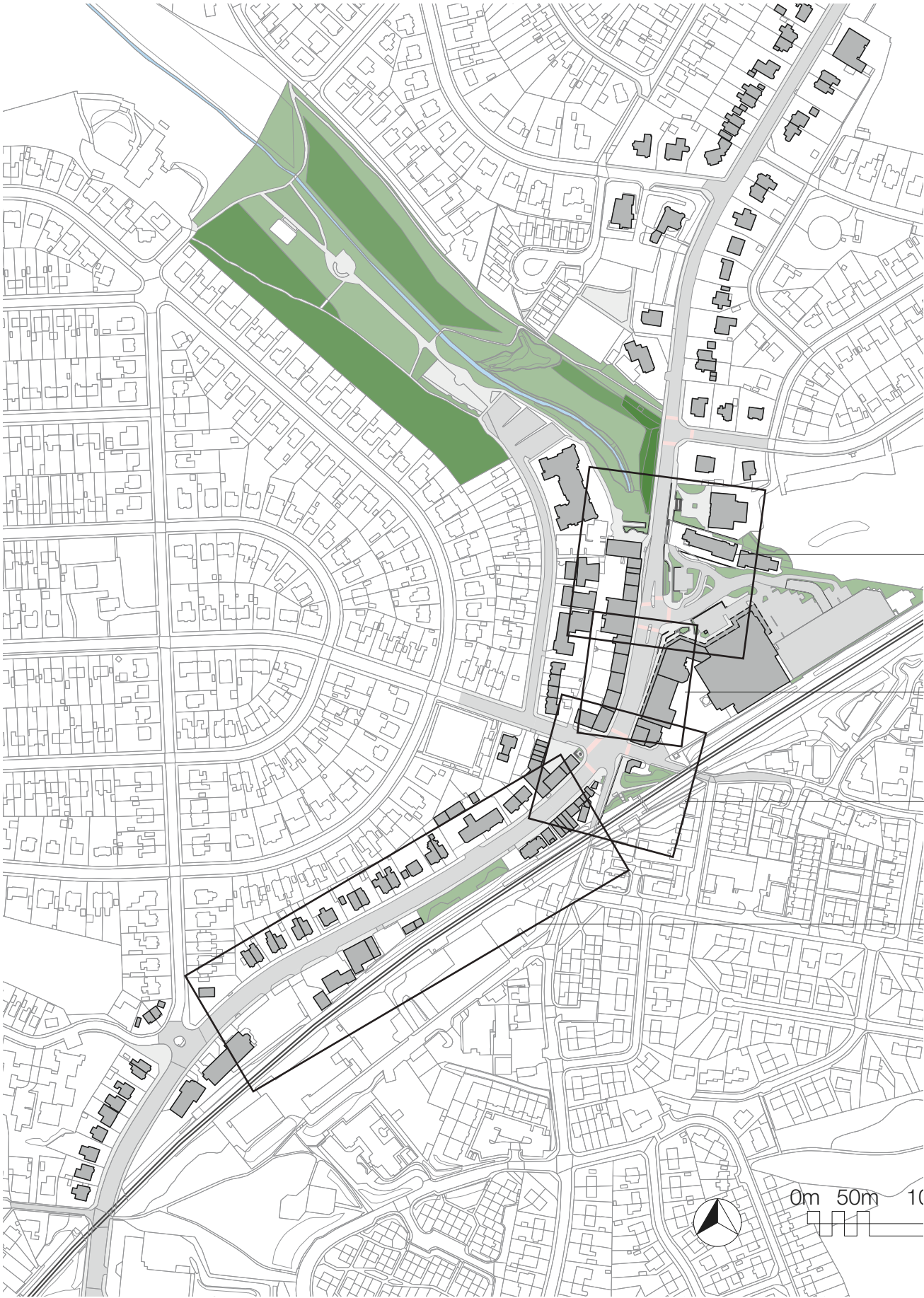




02 BASELINE REVIEW & ANALYSIS

town centre

Baseline Review & Analysis: Town Centre: Context



The Town Centre extends in a linear manner along the A803 from the junction with Wester Cleddens Road in the north to the railway bridge in the south.

Our analysis breaks the town centre into four broad areas;

- North Gateway - the area around Bishopbriggs Park, the library, St Mathews Church and the entrance to Morrisons supermarket.
- High Street - the only section of the town centre with shops on both sides of the A803. It includes three storey tenements and the Triangle Shopping Centre.
- Bishopbriggs Cross - the historic junction of Bishopbriggs where Springfield Road and Kenmore Avenue meet and the railway station is located.
- Southern Approach - the relatively long run into the town centre along the A803 from the south with the railway line and commercial units on one side and Victorian villas on the other.

North Gateway

High Street

Bishopbriggs Cross

Southern Approach

Baseline Review & Analysis: Town Centre: Existing Streetscape



The entrance to the library.



Looking towards the Triangle Shopping Centre from the library.



The A803 underpass from Bishopbriggs Park.



Bishopbriggs Park.



Access to the southbound rail platform from Springfield Road tunnel.



Existing Cross Court building and Kenmore Avenue.



Looking south along the A803 on the southern approach.



Existing 'public' space at the Cross Court building.

Baseline Review & Analysis: Town Centre: Existing Streetscape



Existing unused car park in front of St Mathews Church.



Exit from the Bishopbriggs Burn culvert into the park.



Residential street immediately south of the railway line.



Springfield Road railway tunnel.



Bishopbriggs railway station from Bishopbriggs Cross.



Existing pedestrian crossing at the Triangle Shopping Centre with library clock tower in background.

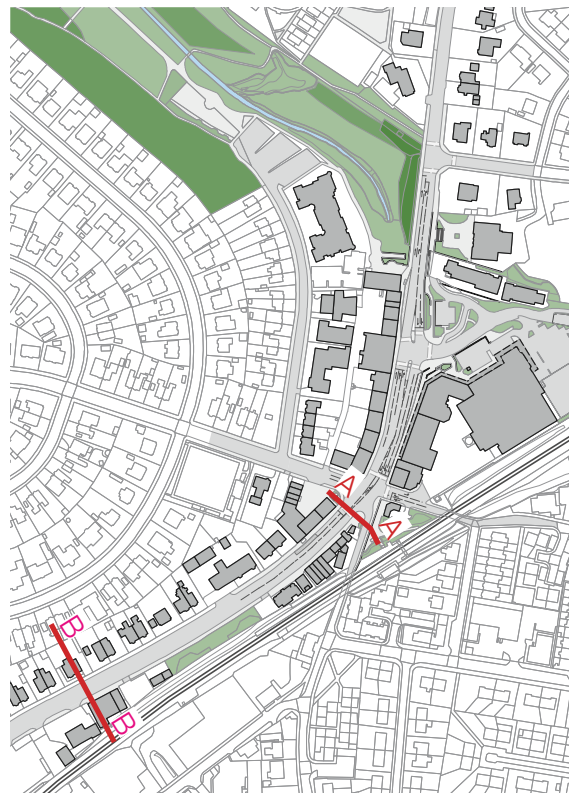


Bishopbriggs Cross from the A803 looking south.



Bishopbriggs Cross from Kenmore Avenue.

Baseline Review & Analysis: Town Centre: Existing Streetscape: Sections:



Key Plan

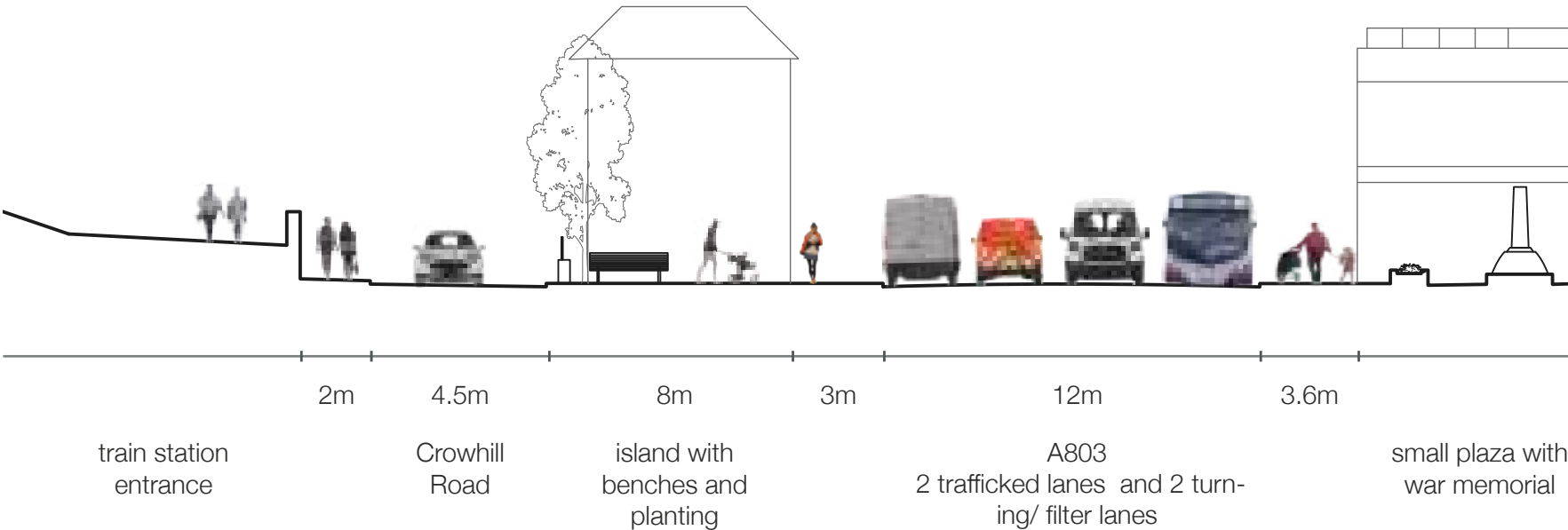
Bishopbriggs Cross:
The access to the railway station is formed by a steep ramp (a roughly one in twelve (1:12) gradient). The ramp is retained with a large wall (up to five meters tall) to the edge of Crowhill Road.

Pedestrian crossing movements are complicated due to the location of Crowhill Road and the width of vehicle carriageways.

