



# Bishopbriggs Town Centre Stage 2 Consultation Report

# Bishopbriggs Town Centre Regeneration

## Stage 2 Consultation Report

prepared by:



on behalf of:



sustainable thriving achieving

**East Dunbartonshire Council**

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in partnership with:



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# 1.0 Introduction

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In August 2022, East Dunbartonshire Council appointed Arcadis and Sweco to take forward and build on the aspirations set out in the Bishopbriggs Public Realm Plan (2022) and develop concept design options for the most critical projects and sub-projects developed as part of the Public Realm Plan.

Sweco have led the process over the past eight months to undertake the concept design for the town centre. The design team have worked closely with the East Dunbartonshire Council's City Deal Team to develop the design options for a new civic space, arrival point to the train station, gateways to the town centre and the A803 corridor.

The community and stakeholder engagement associated with the development of the concept options is detailed within this draft report. The strategy for the engagement around the Bishopbriggs Town Centre Regeneration project complements the consultation work undertaken as part of the Bishopbriggs Public Realm Plan in 2021 and Bishopbriggs Town Centre Strategy in 2018.

This report contains details of the first stages of consultation that have been undertaken to date as part of the RIBA Stage 2 Concept Design. These have focussed on finding out stakeholders attitudes towards the town centre and Bishopbriggs Park; how the public use the town centre and park; what they want to see in the park and their thoughts on the concept design options.

The stakeholder engagement plan is set out in chapter two of this report.

This report includes details of;

- the communication and consultation plan - including who was consulted, how the events were promoted and the overall strategy for engagement.
- details of the drop in consultation event and focus group sessions.
- details of the online consultation website and questions asked.
- the consultation outcomes and responses.

The feedback and information gathered has been invaluable and will help steer the direction of the developed design when the project moves into the next stage.

## Headline figures:

The online consultation ran for **3 weeks** from 6th February to 28th February 2023.

**196** survey responses

A community drop in event took place at The War Memorial Hall on **7th February 2023**.

**120** people attended the event

over **1526** page views

over **498** news article page views

over **1223** questions answered

over **1005** detailed comments provided



## 2.0 Consultation Strategy

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The design team worked with East Dunbartonshire Council to create a stakeholder engagement plan. The plan identified a stakeholder and consultee list at the outset of the project. The list included key stakeholders within Bishopbriggs such as:

- technical stakeholders within the council including roads and transport, flooding and drainage, greenspace and access.
- strategic consultees such as SPT, bus operators and Scotrail.
- landowner & Developer stakeholders such as Morrisons and Cross Court Owner.
- community stakeholders such as, Bishopbriggs Community Council, BetterBriggs and Friends of Bishopbriggs Park.
- representatives of community facilities such as and the local churches and library.
- businesses and retail the town centre and taxi operators.

We have used a variety of engagement methods and activities across the various stakeholder groups, including:

- workshops – at this stage all workshops are planned to be virtual. They are used to bring a variety of stakeholders together to discuss aspirations, issues and opportunities as they relate to various topics / areas. The breakout workshop groups were face to face.
- one to one conversations – necessary either as follow-up discussions after wider workshops, or in order to discuss specific matters / issues. These were arranged through ‘MS Teams’ and ‘Zoom’ and on the telephone.
- email correspondence – particularly where information sharing, or information updates are required.
- the main public engagement was carried out through a bespoke website and drop in event.

Table 1 provides an overview of engagement activities by Stakeholder Group.

CONCEPT DESIGN STAGE STAKEHOLDER ENGAGEMENT ACTIVITIES	
STAKEHOLDER GROUP	PROPOSED ENGAGEMENT ACTIVITIES
EDC Officers – client team	<ul style="list-style-type: none"> <li>• Early discussions to confirm project aspirations and objectives.</li> <li>• Provision of regular project updates as agreed (email / MS Teams).</li> </ul>
EDC Officers (Technical Working Group plus wider as appropriate)	<ul style="list-style-type: none"> <li>• Participation in technical workshop to provide input to early concept design options for each of the project / sub-project spaces.</li> <li>• One to one conversations as necessary with appropriate technical officers either during concept design development or following on from workshop.</li> </ul>
EDC Ward Members	<ul style="list-style-type: none"> <li>• EDC Officers to ensure ward members are kept informed of project stages.</li> <li>• Elected member briefing session prior to public consultation commencing. Pre-view session for public exhibition material.</li> </ul>
Strategic and other key stakeholders	<ul style="list-style-type: none"> <li>• Engagement will take the form of one to one conversations / email correspondence for purposes of information gathering in early stages.</li> <li>• Participation in technical workshop to provide input to early concept design options.</li> </ul>
Key community groups	<ul style="list-style-type: none"> <li>• One to one phonecalls / MS Teams meetings and email correspondence with each of the three organisations identified as part of initial stage to understand community needs and uses and to set the scene for future engagement.</li> <li>• Participation in community representatives workshop to provide input to early concept design options.</li> <li>• Invitations to attend public consultation at RIBA Stage 2.</li> </ul>
Landowners	<ul style="list-style-type: none"> <li>• One to one conversations with landowners and / or their agents individually to ascertain background information (individual conversations due to potentially commercially sensitive nature of information that may be shared). This includes developing an understanding of initial / ongoing proposals.</li> <li>• Representatives of landowners invited to attend technical workshop if necessary / relevant.</li> <li>• Landowner briefing session prior to public consultation at RIBA Stage 2 .</li> </ul>
Local businesses	<ul style="list-style-type: none"> <li>• General information / awareness raising at outset of commission (press release).</li> <li>• One to one conversations with representatives of key business organisations as appropriate (e.g. Chamber of Commerce, EdNet and Business Gateway).</li> <li>• Businesses within the town centre boundary (including taxi operators) to be invited to complete a short online survey to help understand needs.</li> <li>• Follow-up one to one conversations with key businesses as necessary / relevant in relation to particular emerging proposals.</li> <li>• Invitations to attend public consultation at RIBA Stage 2.</li> </ul>
Representatives of community facilities	<ul style="list-style-type: none"> <li>• General information / awareness raising at outset of commission (press release).</li> <li>• Community facilities listed to be invited to complete a short online survey to help understand needs / issues / how members use the town centre. To explore interaction with schoolchildren in particular (separate survey link to be provided for schools).</li> <li>• Invitations to attend public consultation at RIBA Stage 2.</li> </ul>
Local residents	<ul style="list-style-type: none"> <li>• General information / awareness raising at outset of commission (press release or similar).</li> <li>• Invitations to attend public consultation at RIBA Stage 2.</li> </ul>

Table 1 - Overview of Proposed Engagement Activities by Stakeholder Group

The website content 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. Paper copies of the information were also made available through the library.