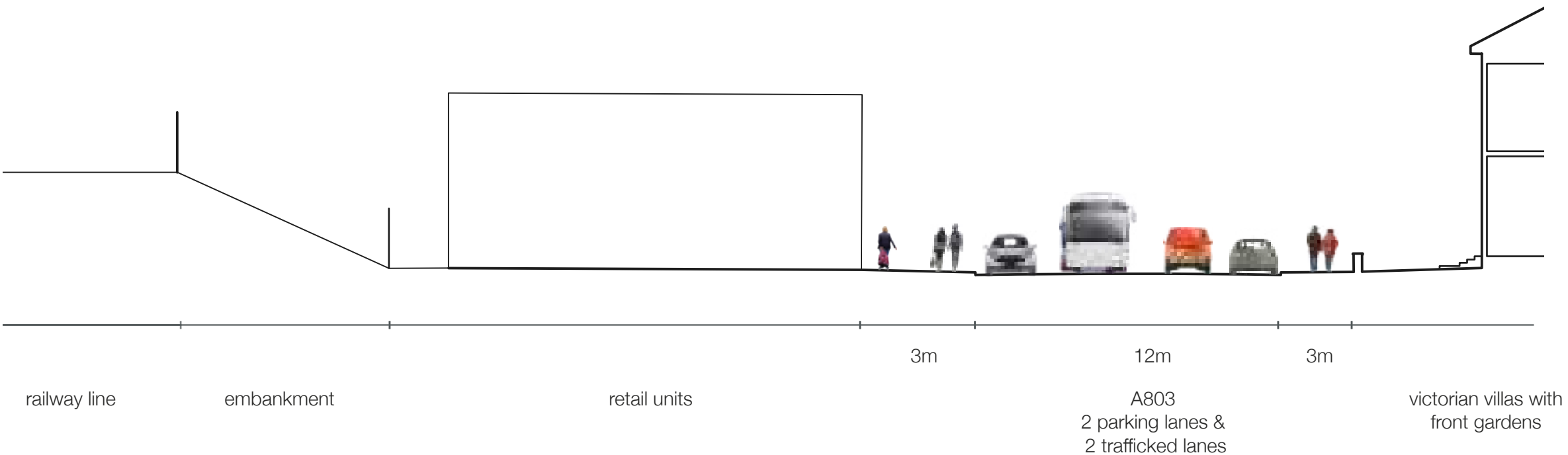
Southern Approach:
The victorian semi detached villas on the west side of the A803 create a strong and consistent edge to the street. A number of car based retail units and areas of associated parking are located to the east between the railway line and the road.

The main pavements south of Bishopbriggs Cross feel adequate at three meters wide. This area also includes a number of listed buildings including the Crow Tavern and the

Section A:A
BISHOPBRIGGS CROSS



Section B:B
SOUTHERN APPROACH



Baseline Review & Analysis: Town Centre: Existing Streetscape: Sections:

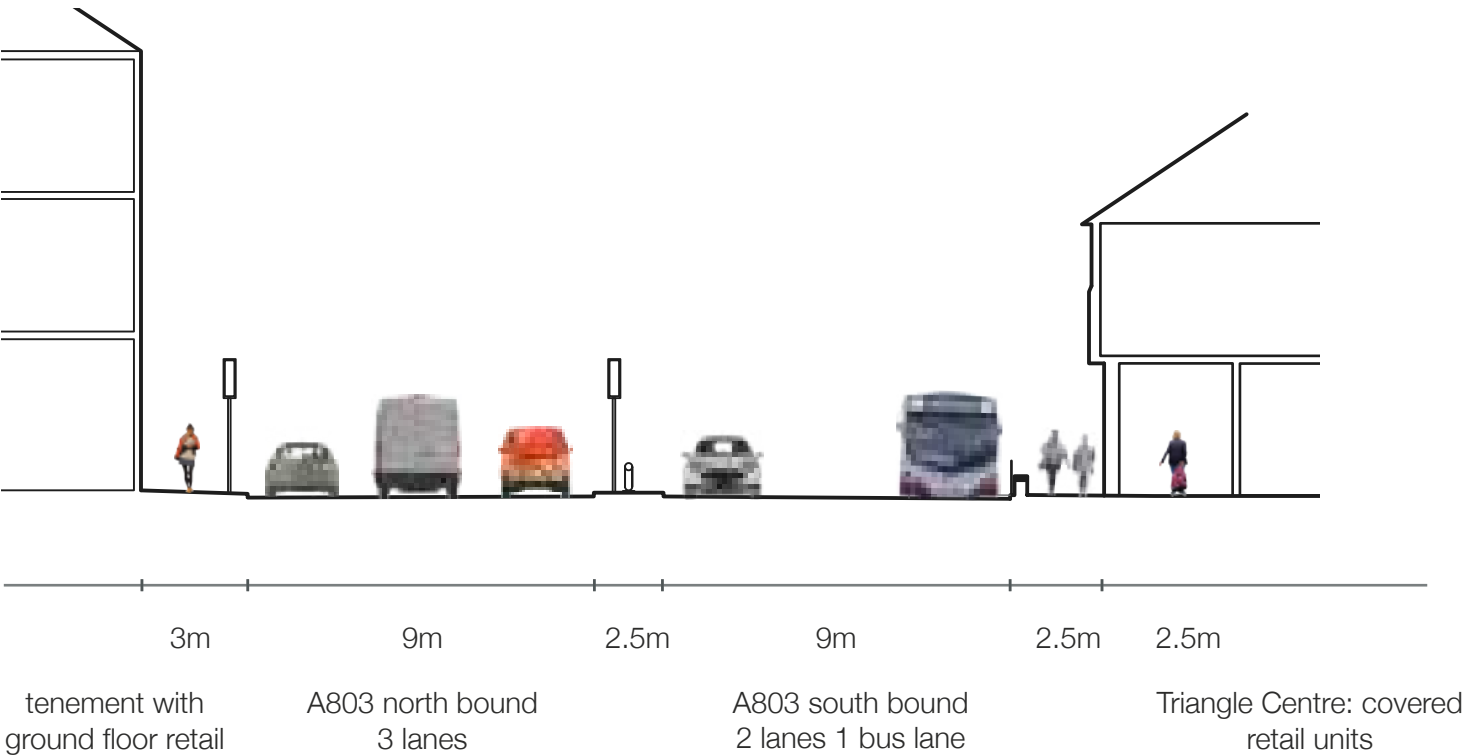


Key Plan

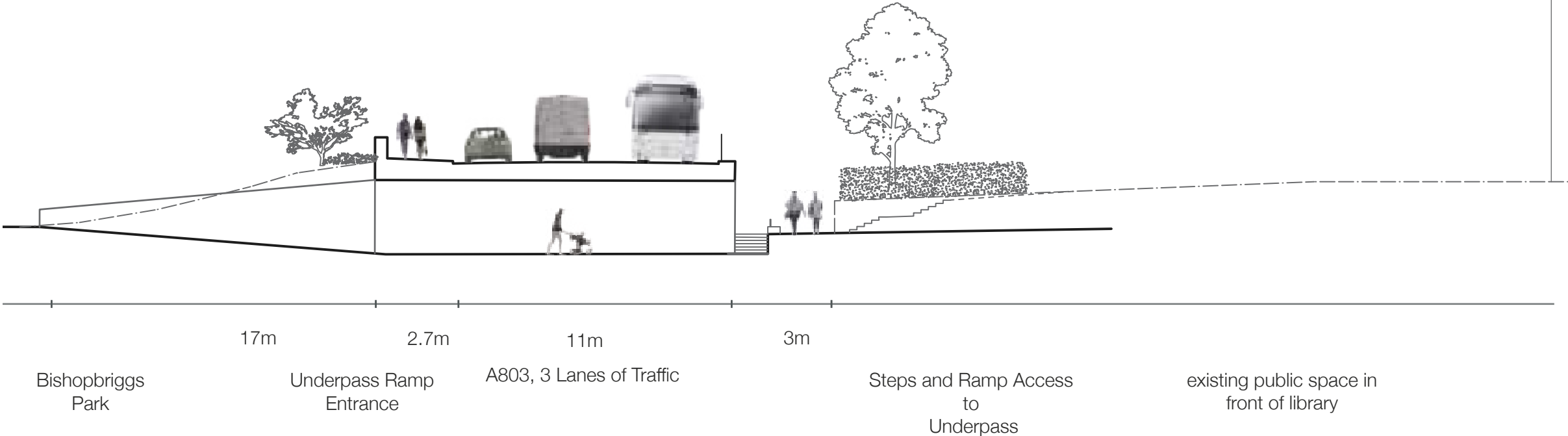
High Street:
The High Street section has retail units on either side and is dominated by up to 6 lanes of vehicular traffic. The pavements are relatively narrow (3m) for a town centre location.

North Gateway:
The layout in the Northern Gateway area is complicated due to a number of level changes that require the need for retaining walls, ramps and steps. The underpass provides a safe route to cross the A803 but has issues of accessibility and surveillance.

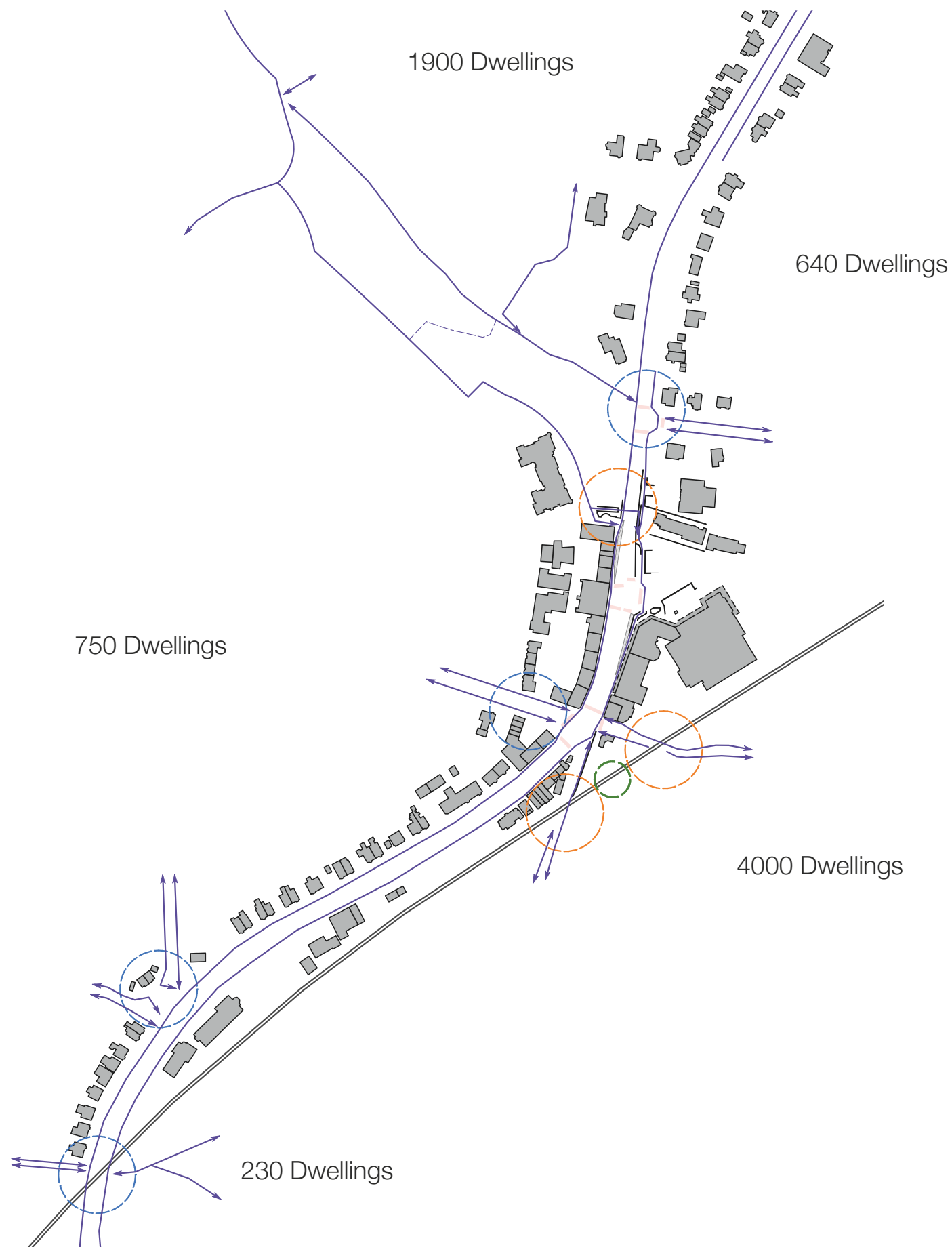
Section C:C
HIGH STREET



Section D:D
Northern Gateway



Baseline Review & Analysis: Town Centre: Access in and out of the Town Centre:



The A803 forms the main movement route through the town centre. The railway station is also a key arrival point for many commuters and visitors.

There are only seven entry points into the town centre and notably three of these gateways are through tunnels or underpasses.

The limited number of gateways into the town centre elevates their role and potential impact on the accessibility of the town centre.

The gateways through the railway tunnels at Bishopbriggs Cross provide direct access to the town centre for the large number of residents from Auchinairn and the surrounding neighbourhoods to the south east of the town.

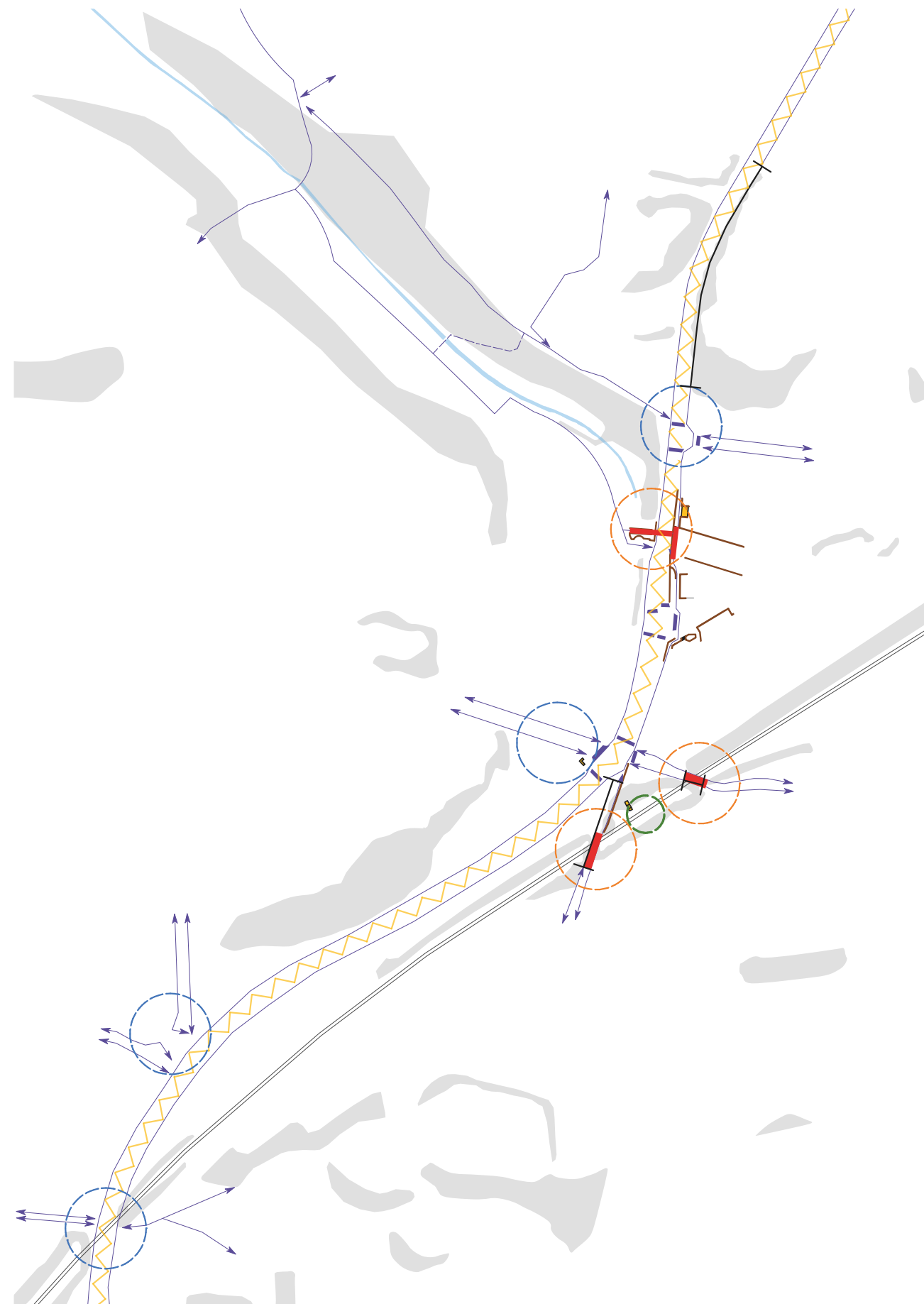
Residents from the north can approach the town centre either along the A803 or on the pedestrian routes through Bishopbriggs Park and then the A803 underpass.

- Controlled Pedestrian Crossing Points
- Bishopbriggs Train Station
- Underpass/ Tunnel Gateways
- Entry Points/ Gateways
- Pedestrian Routes

note: Dwelling numbers indicative only



Baseline Review & Analysis: Town Centre: Barriers to Movement in and out of the town centre

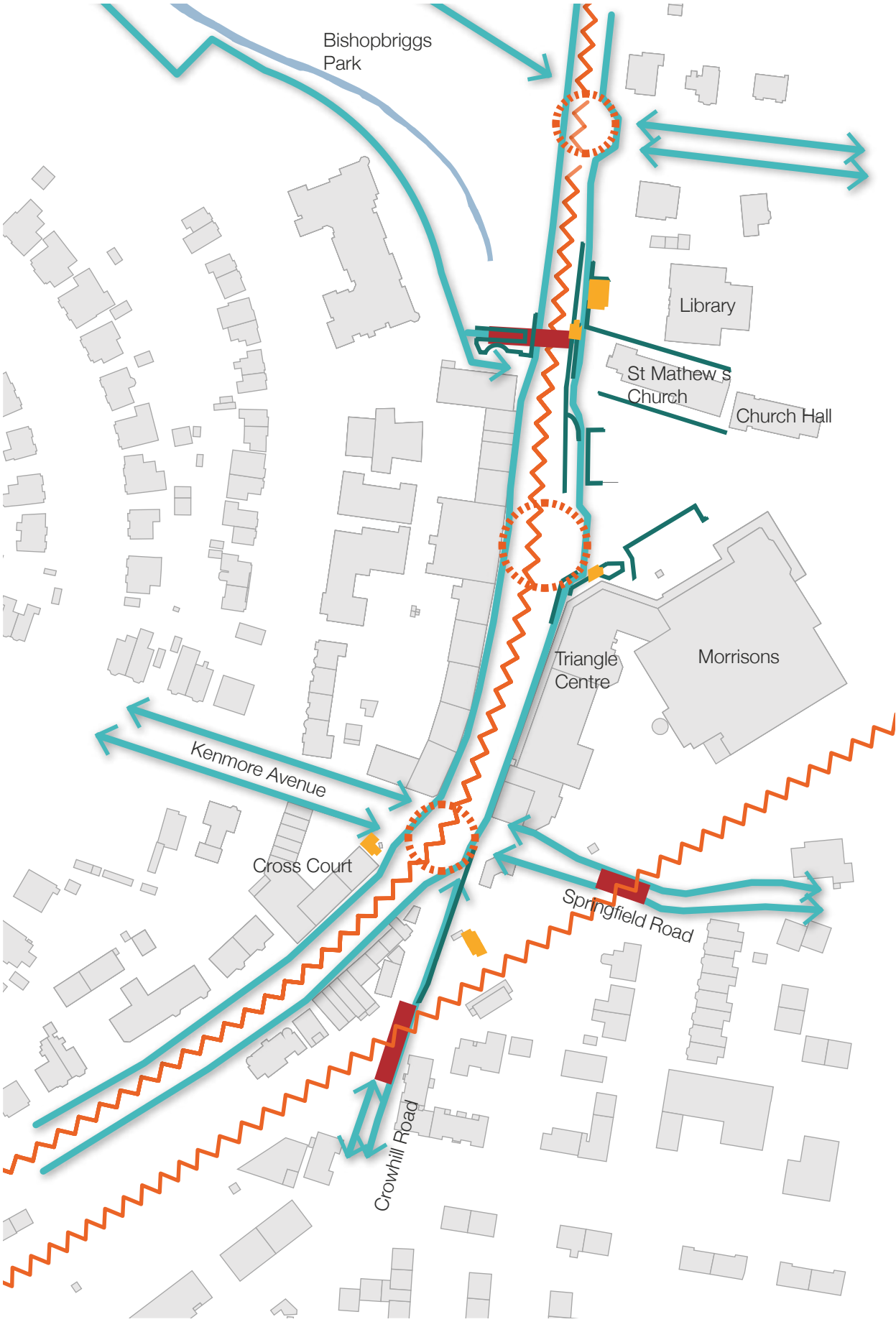


Beyond the limited number of gateways there are also a number of barriers to movement for people getting into and out of the town centre, including;

- steep slopes - particularly on routes approaching through Bishopbriggs Park.
- the two gateways into the town centre below the railway line are very constrained and they do not form welcoming or effective pedestrian or active travel links. Both have narrow pavements to only one side of the road and the pedestrian route along Springfield Road is not continuous - forcing users to cross the road twice. This is a particular issue if trying to access the southbound railway platform. They are also constrained to one way access for vehicles - Springfield Road (travelling west only) and Crowhill Road (travelling south only).
- the gateway underpass below the A803 has ramps that are steep and not accessible for all users. The level change creates spaces on either side of the road that have poor lines of sight and lack passive surveillance which will discourage use.

- Bishopbriggs Burn
- Steps
- Tunnel/ Underpass
- Retaining Wall Features
- No Pavement
- ↔ Pedestrian Routes
- Controlled Pedestrian Crossing Points
- A803 Road
- Rail Line
- Steep Slopes
- Bishopbriggs Train Station
- Underpass/ Tunnel Gateways
- Entry Points/ Gateways

Baseline Review & Analysis: Town Centre: Barriers to Movement within the Town Centre



The A803 typically has four lanes of traffic and is difficult to cross unless at a controlled crossing. The busiest section at the High Street widens to six lanes of traffic.

There are three existing controlled crossings. At Wester Cleddens Road to the immediate north of the town centre, 125m South at the Morrisons junction and then 100m further south at Bishopbriggs Cross.

The area to the immediate east of the A803 at St Mathews Church has a number of level changes which require steps and ramps to gain access to the library, the church and Bishopbriggs Park.