Promotion of the project and the consultation were undertaken through multiple channels to try to reach as many people in Bishopbriggs as possible. This included:

- press releases in local newspapers.
- posters and flyers in local shops and community spaces.
- as well as East Dunbartonshire Council's social media channels.
- a presentation/exhibition of the consultation materials in the library.



Image 1 - Poster advertising the online consultation and drop in event.

The strategy for consultation is split into 2 sections:

#### Targeted Engagement

- Technical working groups and briefings were held with a number of East Dunbartonshire Council departments and officers. Information and feedback was provided relative to the developing concept design options to help inform the designs prior to finalisation.
- One online workshop was held with Bishopbriggs Community Council. The workshop discussed the concept options that were being put forward for public consultation.
- Conversations were also held with St. Matthews Church and East Dunbartonshire Access Panel.

These targeted sessions will continue throughout the development of the preferred option.

#### Public Consultation

A wide range of material was developed to gauge opinion and feedback via a drop in session at the War Memorial Hall and a bespoke web page. The detail of the material is included in the next chapter.



Image 2 - The public display material in the War Memorial Hall.

It is important to note that the aim of the consultation process was not to gauge the popularity of an individual proposal, rather it is the process for identifying new and relevant information that should be taken into account in shaping how future plans are taken forward. All relevant issues are therefore considered equally whether they are raised by a single participant or a majority; a consultation is not a voting process.



## 3.0 Stakeholder Discussions

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### 3.1 Purpose

The overarching Consultation and Engagement Strategy prepared for EDC's City Deal Place and Growth Programme in 2021 sets out the principles and guidance for the planning and delivery of consultation and communication activities. It importantly sets out the difference between informing, consulting and engaging with stakeholders. The Strategy is founded on the following principles, which has been reflected in the work undertaken on the Bishopbriggs Town Centre Regeneration project:

- Being transparent and honest about the engagement process and ensuring that East Dunbartonshire stakeholders, including residents are clear about how and to what extent they can influence proposals.
- Providing clarity about the timescales involved and ensuring that stakeholders understand the different projects within the City Deal.
- Being inclusive and making sure that all stakeholders feel able to engage in the process.
- Building the capacity of the local community and empowering residents to participate fully by providing appropriate and effective support.
- Listening to stakeholders and actively demonstrating how their views are helping to influence plans.
- Being innovative, creative and open to new ideas.
- Being flexible and adapting to changes in circumstances so that we can respond effectively to emerging views and the complexities of regeneration and transport issues.
- Ensuring the process provides value for money and that decisions are supported through a cost benefit analysis process.

A project specific stakeholder engagement plan has been produced. The purpose of the plan is to set out a clear approach to stakeholder engagement, identifying who key stakeholders are, understanding their likely level of influence and interest in the town centre regeneration and providing a schedule of engagement activities to be undertaken at various points across the project timescale. It is a live document, which will be updated as the project progresses in order to provide a record of stakeholder involvement and to reflect changes in approach.

STAKEHOLDERS	
STAKEHOLDER NAME:	CONTACT/ COMMENTS:
Network Rail	No Comment
Wm Morrison Supermarkets Limited	No Comment
Cross Court	No Comment
St Mathews Church	Comment Received
Bishopbriggs Community Council	Online Meeting
Friends of Bishopbriggs Park	Attended Breakout
BetterBriggs	Attended Breakout
Bishopbriggs Outdoor Spaces	Attended Breakout
Walk Cycle Run East Dunbartonshire	No Comment
Bishopbriggs Skatepark Project	Attended Breakout
East Dunbartonshire Access Panel	Attended Breakout
SPT & FIRST	Online Meeting
Bishopbriggs Bowling Club	No Comment
Bishopbriggs Golf Club	No Comment
Kirkintilloch Road Billboards	Comment Received
Bishopbriggs Tennis Club	Comment Received
EDC Elected Members	Online Meeting
EDC TWG	Online Meeting

Table 2 - List of Stakeholders contacted and responses.

## 3.2 Stakeholders

Our team has worked in collaboration with East Dunbartonshire Council to identify and contact relevant stakeholders and develop and undertake a programme of engagement activities. We built on existing relationships to develop a shared understanding for Bishopbriggs Town Centre.

Stakeholder engagement has been both virtual and face-to-face.

A wide range of comments were received from stakeholders. Many of the comments were focussed on the specific interests of the stakeholder and will be addressed in the design development.

Generally stakeholders are pleased to see the designs developing and as we move into the developed and detailed design are keen to work with us on reaching the best solutions for the town centre.

Specific issues raised by the East Dunbartonshire Access Panel and East Dunbartonshire Visually Impaired Peoples Forum are particularly key:

There are a range of accessibility issues currently in Bishopbriggs that should be addressed by the proposals. The panel raised important potential design Issues:

- Not keen on shared spaces.
- The design should not include random bits of furniture and clutter in the footway.
- Tables and chairs outside cafes cause problems. They need a barrier and tap edge.
- Trees in hard without an edge create an obstacle for visually impaired, solution to incorporate trees within planting beds.
- Kerb heights that can be recognised by guide dogs.
- Good reliable and accessible Bus transport is essential for disabled and elderly people.
- Concerns regarding “floating” bus stops and cycle crossing points.

The stakeholder consultation relating to the Park Proposals are reported in the Bishopbriggs Park RIBA stage 2 report.



# 4.0 Community Consultation

## 4.0 Community Consultation

The main public engagement was carried out through an online event via a bespoke website and a drop-in event. There was also an exhibition of the consultation materials in Bishopbriggs Library. Paper copies of the proposals and comment form were also made available through the library.

### 4.1 Drop in event

A drop-in event was held at Bishopbriggs War Memorial Hall, Balmuildy Road in Bishopbriggs on Tuesday 7th February, from noon-6.30pm, where members of the design team and EDC project team were on hand to answer any questions.

A wide range of material was developed to gauge opinion and feedback. The material was displayed on double-sided exhibition boards in the centre of the main hall which allowed the public to circulate around the room and take their time to look at the proposals.

The public were invited to fill out a comments form at the event, take a form away to complete or directed to the online survey. A 'Likes' and 'Dislikes' board was also available for the public to leave comments.

Two breakout sessions were organised and held in a separate room in the War Memorial Hall. EDC and the design team met with East Dunbartonshire Access Group representatives and representatives of groups interested in Bishopbriggs Park proposals.



Image 3: Public consultation drop-in event (7th February 2023)

### 4.2 Online exhibition

An interactive, online exhibition was developed in partnership with East Dunbartonshire Council's Communications and Engagement Team, [www.eastdunbarton.gov.uk/Briggs-2023](http://www.eastdunbarton.gov.uk/Briggs-2023).