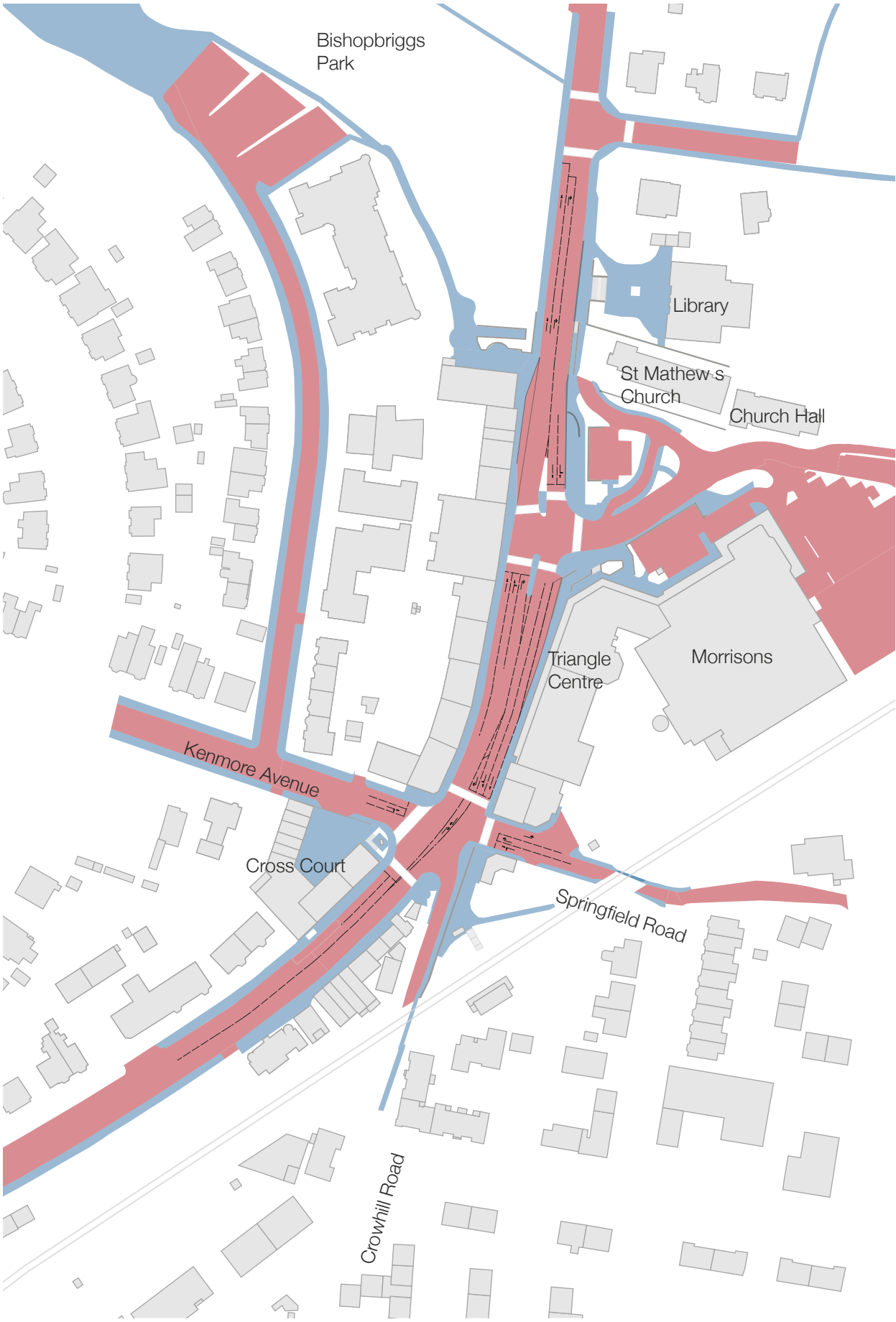
The layout of the bus stop, ramp and steps at the corner of the Triangle Centre is complicated and the ramps and steps create a number of barriers to movement.

Access to the railway station is constrained by the small pavements onto Springfield Road, a large retaining wall and steep ramp up to the station.

- Existing Controlled Crossing
- Linear Barrier to Movement
- Pedestrian Routes
- Retaining Walls
- Bishopbriggs Burn
- Level Changes
- Tunnel/ Underpass



Baseline Review & Analysis: Town Centre: Streetscape Land Use



Analysis of the public streetscape demonstrates that the majority of the available space is occupied by vehicle carriageways or parking.

The proportion of space for pedestrian use is comparatively very small - and provides only enough space for basic movement.

The pavements are generally just under three meters wide in the High Street section - which often includes obstacles such as bollards or street signs. 'Designing For Streets' design guide suggests widths of between four and five meters would be more appropriate in a town high street.

There are no dedicated cycle / active travel routes within the town centre.

Roads
Pavements

Baseline Review & Analysis: Town Centre: Existing Public Spaces



There are a number of existing public spaces within the town centre. These include:

1. The library - this currently functions as the town's only formal 'civic' space. However it is disconnected due to the level change and location away from the main routes and activity of the town centre .
2. The entry point into Bishopbriggs Park is constrained by a level change and the steep entry ramp to the underpass.
3. The space in front of St Matthew's Church is currently poorly laid out with unused areas of parking, incidental road space and inefficient path layouts. This area has previously been identified as having potential as a new public space for the town.
4. The area to the north of the Triangle Shopping Centre is underused and includes parking. A new public space will be created here as part of the entrance to the Morrisons development.
5. The railway station entrance consists of a number of access routes and narrow pavements. There is potential to reconfigure these to create a new public space.
6. There are two small existing areas of widened pavement / left over space on either side of Bishopbriggs Cross. The war memorial is located to the West of the A803.
7. The current Cross Court building forms a north facing courtyard. Although currently 'public' space the courtyard is a private space. The Cross Court building is currently listed for sale and the building and courtyard may be developed in the future.
8. A small narrow greenspace is located between the A803 and the railway line. The space is dominated by large advertising hoardings.

- Extension of Space at Morrisons Site (Development)
- Under-utilised Space
- Potential Loss of Space Due to Housing Development
- Existing Public Space

Baseline Review & Analysis: Town Centre: Community / Stakeholder Engagement - Part One

The Town Centre Strategy (2018) for Bishopbriggs included a detailed consultation exercise on the town centre. The findings of this process have been taken into account when developing the consultation and engagement strategy for the Public Realm Plan.

The study commenced in January 2021 (during the second wave of the global Covid-19 pandemic). The approach to consultation and engagement has been designed to take account of the restrictions in place at that time - as well as public attitudes to gatherings and face to face meetings.

This required the form of engagement to primarily be undertaken online/ remotely and the main public engagement through a bespoke website.

The website content and format was developed by the project team and delivered by East Dunbartonshire Council's Communications and Engagement Team. It included a questionnaire, survey and ability to respond to different engagement materials.

The website was structured with two sections - the first titled 'Now' that sought to understand stakeholders attitudes towards the town, how they use the town and what they want to see in the town. The consultation responses from that first section are summarised opposite.

The second part of the website was titled 'Future' and asked questions about stakeholders aspirations for the future of the town centre and responses to the strategy for the Public Realm Plan. Those responses are detailed later in this report.

The full details of both sections of the consultation can be read in the appendix Consultation Report (draft).

Q: How do you get into the Town Centre?

A clear majority of respondents currently walk to the town centre (205 responses). The second largest number of responses was from people who drive and then park (131).

The remaining options offered were selected only a handful of times and these included options such as bus, taxi or cycle.

Q: Where do you go in the town centre?

There was a reasonably even split between restaurant and hospitality venues (199 responses), grocery shopping (276 responses), high street shops 250 responses) and the doctors/ pharmacy (200 responses).

Q: Within the town centre, where is it difficult to move around?

Bishopbriggs Cross was identified as the most difficult area to move around (125 responses).

This was closely followed by people who did not identify any issues or felt it was not applicable to them. (97 responses).

Following this there was a wide spread of responses including; the A803 generally (50 responses), the condition or width of the pavements (38 responses), the underpass (12 responses), current pedestrian crossing points (10 responses) and the footpaths under the railway bridges (5 responses).

Q: Where do you like being outside?

Bishopbriggs Park is the most popular place for people to spend time in the town centre. (297 responses).

The next most popular place was the space in front of the library (64 responses).

This was closely followed by a number of people stating that in their opinion there were no spaces they liked. This was often noted as being due to pollution and traffic.

Baseline Review & Analysis: Town Centre: Summary

The analysis of the town centre highlights a number of significant issues that will need to be considered in the development of the Public Realm Plan.

The issues identified impact on; access in and out of the town centre, the image of the town centre by the community, pedestrian and cycle movement and restrict community and business use of the existing spaces.

The issues identified include;

- a lack of access points into the town centre.
- key access points/ gateways do not support active travel options and are not accessible for all users.
- there are a number of locations where level changes create barriers to movement within the town centre.
- the width of roads makes it difficult to cross unless at a controlled crossing point.
- pavements in the High Street section are not wide enough to move around safely, to support outdoor activity by businesses or to provide space for active travel.
- the only (public) civic space is disconnected from activity elsewhere in the town centre.
- existing public spaces do not encourage people to gather or spend time in the town centre.



03 TOWN CENTRE STRATEGY

Town Centre Strategy: Introduction

The baseline analysis and review highlighted a number of key issues and opportunities for Bishopbriggs Town Centre. From these, it is possible to create a set of aspirations for the proposed Public Realm Plan. This chapter will set out these aspirations as well as the potential actions that should be considered for the realisation of these aims.

In order to assist the community to imagine the potential ways to achieve these aspirations a number of ideas / sketches were prepared for different areas of the town centre. The ideas/ sketches are included following the topic based strategy diagrams.

The aspirations are grouped into topics. The key aspirations for each topic are summarised below:

<div>ACTIVE TRAVEL NETWORK</div> <ul style="list-style-type: none">• Create a strong east west link through the town centre linking from the Forth and Clyde Canal to the Bishopbriggs Relief Road.	<div>MOVEMENT</div> <ul style="list-style-type: none">• Improve the existing pedestrian crossing points over the A803.• Make it easier to cross the A803 throughout the town centre.• Provide space for active travel options within the town centre.• Remove barriers to movement.
<div>CONNECTIONS & GATEWAYS</div> <ul style="list-style-type: none">• Define and improve gateways into the town centre.• Improve routes in and out of the town centre for active travel and accessibility.• Improve access to the railway station.	<div>PUBLIC SPACES</div> <ul style="list-style-type: none">• Develop a hierarchy and identity for public spaces in the town centre.• Develop the space at St Mathews Church as a new civic space for use by the community.• Introduce street trees and planting into existing and proposed spaces.
<div>PEDESTRIAN SPACE / PAVEMENTS</div> <ul style="list-style-type: none">• Expand pedestrian space for use by businesses and cafes.• Create space for active travel options.• Introduce green space and trees where possible (including rain gardens).• Create traffic calmed streets where appropriate to reduce vehicle speeds and highlight pedestrian priority.	<div>SURFACE WATER MANAGEMENT</div> <ul style="list-style-type: none">• Introduce green infrastructure such as raingardens and tree planting into the public realm to reduce peak surface water flows in the Colston and Bishopbriggs Burns.• Improve capacity within the Bishopbriggs Burn - potentially through a day lit section.



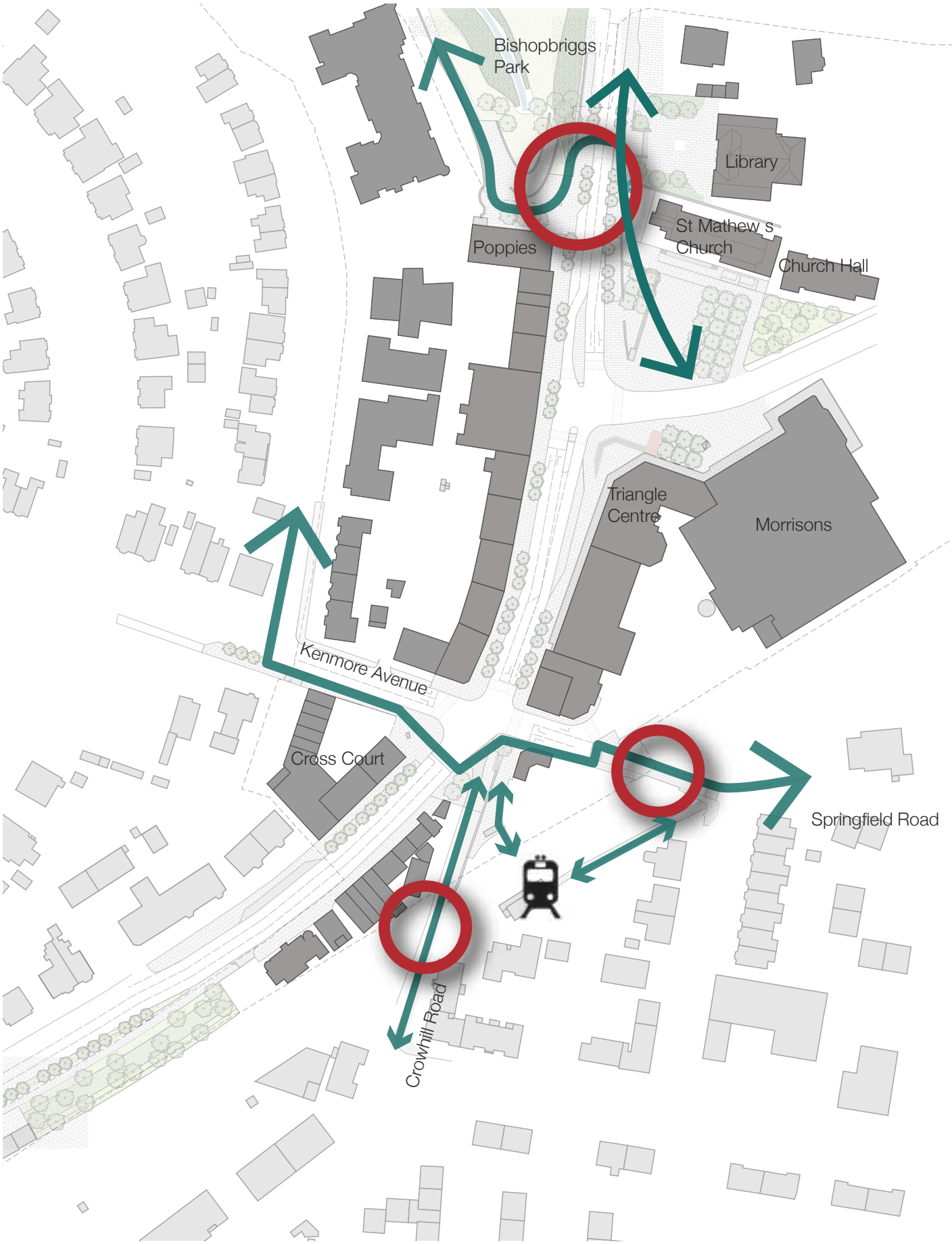
Town Centre Strategy: Active Travel Network



The delivery of a strategic link between the Forth and Clyde Canal and the Bishopbriggs Relief Road through the town centre would:

- link the town centre with neighbourhoods and the high schools.
- tie in with new and proposed active travel routes along the new Bishopbriggs Relief Road.
- create the framework for a future network of walking and cycling routes
- provide a direct route from the town centre to the national cycle route along the canal and onward to Kirkintilloch and Glasgow.
- require a mixture of on and off road sections. Traffic calming and alterations to roads may be required - particularly along Springfield Road.
- need to be carefully routed along the Bishopbriggs Burn and the edge of the golf course to link from the town centre to the Canal.
- pass through Bishopbriggs Cross and provide access to the railway station and the town centre itself.

Town Centre Strategy: Connections & Gateways





The provision of good quality connections and gateways in and out of the town centre will;


- better define the town centre.
- improve the image of the town centre.
- make it easier for people of all ages and abilities to get to the town centre.
- improve the active travel network and encourage use of sustainable travel options.


The following actions should be considered to meet these aims:

- improve the Northern Gateway for access on both the east and west side of the A803.
- substantially improve the underpass or investigate options to remove it.
- improve access into the park for people approaching from the north.
- substantially improve the pedestrian routes on Crowhill Road and Springfield Road for active travel and pedestrians.
- improve the access routes to the train station to encourage active travel and multi-modal journeys.

 Routes

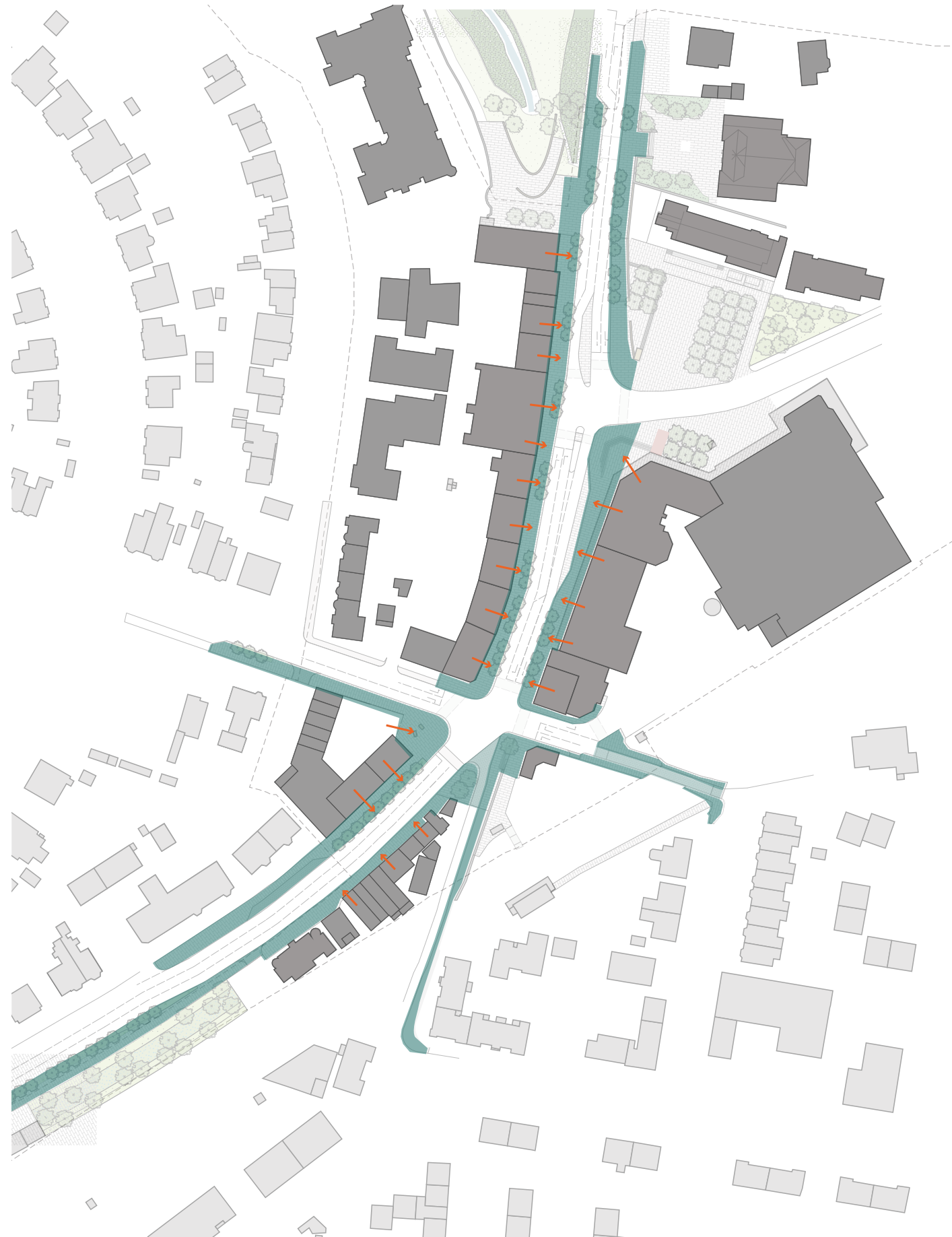
 Improved Gateway

 Bishopbriggs Town Centre

 Train Station



Town Centre Strategy: Pedestrian Space / Pavements






The expansion and enhancement of pedestrian space and pavements in Bishopbriggs town centre will;