The online consultation event ran from 6th February until 5pm on 28th February 2023. It provided:

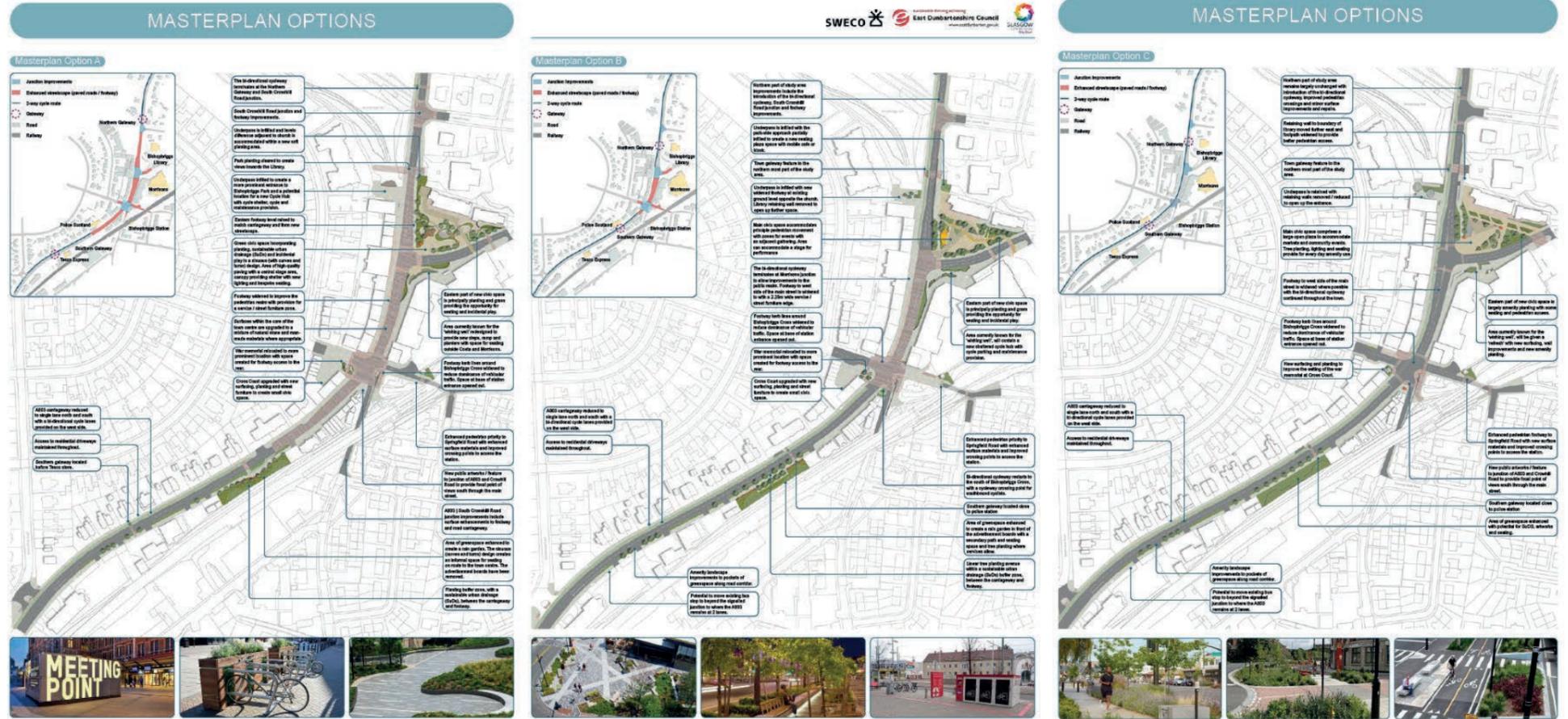
- A background to the project.
- What stage the project is at.
- The Concept Design Proposals - We asked the public when reviewing the options to bear in mind that we can pick and mix interventions from each option to create our preferred option. Whereby Option A is our most aspirational option with the greatest intervention and is therefore the most costly/expensive, while Option C is still aspirational it has the least intervention so its overall impact may be reduced and Option B is the mid-ground aspirational with many interventions and benefits but less costly than Option A.
- The design proposals content was split into five sections: The Gateway to Bishopbriggs, The New Civic Space, Bishopbriggs Cross, The Southern Approach and Bishopbriggs Park. In each section there were a series of diagrams and information. Images of the boards are illustrated in sections 4.3 to 4.7.
- A Have your say! section welcoming opinions and feedback with a link to the comment form.



Image 4: Consultation website cover image

### 4.3 Masterplan Boards

Graphics of the consultation boards showing the three masterplan options.



### 4.4 Civic Space Boards

Graphics of the consultation boards showing the three civic space options.



### 4.5 Bishopbriggs Cross Board

Graphics of the consultation boards showing the Bishopbriggs Cross.

**BISHOPBRIGGS CROSS**

**Enhanced Streetscape**  
 This board illustrates the proposed streetscape for the Bishopbriggs Cross. It shows a mix of traditional and modern architectural styles, with a focus on creating a vibrant and pedestrian-friendly environment. Key features include enhanced street lighting, improved paving, and the integration of green spaces and trees to enhance the urban landscape.

**Seating and Screens**  
 This section details the proposed seating and screening elements for the Bishopbriggs Cross. It includes images of various seating options, such as benches and tables, and screens that will be used to manage traffic and provide shade for pedestrians. The goal is to create a comfortable and safe environment for all users of the space.

**Option B Visualisation**  
 This visualization shows the proposed Option B for the Bishopbriggs Cross. It features a mix of residential and commercial buildings, with a focus on creating a vibrant and pedestrian-friendly environment. Key features include enhanced street lighting, improved paving, and the integration of green spaces and trees to enhance the urban landscape.

**Option A Plan**  
 This plan shows the proposed Option A for the Bishopbriggs Cross. It features a mix of residential and commercial buildings, with a focus on creating a vibrant and pedestrian-friendly environment. Key features include enhanced street lighting, improved paving, and the integration of green spaces and trees to enhance the urban landscape.

**Option B Plan**  
 This plan shows the proposed Option B for the Bishopbriggs Cross. It features a mix of residential and commercial buildings, with a focus on creating a vibrant and pedestrian-friendly environment. Key features include enhanced street lighting, improved paving, and the integration of green spaces and trees to enhance the urban landscape.

### 4.6 Southern Approach

Graphics of the consultation boards showing the Southern Approach.

**A803 SOUTHERN APPROACH**

**Visualisation**  
 This visualization shows the proposed Southern Approach for the A803. It features a mix of residential and commercial buildings, with a focus on creating a vibrant and pedestrian-friendly environment. Key features include enhanced street lighting, improved paving, and the integration of green spaces and trees to enhance the urban landscape.