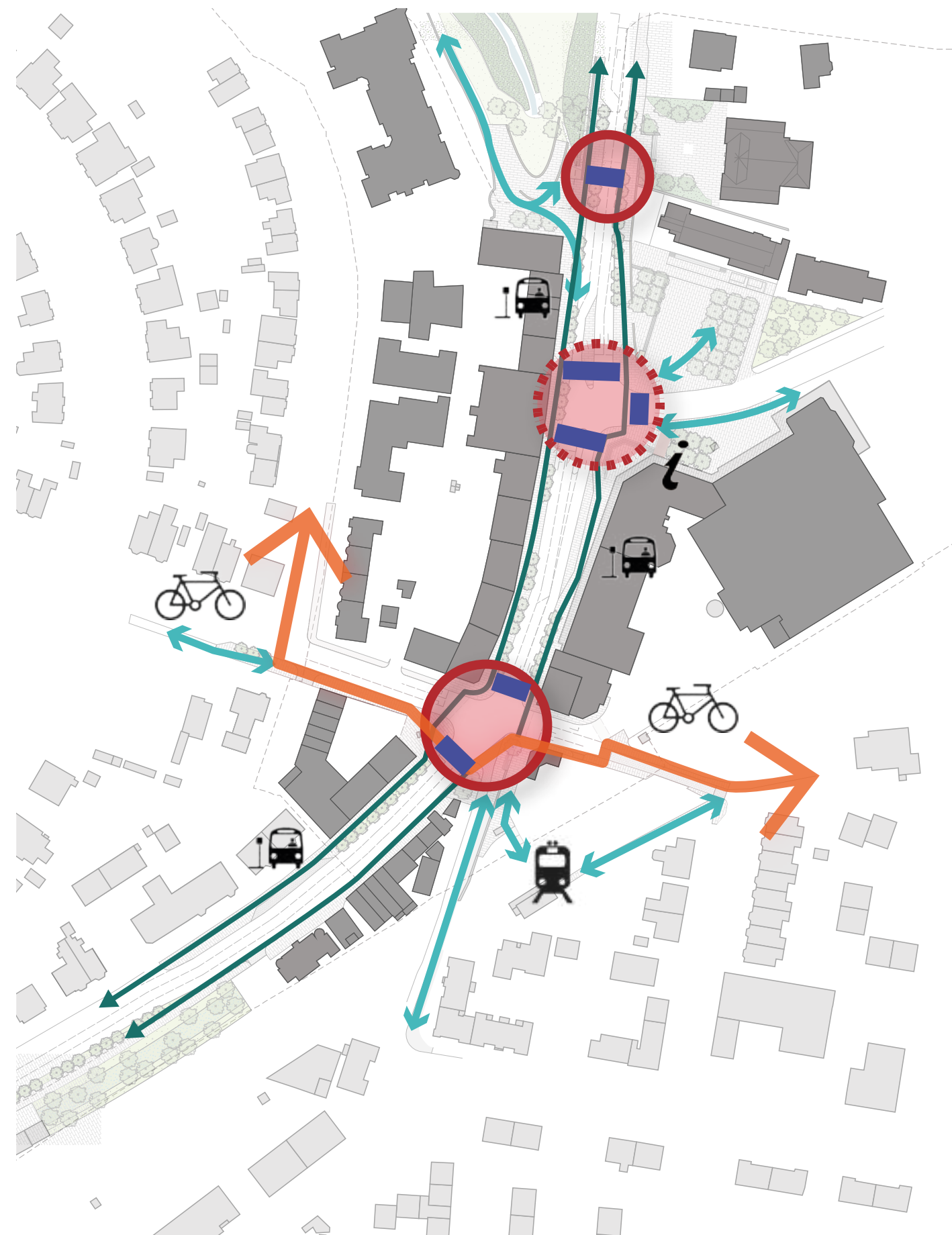
- support people in transferring to sustainable and active travel options.
- create safer pedestrian space by providing more space for people to move around.
- improve biodiversity and health and wellbeing through the planting of trees and raingardens.
- create outdoor space for use by businesses eg. cafes and bars.
- make it easier to cross the A803 by providing shorter crossing distances.

The following actions should be considered to meet these aims:

- widen pavements in the High Street section by at least 2m on either side of the A803.
- move bus stops from within the pavement to the road carriageway.
- create a continuous and direct pavement Southbound between Western Cleddens Road and the Morrisons junction.
- expand the pavement on the south side of Kenmore Avenue (and Springfield Road if possible) to create space for the proposed east west active travel route.
- improve the pedestrian environment through the Springfield Road railway tunnel.
- develop a shared surface or other pedestrian friendly treatment to the top of Crowhill Road to improve crossing for pedestrians and make access to the station easier.
- create space in front of Cross Court development around the war memorial.
- introduce avenue trees and raingardens to the southbound side of the A803 on the Southern Approach to create a consistent edge.

-  Extended Pedestrian Pavements
-  Potential for Outdoor Seating/ Activity
-  Bishopbriggs Town Centre

Town Centre Strategy: Movement










Better movement for pedestrians and sustainable transport options within the town centre will;

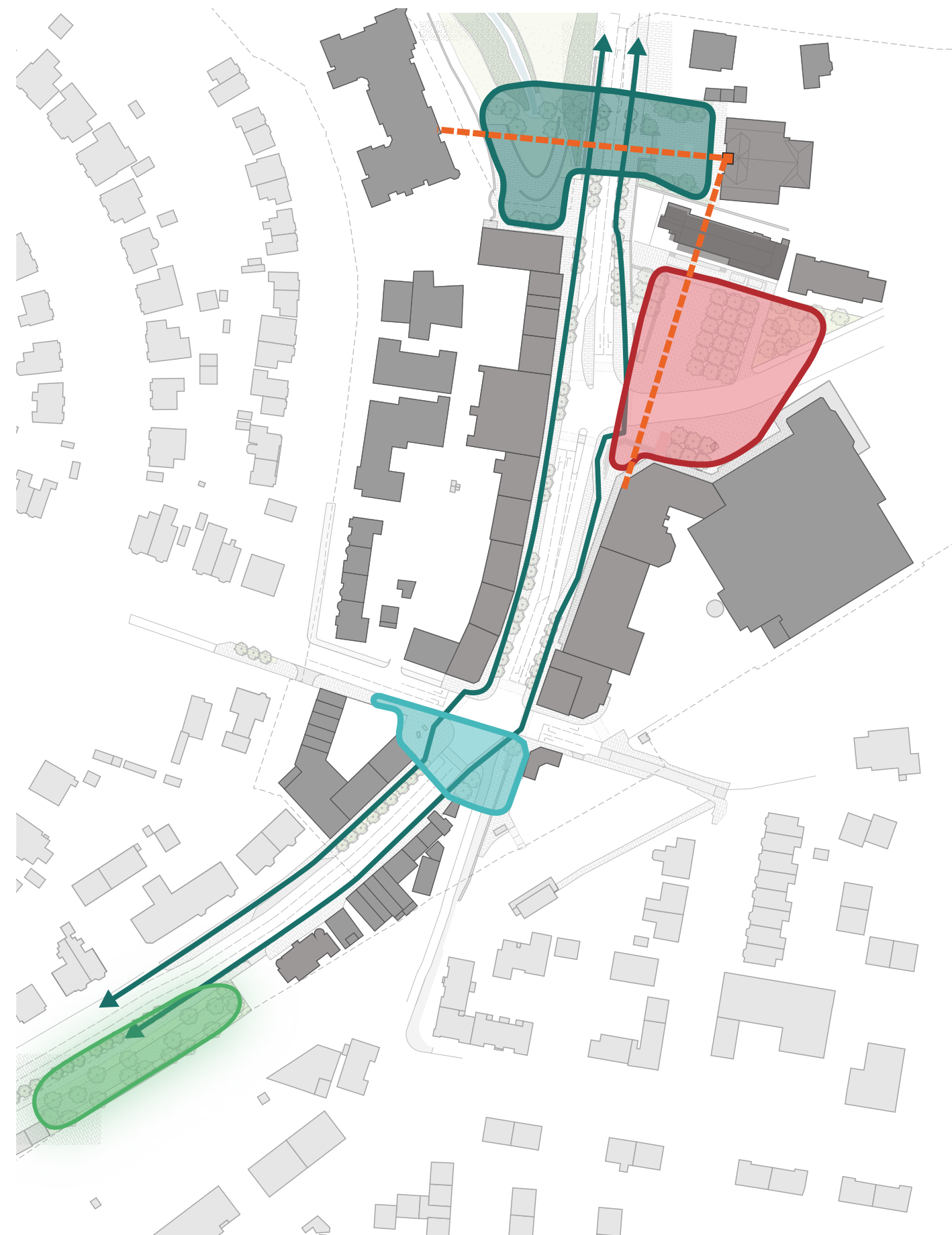
- remove barriers to movement for all ages and abilities.
- provide direct and safe routes.
- make visiting the town centre a more attractive and enjoyable experience (encouraging use by residents and visitors).
- assist in slowing car speeds through the town centre (potentially to a 20 mph speed limit).
- encourage more local and short distance journeys to be carried out by sustainable transport options.

The following actions should be considered to meet these aims:

- create a new crossing point linking the library and Bishopbriggs Park over the A803.
- expand and improve access to Bishopbriggs Park to increase the visibility of greenspace.
- improve safety and usability of pedestrian crossings at Bishopbriggs Cross by reducing the road width and providing more space for pedestrians and cyclists.
- traffic calming of the A803 through the change of surface materials and reduction in lane widths where appropriate.
- give priority at lights to buses, cyclists and pedestrians in the High Street section of the town centre.
- remove steps and ramps from key routes at the corner of the Triangle Shopping Centre.
- provide benches and seats at regular intervals for people to stop and rest.
- use consistent high quality, public realm paving throughout the town centre.
- increase the circulation space at the railway station through removal of some of the retaining wall and expanding pavements / pedestrian space.

-  Routes
-  Potential East West Link
-  Movement Along the A803
-  Improved Crossing Points at Junctions
-  Morrisons Junction
-  Crossings Over the A803
-  Bishopbriggs Town Centre

Town Centre Strategy: New and improved Public Spaces



The provision of new and improved public spaces in the town centre will;

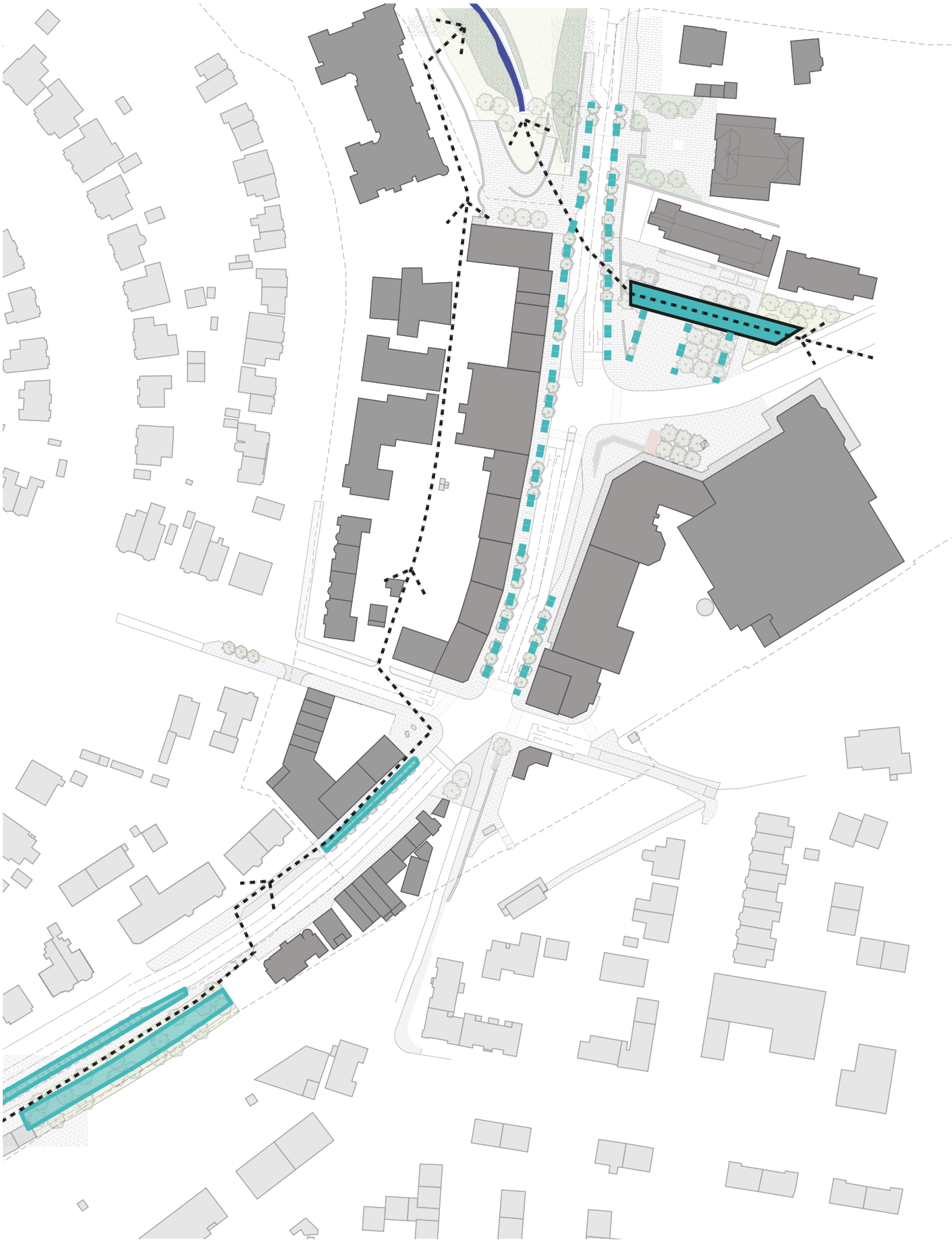
- create a focal space for new and larger community activity and events.
- provide a variety of different spaces and locations around the town centre that are pleasant and enjoyable to spend time in.
- create opportunities to celebrate the social and historical culture of the town
- introduce green and soft landscape spaces into the town centre - to create seasonal change and interest.
- improve habitat and biodiversity connections within the town centre.

The following actions should be considered to meet these aims:

- create a bold and well defined gateway to the north of the town centre by linking the entrance to Bishopbriggs Park and the existing civic space in front of the library.
- open up access to Bishopbriggs Park by creating a new larger entrance space.
- develop the existing left over space in front of St Mathews Church into a new civic space for the town with space for markets, seasonal events, play areas. The design should create links across the Morrisons access road with the new improved space on the Triangle Shopping Centre side.
- create a new plaza at the entrance to the railway station by joining up the various existing spaces and pavements. Link these spaces with the space around the war memorial on the other side of the A803.
- enhance the existing greenspace to the railway edge as a pocket park, providing opportunities for small children's play and seating.

- Improved Public Space
- Improved Connection Over/Under A803
- Potential Public Space at Bishopbriggs Cross
- Potential Green Area for Water Retention
- Pedestrian Route Along A803
- Axis from Clock Tower
- Bishopbriggs Town Centre

Town Centre Strategy: Surface Water Management



A surface water management strategy for the town centre will:

- ensure Bishopbriggs town centre is more climate resilient and able to deal with climate change in the future.
- reduce risk of combined flooding within the town centre from the Colston Burn.
- reduce risk of flooding in the Bishopbriggs Burn corridor to the north of the town centre.

The following actions should be considered to meet these aims:

- introduce raingardens and street tree planting along the A803 in the Southern Approach.
- provide raingardens and street tree planting within new and improved areas of public realm.
- investigate the potential to daylight the Bishopbriggs Burn within the new civic space in front of St Mathew Church.

- Existing Daylight Bishopbriggs Burn
- Potential Daylighting of Bishopbriggs Burn
- Potential Planted Water Management Along A803
- Street Tree Planting
- Existing Culverted Burns

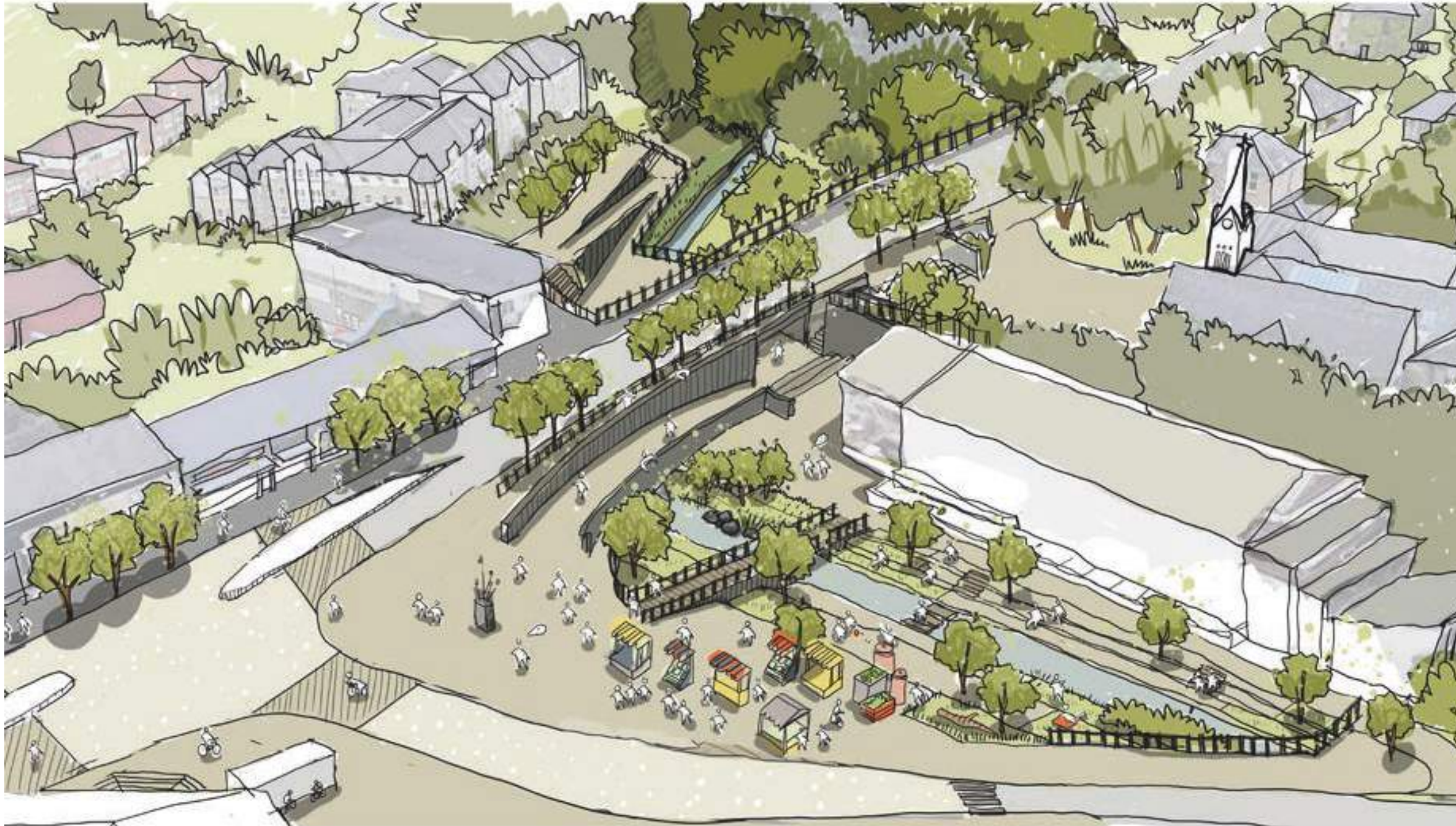


Town Centre Strategy: Sketch Ideas / Inspiration: Northern Gateway - Sketch Idea A



Potential design ideas in the Northern Gateway Idea A sketch include:

- removal of the underpass and creation of more direct and safer pedestrian crossings at surface level.
- amphitheatre style stepped seating around a civic space that is suitable for all events including farmers markets and Galas.
- tree planting and garden areas.
- informal play areas.



Potential design ideas in the Northern Gateway Idea B sketch include:

- creating a water feature that responds to the Bishopbriggs Burn.
- seating and informal play areas.
- a civic space for markets and events.
- tree planting and garden areas.
- improved crossings.



The High Street section could potentially include:

- wider footpaths to improve pedestrian access around the town
- more space for outside eating and drinking
- improved and safer pedestrian crossings
- street tree planting.

Town Centre Strategy: Sketch Ideas / Inspiration: Bishopbriggs Cross



Potential designs at this location could include:

- wider footpaths
- a wider, more open and accessible entrance to the train station, as it is an important arrival point in the town centre
- improved and safer pedestrian and cycle provision
- tree and rain garden planting.

Town Centre Strategy: Sketch Ideas / Inspiration: Southern Approach



Potential ideas for the Southern Approach could include wider footways for pedestrians with street tree planting that could help tackle:

- air quality issues on Kirkintilloch Road.
- surface water drainage issues.
- create a more attractive 'street' with a town centre feel.

Town Centre Strategy: Community / Stakeholder Engagement - Part Two

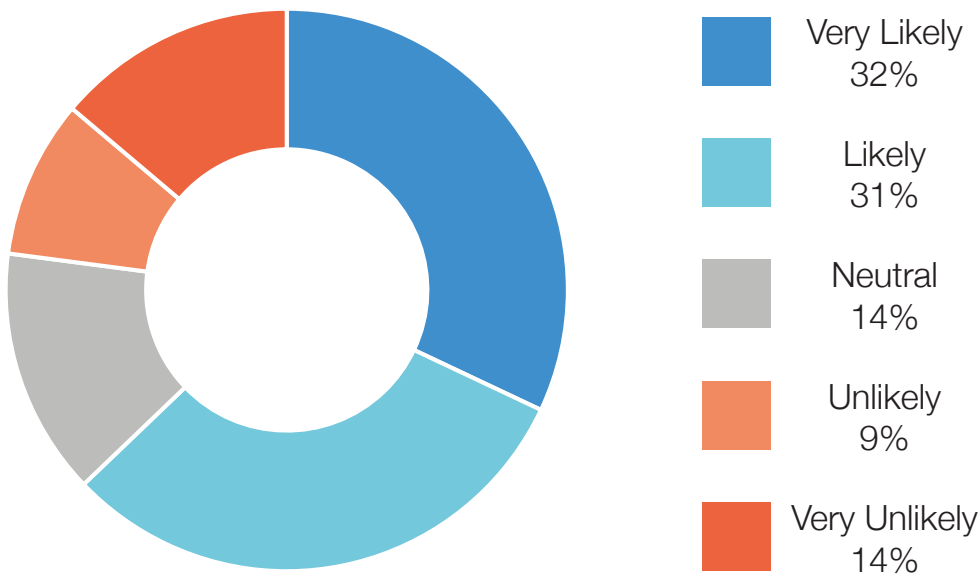
In the second part of the online community engagement a series of questions were asked to gauge respondents opinion on priorities for the town centre, the strategy for the Public Realm Plan and on the sketches showing potential ideas for how those could be achieved.

The responses were generally very positive with:

- 63% of people noting that the strategy and ideas would encourage them to walk and cycle more to the town centre
- 72% of people noting that the strategy and ideas would encourage them to spend more time in the town centre.
- a clear majority of people wanting to see; new improved space for events and community activity, outdoor seating and space for businesses and cafes and more greenery.