**Option A Plan and Section**  
 This plan and section show the proposed Option A for the Southern Approach. It features a mix of residential and commercial buildings, with a focus on creating a vibrant and pedestrian-friendly environment. Key features include enhanced street lighting, improved paving, and the integration of green spaces and trees to enhance the urban landscape.

**Option B Plan and Section**  
 This plan and section show the proposed Option B for the Southern Approach. It features a mix of residential and commercial buildings, with a focus on creating a vibrant and pedestrian-friendly environment. Key features include enhanced street lighting, improved paving, and the integration of green spaces and trees to enhance the urban landscape.

**Alternative Option**  
 This alternative option shows a different approach to the Southern Approach. It features a mix of residential and commercial buildings, with a focus on creating a vibrant and pedestrian-friendly environment. Key features include enhanced street lighting, improved paving, and the integration of green spaces and trees to enhance the urban landscape.

### 4.7 Bishopbriggs Park

Graphics of the consultation boards showing the Bishopbriggs Park.

**BISHOPBRIGGS PARK**

**Proposed Overview**  
 This overview shows the proposed Bishopbriggs Park. It features a mix of residential and commercial buildings, with a focus on creating a vibrant and pedestrian-friendly environment. Key features include enhanced street lighting, improved paving, and the integration of green spaces and trees to enhance the urban landscape.

**Concept Plan**  
 This concept plan shows the proposed Bishopbriggs Park. It features a mix of residential and commercial buildings, with a focus on creating a vibrant and pedestrian-friendly environment. Key features include enhanced street lighting, improved paving, and the integration of green spaces and trees to enhance the urban landscape.

**Strengths**  
 This section lists the strengths of the proposed Bishopbriggs Park. Key features include enhanced street lighting, improved paving, and the integration of green spaces and trees to enhance the urban landscape.

**Weaknesses**  
 This section lists the weaknesses of the proposed Bishopbriggs Park. Key features include enhanced street lighting, improved paving, and the integration of green spaces and trees to enhance the urban landscape.

**Opportunities**  
 This section lists the opportunities for the proposed Bishopbriggs Park. Key features include enhanced street lighting, improved paving, and the integration of green spaces and trees to enhance the urban landscape.

**Threats**  
 This section lists the threats to the proposed Bishopbriggs Park. Key features include enhanced street lighting, improved paving, and the integration of green spaces and trees to enhance the urban landscape.

**Preliminary Site Interventions**  
 This section details the proposed preliminary site interventions for the Bishopbriggs Park. It includes images of various interventions, such as enhanced street lighting, improved paving, and the integration of green spaces and trees to enhance the urban landscape.



# 5.0 Consultation Outcomes

## 5.0 Consultation Outcomes

### 5.1 The Gateway to Bishopbriggs Town Centre

We asked the public to share their views on the proposed gateway enhancements aimed at creating a sense of arrival to the town centre.

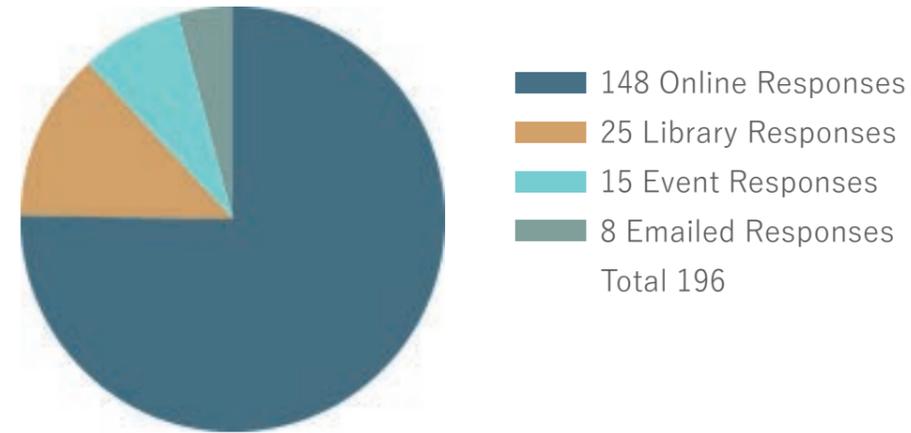
General common themes from The Gateway to Bishopbriggs responses.

- General welcome/Like the proposals.
- Greater sense of arrival.
- Positive for the town.

Key concerns identified by the community include:

- Concerns around the reduction of traffic flow to a single lane in each direction given that the traffic flow is already high and often congested.
- Concerns that public transport services aren't to the standard required to sustain the proposals.
- Concerns over lack of bus stop/bay provisions.
- Concerns over lack of additional parking provision.
- Cycle Lane Provision – even though some liked the idea of them, general concerns over actual use/safety of cyclists and other people/space available in the proposals.
- Concerns of lessons learned from Kirkintilloch.

Break Down of Responses

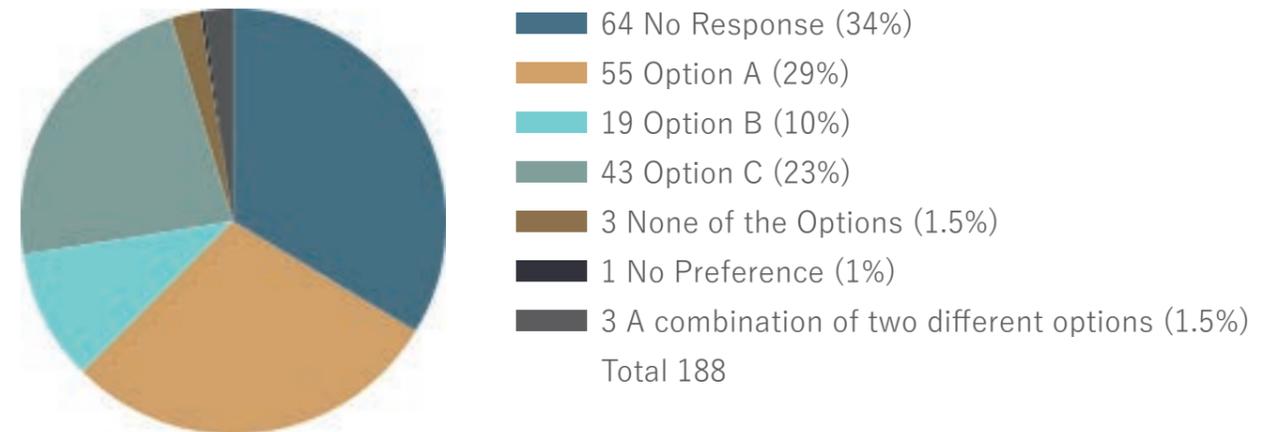


## 5.2 The Civic Plaza Space

We asked the public to tell us what they liked about the three option proposals and anything you didn't like, as well as any other comments they may have and to select which of the Civic Space Options A, B and C most meets their needs.

Respondants who didn't select a preference stated more negative comments about the proposed three options.

Preference



### Option A (55 responses 29%)

"This proposal is **modern** and gives a real sense of space and looks like the **centre of the community**. It would make the businesses feel **more connected** I think. I like this one."

"I love this idea, I'm a big fan of adding **green space** back into this area. Currently it's wasted, and I really think the inclusion of the stage and various multi purpose areas will be a huge benefit to the community."

"Creation of a number of areas for informal recreational, gathering and play, within an attractive **green 'oasis'** within the town centre. Formalised event space is welcome. Infilling of underpass creates **focal point and key entrance** to Bishopbriggs Park.

Mixed responses with regard to (approximate 50/50 split in favour/ against):

Underpass removal:

"There is no reason to infill the underpass - it is a suitable entrance and safe crossing point for people and cyclists."

"I like the idea of filling in the underpass and extending the road level pavement on the east side of the main road providing better access to the library and the park".

### Option B (19 responses 10%)

"I do think Option B civic plaza will provide much more scope for the **farmers markets**, and event opportunities akin to Milngavie which has become a vibrant town centre. I welcome **widened pavements** which again **local businesses** can make use of for outdoor eating."

"I prefer the more **uniform linear design**. The space is more **'open-plan'** and I think that's more inviting for a communal civic space. There is a clear distinction between the road and the pavement so it's easy to see the areas that will be enhanced for pedestrians."

### Option C (43 responses 23%)

"This is a **simpler option**, less cluttered and easier to maintain! Also, vehicular **access** to **St Matthews Church** at the end of the plaza, not splitting it in two."

"Preferred option. A more **welcoming open space** and **play area** is in a **safer place** with the access road further up."

"My favourite option. Good **multipurpose space** and I like the underpass as it is a safe and efficient way for many people to get to the other side."

"The **open plan space** for events is a good idea but only if events and markets etc. go ahead here otherwise it is just a big open space."

Surface treatments:

"Changing the surface of the pavement and the road will help it feel more like a town for people, rather than a busy through road".

"I would object strongly to money being spent on coloured road surfaces or paved roads [...] The pavements are already perfectly adequate".

### No Response (64 responses 34%)

"Civic plaza space should certainly be developed. Potential for market area should be explored as this would **enhance trade** for all the shops at cross."

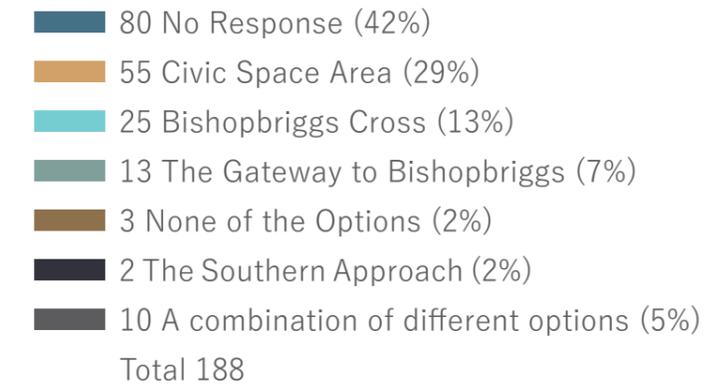
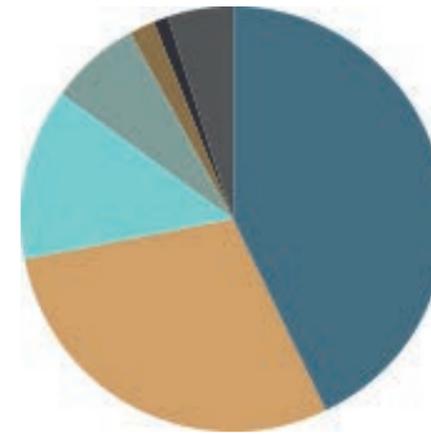
"The civic space must be able to host **large events** (e.g. markets), to encourage visitors into the town. We have too many empty shops and this can be remedied by encouraging people to visit and spend time here."

"I thought all of the plaza options looked good, but the more **ambitious** option A, was my favourite."

## 5.3 Priority and Phasing

We asked the public 'If you had to prioritise one of the projects which would be your highest priority?'

Preference



### Civic Space Area (55 responses 29%)

"I thought all of the plaza options looked good, but the more **ambitious** Option A, was my favourite."

"I think the proposed Civic Plaza Space looks great and is very **progressive**."

"The Civic Plaza Space A **stood out** to me the most as the look gives a **great sense of place** and **identity**. The curved design stands out and looks very high quality. The space itself looks very **inviting, safe** and **friendly** for children - which is space that really lacks at the town centre. Not only is it friendly for children but provides incidental play. It provides space for older age groups to sit and **socialise** alongside socialising with other age groups and the children. I really like the idea of the amount of **greenery**."

### Bishopbriggs Cross (25 responses 13%)

"The **extra pavement space** at the entrance to the station is badly needed especially when a **rush hour** train returns in the evening and loads of people are coming home to Bishopbriggs and have to wait at the **lights to cross** while others try to get past to go to the left and cross the A803."

"Really like the proposal for an improved entrance to the Bishopbriggs station area as this feels like a bit of **a no-man's-land at the moment**."

"The **improved crossings** and **new surface** are very welcome. We **NEED a cycle lane** through this area."

### The Gateway to Bishopbriggs (13 responses 7%)

"I welcome improved **space for pedestrians and cyclists** with wider footpaths. However, there is nothing to mention cyclists cycling to and from Bishopbriggs train station via Springfield Road."

"I think all three options are a significant improvement on what's there now. As someone who **cycles**, I prefer option C. With the other two options, I would worry about the transition to and from segregated tracks to mixing with traffic, but hopefully this could be **managed with signalling and reduced speeds**. I do like the idea of **infilling the underpass** and creating a more prominent entry to the park though."







## 6.0 Responses

## 6.0 Addressing Consultation Questions and Responses

The following section lists all questions that were asked by the public on the comments forms with responses made by East Dunbartonshire Council. Some questions which query a similar issue have been grouped together with a single response.

### Masterplan - General

Is a 'sense of arrival' a concept that is more important than a 'sense of safety' in our town centre?

The proposals will improve safety by creating wider spaces for pedestrians. Care will be taken in the final designs to ensure that there are not conflicts between proposed uses and vehicles.

Why are there only trees in the plaza and not along the streetscape?

Trees are provided within the proposals on the east side of the southern approach where services allow. Trees can be considered within the streetscape as the designs develop were footpath widths and services allow this.

I like the idea of the trees but how would working realistically with parking? I feel cars may just try to park up anyway.