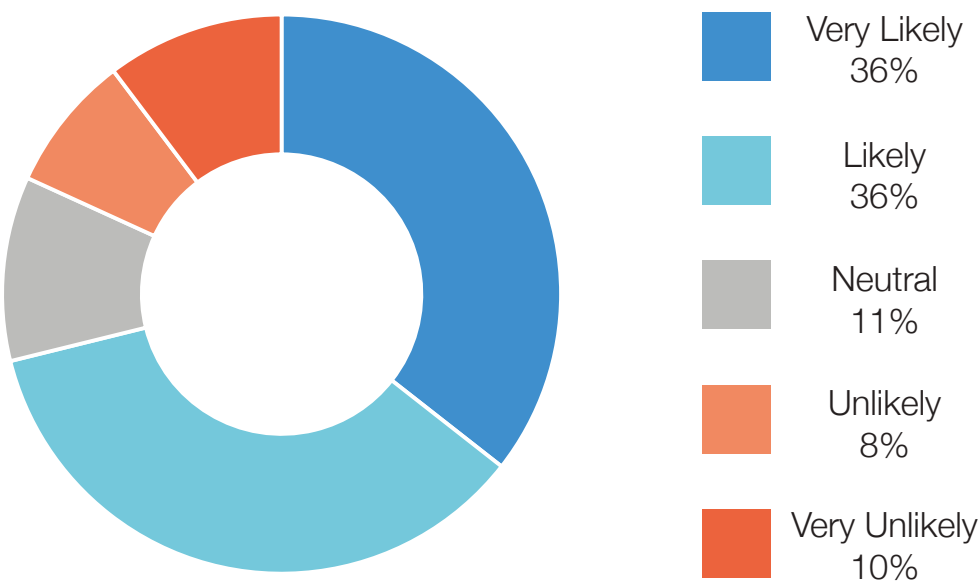
The full details of both sections of the consultation can be read in the appendix Consultation Report (draft).

Would these ideas encourage you to walk and cycle more to the town centre?



Pie Chart
253 RESPONSES
(to clearly show spread of responses)

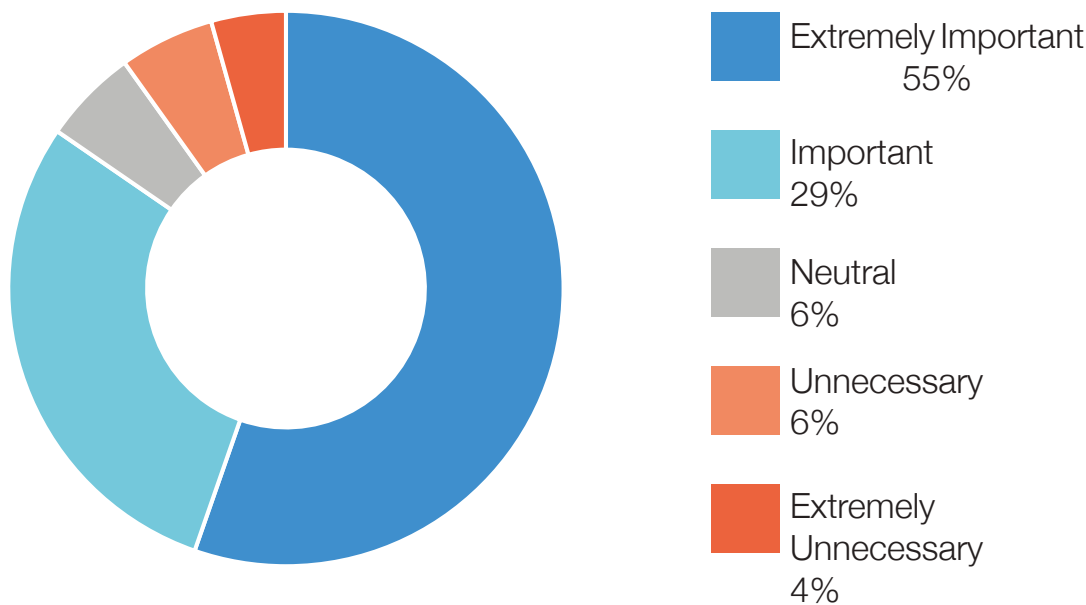
Would these ideas encourage you to spend more time in the town centre?



Pie Chart
253 RESPONSES
(to clearly show spread of responses)

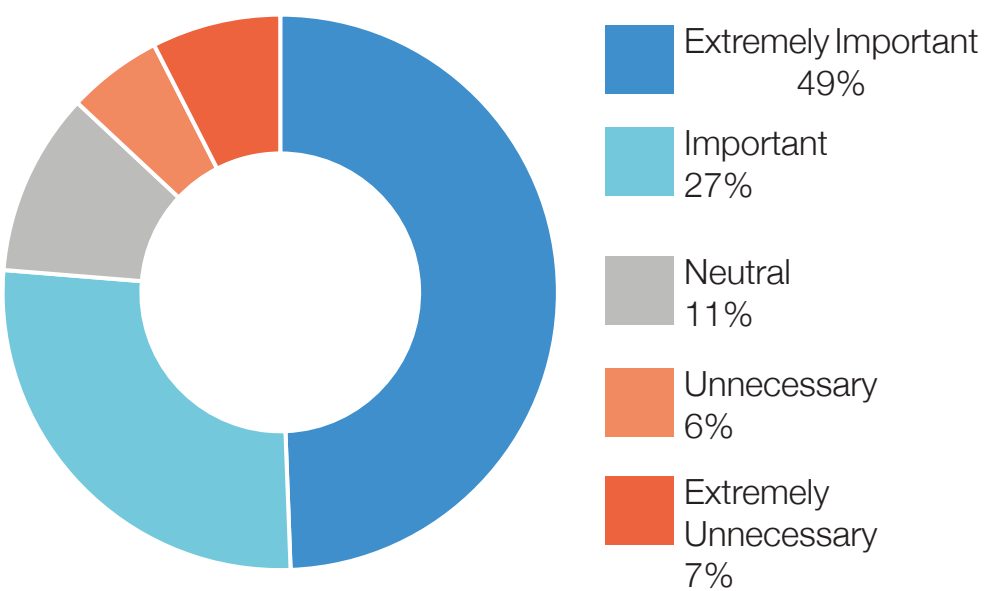


How important do you think it is to create more public space for community events and activities?



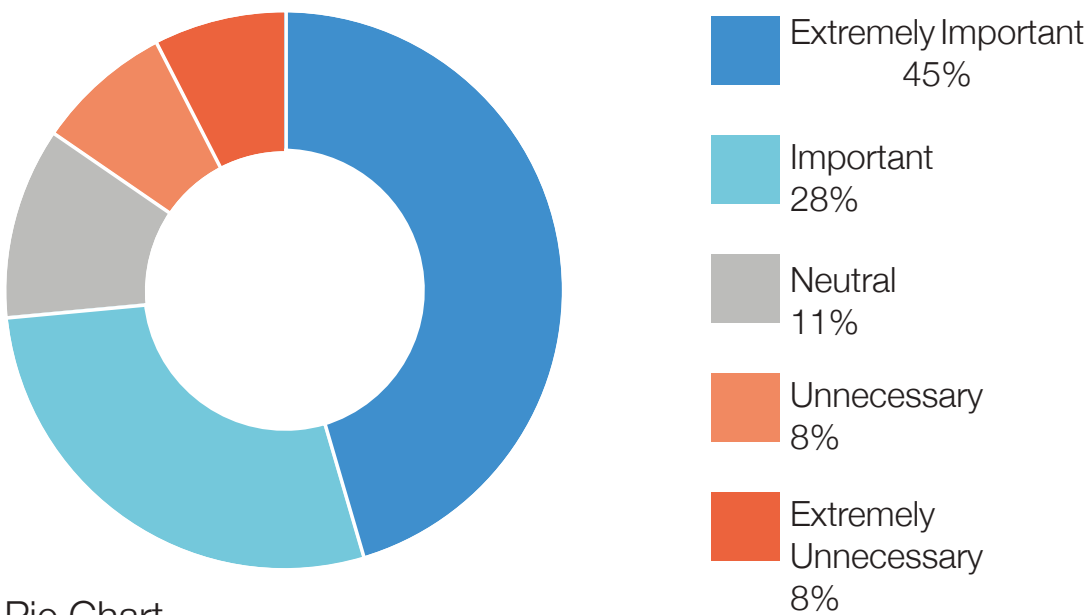
Pie Chart
253 RESPONSES
(to clearly show spread of responses)

How important do you think it is to provide outdoor seating and space for cafes, restaurants and businesses?



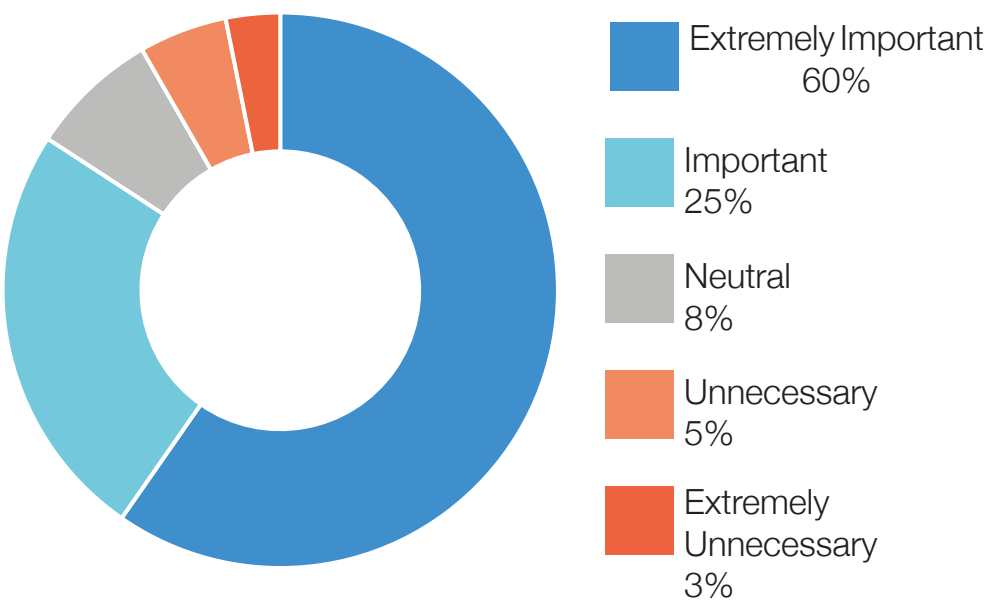
Pie Chart
253 RESPONSES
(to clearly show spread of responses)

How important do you think it is to improve the town centre for people to move around and spend time within, even if it means less space for private cars?



Pie Chart
253 RESPONSES
(to clearly show spread of responses)

How important do you think it is to plant more greenery in the town centre?



Pie Chart
253 RESPONSES
(to clearly show spread of responses)



04 SUMMARY

Summary: Conclusion / Next Steps

This Interim Report has set out the Baseline Review and Analysis and the Town Centre Strategy for the Bishopbriggs Town Centre Public Realm Plan.

Traffic modelling is to be undertaken as part of the A803 City Deal project element and this information and analysis is required before it is possible to proceed to the next stage of the Public Realm Plan. Once this modelling and information is able to be shared with the design team it will be possible to move to the next stage of the project.

The final stage of the project will be to use this information (including the traffic modelling and analysis) to develop the Public Realm Plan. The Public Realm Plan will include spatial proposals and outline designs for key sites in for the town centre. The designs for the Public Realm Plan will be developed through further engagement and dialogue to ensure they meet the needs and aspirations of all stakeholders and the community.





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