Tree planting if spaced and positioned carefully will discourage illegal parking and create a more pedestrian friendly environment, helping to reduce vehicle speeds through the town centre.

The road going through Bishopbriggs is very fast, could raised crossings be implemented at the cross and at the plaza to force vehicles to slow?

The use of raised tables has not been considered as part of the options. The introduction of tree planting and gateway feature also create a sense of a narrower route for vehicles encouraging slower traffic speeds. The road and junction layouts will be further developed in conjunction with the A803 Corridor Improvements project. The proposals aim to create a more pedestrian friendly environment that will in turn reduce vehicle speeds through the town centre.

### Masterplan Option A - Springfield Road / Crowhill Road reversal

What is traffic arrangement to be re Springfield Rd/ Crowhill Rd (confusion of road arrows on plan)?

It would appear that the directional arrow on Springfield Road is only allowing cars to travel in an easterly direction. Which is not the present situation. Is this just a mistake or are there proposals for changing the routes through Bishopbriggs?

I notice on option A, that the route from the cross towards Crowhill Road shows a northern direction of travel, with the eastern access route showing an easterly direction of travel.

Plans suggest Springfield Road will be one way to the east.

I do not agree with the narrowing of road lanes particularly on Springfield Road. I do not want the direction of travel in Springfield Road to be changed.

Is this a typo or is the proposal in option A to reverse the current directions of travel?

Why is it one way back towards the bridge? This would suggest a bottleneck at Arnold Avenue?

Have a closer look at the very difficult angle drivers will have to navigate when they exit from

Crowhill Road, to turn left onto Kirkintilloch Road. Dangerous. Why are you suggesting this? One of the proposals explored this as option, however after further testing and feedback from this consultation, this will not be taken forward.

### Underpass

Infilling the underpass would limit safe access to the ""Plaza"" area from the other side of the road (or is pedestrian safety not an issue in these proposals?)

Any removal or closure of the underpass would require an improvement to the crossing options to ensure pedestrian safety.

I'm not clear on the rationale for blocking off the underpass, will pedestrians / cyclists have increased priority over cars as part of the plans?

Consultation on the town centre has suggested that many town centre visitors and users do not like the underpass for a variety of reasons; smell, graffiti, perceived safety issues. As this is concept stage, we have included options that would see the removal or blocking off of the underpass to gather views and feedback. Should there be strong demand for removal, there are several issues to consider before any decision can be made. Most importantly, any underpass closure/removal will only proceed if there is an improvement to the crossings to ensure all pedestrians can access and cross the town centre safely.

### Bishopbriggs Cross

Bishopbriggs Cross Option A - Why does a cycle lane randomly begin in the middle of the road?

Space through the core of Bishopbriggs town centre is limited and compromises between space for pedestrians and cyclists have to be met with the minimum requirements for vehicle movement along the A803 road corridor.

Where is Bishopbriggs Cross Option C?

There was just two options A & B for Bishopbriggs Cross.

Will pavement extension at station entrance cause a problem to parallel traffic flows coming from Kirkintilloch direction?

All traffic flows and movements will be further developed as part of the A803 Corridor Improvements project and will be designed in accordance with current guidelines.

You state "new safer crossing" pray tell how these will be safer??

Pedestrian crossings will be wider with shorter crossing times than the current situation. New dropped kerbs and tactile paving will ensure there are no trip hazards. Reduced vehicle speeds due to narrower carriageways and change in appearance of carriageway surfaces.

There is a need to improve the war memorial area and the entrance to the station.

We agree that there is a need to improve the station access and create a better space for pedestrians. In doing so, reclaiming some of the carriageway space to widen the footways around the train station is necessary.

As a mother to 2 young children, I teach them road safety by utilising the green man - how will my children cross the road safely? My 11 year old now visits Bishopbriggs cross independently with her friends - can you guarantee her safety when crossing the road?

Pedestrians are at the heart of these designs, we understand that crossing the road is a concern, as such, any future designs will have a focus on crossing safely. Our design principles include Wider footways around the town centre and wider, safer pedestrian crossings.

It mentions enhanced pedestrian priority at Springfield Rd does this include cyclists travelling to the train station?"

The footways on Springfield Road are very narrow and below the minimum footpath standards. Enhanced pedestrian priority refers to widening the narrow footways to provide safe walking route to the station.

### Civic Space

The designed space would be interesting but is this council property?

It is intended that the Council will take a 175 year lease of the proposed Civic Space land. This lease has been agreed with the private landowner as part of the planning agreement for the adjacent development (TP/ED/19/0186) and the use of the land has been taken into account as part of that agreement.

How often will greenery area be cleaned and maintained? (especially in Autumn/ Winter when leaves fall off trees?)

A maintenance and management programme will be developed to set out a schedule of

inspections, cleaning and plant maintenance.

As more younger families move to the area for schools and suburban life, why shouldn't we cater for active things for them, rather than only catering for a reducing older population?

The designs of the Civic Space provide multifunctional spaces that will be attractive to all generations. While the proposed interventions at Bishopbriggs Park, sees new connections to the park from the town centre and a park design that will offer much more variety for families, including a destination play zone, trim trail, woodland walks etc.

'Incidental play' for whom? Children? Beside a road and no barrier between them? Seriously?

The designs need to cater for all generations. Any playful features incorporated into the designs will be designed with safety in mind and buffer zones will be provided between them and the roads.

A small minority of people may make occasional use of this area, but is it worth the financial outlay?

All proposals/designs for the town centre must be assessed in terms of value for money and benefits. We must submit a detailed business case demonstrating this value for money and showing all benefits of the investment to Glasgow City Region. It will be scrutinised at the highest level and if the costs to benefits ratio is not high enough then funding will not be released, and the development will not proceed.

Love the idea of the current community garden being made into a civic space with seating and lighting. Although with all the traffic noise will it get used?

Traffic noise is a concern, being located in the heart of the town centre means some traffic noise will be unavoidable. At the moment, people gather in the space to stop and chat and with clever design techniques and planting used to reduce noise we feel the new space will be used.

Option A - I like the amount of differentiated road surface but why does this not meet up with the proposed differentiated road surface at the junction with South Crosshill road?

This helps to differentiate the town centre area as distinct from the northern approach and gateway. This approach is more economical by focusing the use of high quality treatments in the higher priority areas.

Not clear where the new cycle hub will be located @ wishing well as this area is currently cordoned off by Morrison's. Also is the cycle hub big enough to host maintenance classes etc.? The preference is for the cycle hub to be located at the new park entrance where there is more available space to build something to provide shelter for bike maintenance.

### Traffic Flows

Have any of the design team ever travelled through Bishopbriggs at peak times or when there are road works resulting in reduced traffic lanes?

The City Deal project, aims to reduce car usage in the town centre, improved sustainable transport will be introduced along the A803 and the Westerhill Development Road offers vehicle users an alternative option to travelling through the town centre. Detailed vehicle and pedestrian counts have been undertaken and will be used to test any potential options and changes along the A803.

Concern over traffic flows within the town centre as a result of proposals, given that no real alternative route through the centre exists.

I do have concerns about traffic though as the A803 is a busy route. Will this just mean sitting in traffic more?

As part of the City Deal project, an alternative route will be provided with the development of the Westerhill Development Road. We will also be implementing more sustainable transport options along the A803 Road. We will also be improving the sustainable transport options along the A803 Road, reducing the number of cars travelling through the town centre.

Concerns over carriage way being reduced to one lane, would this impact the surrounding streets with people trying to make shortcuts?

The proposals aim to discourage vehicles using Bishopbriggs as a through route, the completion of the Westerhill Development Road will further support this. Detailed vehicle counts have been undertaken as part of the A803 Corridor Improvement project. This data will be used to understand traffic flows and volumes and the impact of any proposed designs to inform the developing design for the A803.

When will the bypass be completed in order for traffic flow be decreased through Bishopbriggs Cross?

The "bypass" or Westerhill Development Road is part of the City Deal project and route options and designs are well underway. To keep updated on the development of the road, please sign up to the City Deal mailing list on our website <https://www.eastdunbarton.gov.uk>. Ultimately the proposals will discourage vehicles using Bishopbriggs as a through route, the

Westerhill Development road and the sustainable transport improvements along the A803 will further support this.

"What is the environmental impact of reducing road width with regard to traffic flow which will be queuing?

A reduction in motor vehicles brings with it main health and well being benefits as well as a reduction in air pollution.

Also why are you proposing to go down to one lane??? Have you not done road traffic survey to see the sheer volume of traffic on this road. Its grid locked in peak times! One lane and no bus bays and no filter lanes is bonkers!!! Really EDC you can surely do better??? Has anyone actually surveyed the comings and goings along this stretch of Kirkintilloch Road? The design of the cycle lanes and roadway have yet to be fully developed. The purpose of the consultation is to present alternative ideas and generate feedback. Detailed traffic surveys have been undertaken and traffic scenario modelling will take place to test the options as part of the A803 Corridor improvement work. If you would like to know more about this, please sign up to our mailing list.

Do you realise the volume of traffic build up that will occur right back to Colston Rd with only one lane? - How does an ambulance/Fire Engine navigate this on a single lane?

This stage of the design process is concept only, it still requires further feasibility testing. Traffic modelling to test the impact of any proposals on traffic levels and queuing will be undertaken before any decision is made in relation to the roads. This will form part of the works on the A803 Corridor Improvement project.

Will the traffic lights around and near the Cross be co-ordinated allow free flowing traffic?

The coordination and optimisation of any traffic signals to ensure enough crossing time as well as vehicle queuing times will be considered as part of the A803 Corridor Improvements project.

What happens to the existing traffic issue? How does their tie into traffic light sequences?  
Sequencing of traffic lights will be considered for any of the proposals taken forward to the developed design stage.

What happens when they decide to dig up the road where do the cars go then?  
Traffic management plans would be developed and approved by the Council for any necessary partial road closures.

### Parking

What consideration has been given to parking?  
What about car parking?  
By removing parking, you are being very disrespectful to the infirm and elderly who need their cars to get to the Village. Have you actually had a look at the demographic?  
The proposals do not impact on, make changes to, or reduce designated parking in any way.  
There is a council operated town centre car park at the entrance to the park that connects to the town centre via a pedestrianised walkway.

Have the elderly and disabled drivers been taken into consideration into in any of these plans?  
All age groups have been taken into consideration. There is a town centre car park, that offers parking within the town centre and connects to the main activity areas via a car free pedestrian walkway.

Where do blue badge holder's park?  
Disabled parking? How many spaces?  
What will happen to those of us who have conventional vehicles and have a disability?  
There are no proposed changes to any existing blue badge parking.

Can the disabled bays not be retained at the original location instead of pedestrianising and making it look like a big space of concrete? It highlights on the legend these as disabled bays, are these reserved for the Church? How many bays? How do drivers access them?  
I note that the disabled parking for the church has been removed. The church congregation is predominantly elderly how do you propose disabled access?  
There are no existing designated disabled bays in the area proposed as a new civic space. At present, St Mathews church have disabled parking next to the church entrance. These are not marked out/painted but should the church wish to do they have the space for two disabled bays. In all of our designs, these two spaces will remain as will access to the church. A new access road similar to that shown on the concept designs will be implemented for church access only.

Where is the vehicle access to the church?  
Vehicle access is shown on the concept designs, we are working with St. Matthew's Church to establish their needs and ensure that access remains. Once the route has been finalised it will be shown on the final designs.

What happens to the car park for the church? Where do these cars go? Has any consideration been given to this aspect?  
There is no designated car park for St Mathews Church. As is the case at present, anyone attending the church is encouraged to use the council operated town centre car park. St Matthew's have their own disabled parking (2 bays), at the entrance to the church and this shall remain.

Yes, there is vehicular access to Saint Matthew's Church, but where do the funeral and wedding guests park?  
There are no proposed changes to car parking in the town centre. As is the case at present, anyone attending the church can use the town centre car park.

The plan shows disabled parking at 2 in the plaza. How do we access this?  
Vehicle access is shown on the concept designs, we are working with St. Matthew's Church to ensure that access remains to their disabled spaces, Once the route has been finalised it will be shown on the final designs.

With increased direct services from Bishopbriggs station to Edinburgh, there needs to be some consideration of Park & Ride facilities in the plan for station users, at present many vehicles just park down the A803 so where are those cars going to go instead?  
Unfortunately, the Council do not own any land in the vicinity that would be suitable for a Park and Ride.

If car users wanted to use the Estate Agents, La Vita, The Avenue, Takeaways, Cash Machine - where would they be able to park?

The available on street parking within the town centre is not being affected by any of the proposal options. The majority of the main street has double yellow lines / no waiting at any time restrictions. If car users wish to use any of the locations in your query, we would encourage them to obey the traffic restrictions in place at present which are likely to remain and more likely to be enforced going forward and use the town centre car park as their access point.

Many years ago, there was a full time traffic warden and now they come from time to time.

Can we install cameras to stop this?

Parking enforcement will be recommended as part of the implementation of the project.

### Taxi Ranks

Is there provision for taxi rank?

Where do taxis fit in?

As part of the design process, we will be looking at the taxi provision within the town centre.

The new Morrison's store will have a taxi pick up drop off point within its car park.

### Bus Stops

Is there provision for bus stops?

Is there any lay-by for the buses?

Where are bus stops? Again, where is the bus stop?

What has happened to the bus stops? They seem to have completely disappeared in the plans.

On the plans I don't see any bus stops incorporated if there is to be single lane traffic so would question what happens here?

Where are the bus stops? you wish to encourage public transport but have not planned for its ability to stop in the area?

Also where are bus stops? Are they still in the same locations or have these been moved to make way for cycle lanes?

The bus stops were removed from the drawings to allow everyone to focus on the public realm changes. Apologies if this has caused some confusion. Bus travel are a key component of the A803 Corridor Improvement project, and the exact location of the stops may shift slightly to take into account carriage way changes however please be assured that bus stops will exist and will featured on our final designs.

Public transport needs to be improved.

Sustainable transport and bus priority improvements are a key consideration of the A803 Corridor Improvement project.

### Traffic Lights & Pedestrian Crossings

I'm very concerned about the lack of traffic lights. Are there really going to be no traffic lights for a 5-way junction?

Cannot see traffic lights and safe crossings on either of these options but would hope they're included.

You seriously can't think it's ok to take away the traffic lights at the cross??? That's crazy!

TRAFFIC lights?

The traffic lights removal?

There is no intention to remove traffic lights or controlled crossings, these are a matter of public safety and will be part of any new design. The drawings and visualisations set out in the concept plans focus on the public realm within the town centre, there are many proposed improvements and changes to paths, level changes, new crossing areas and new civic areas, the design team have not included the traffic signals so the full focus is on these public realm changes. Apologies if this has caused some confusion. Please be assured that all future designs will show traffic lights and bus stops.

Are there designated pedestrians' crossings as did not see any?

Will the pedestrian lights be retained?

WHERE ARE THE PEDESTRIAN CROSSINGS???

Pedestrian crossing safety throughout the town centre area is a priority, as such our design principles include wider crossings, controlled pedestrian crossings and improved pedestrian space. The final designs in late summer will provide detail on the crossings.

## Cycle Lanes

Delighted Bishopbriggs Town Centre (Village) is due to be enhanced however why are cyclists being prioritised?

New legislation brought in across the UK, see pedestrians and cyclist given higher priority than vehicle users. Pedestrian movement is at the heart of our design and we have presented a range of options for pedestrian and cyclists to gather feedback and views of what people want to see happen in the town centre. The design of any cycle lanes and carriageways will be undertaken by the A803 Corridor Improvement Project. The final design will be fully tested to ensure that the design is safe and practical for cyclists and motorists.

How will cyclists be policed under the new arrangements which appear slightly complex in some places?

These are only indicative cycle lanes, designed to prompt feedback, opinion and test demand. The actual design, implementation and enforcement of any such lanes will be developed under the A803 Corridor Improvements Project.

Concerned with cycle lanes across pedestrian lanes, will Cyclists adhere to traffic lights and actually stop? Concerned regarding the Cyclists crossing...is this controlled by lights?

This stage of work is concept design, where we have presented a range of options to generate feedback and gather concerns. We take on board your concerns about cyclists observing signals and the safety issues crossing over pedestrian footpaths. Before any decision can be made regarding the design, several options will be tested for their feasibility and how they work with pedestrian and vehicle movements. To ensure any cycle way implemented is safe for all town centre users. This work will be undertaken as part of the A803 Corridor Improvement project.

Cycle lane seems a significant intervention - has demand for this been considered?

Cycle lanes - how many cyclists currently use Kirkintilloch Road?

Cycle lane demand and journeys have been considered in East Dunbartonshire Active Travel Strategy. The design and implementation of cycle ways along the A803 Kirkintilloch Road will be undertaken as part of the A803 Transport Corridor project element of the City Deal.

Could cycle lanes be built in to other areas away from the main road to create a safer route for both cyclists and car users?

East Dunbartonshire Active Travel Strategy is looking at the available routes throughout East Dunbartonshire. The design and implementation of cycle ways along the A803 Kirkintilloch Road will be undertaken as part of the A803 Transport Corridor project element of the City Deal.

Was Sustrans or any local cycle groups consulted before designs a and b were proposed?

Active travel should not be a cute little add on in urban design- it should be imposed by a national government department upon councils as part of a national network.

The concepts proposed showed indicative cycle lanes to gather feedback and opinion and test demand. They are not confirmed designs. The actual design of any cycle lanes will be undertaken in line with East Dunbartonshire Active Travel policy and other strategic policies and will form part of the design on the A803 transport corridor project. At the appropriate time the A803 transport corridor design team will be consulting and engaging with the public, local cycle groups and key stakeholders such as Sustrans. You can keep up to date on the A803 project by joining our mailing list.

Option A - Surely the cycle lane cannot stop at the T-junction and then just disappear south of

this?

Space through the core of Bishopbriggs town centre is limited and compromises between space for pedestrians and cyclists have to be met with the minimum requirements for vehicle movement along the A803 road corridor. Masterplan Option A demonstrates a scenario where Bishopbriggs is a 'destination' for cyclists. The cycleway terminates / starts at the edge of the town, as shown in the plans for Masterplan Option A and Civic Space Option A. (In Option B, the cycleway terminates closer to the town centre to demonstrate an alternative, with Option C including a cycleway fully through the town centre). In Masterplan Option A the beginning and end points of the cycleway will be controlled as part of the signalised junction with cyclists having a dedicated phase of the signals to ensure a safe transition from cycleway to carriageway. At this point, the carriageway surface and character also transitions from the standard A803 road corridor to a narrower width carriageway with paved surface to identify the start of the town and to reduce vehicle speeds and create a safer town centre zone for cyclists. The cycleway proposals as developed in these Masterplan Options will be integrated into the development of the A803 Corridor Improvements project which is being conducted in parallel to this project and will consider the cycleway provision along the entire A803 road corridor as well as Bishopbriggs town centre.

Why does it cross Kirkintilloch Road with no connection areas shown anywhere other than what is shown? Surely the cycle lane should continue on the line it is shown through the junction instead of what is being proposed here?

Masterplan Options A&B demonstrate a scenario where Bishopbriggs is a 'destination' for cyclists. The cycleway terminates / starts at the edge of the town, and in Option A that is at the Police Station. In Option B, the cycleway terminates at Bishopbriggs Cross. In both options, cyclists travelling north re-join the road carriageway at the end of the cycleway. In Option A this is a 'Give Way' style terminus, whilst in Option B it is controlled by a phase of the signalised junction at the Cross which is understood to be a safer way to terminate the cycleway. Cyclists travelling south require a safe way to cross Kirkintilloch Road to join the bi-directional cycleway which sits on the northbound side of the carriageway. In both options, this is carried out through the use of a Toucan Crossing which is reached via a short cycleway 'slip road' approach. Masterplan Option C demonstrates the integration of a cycleway that continues through the junction and continuing through the town centre and beyond. The cycleway proposals as developed in these Masterplan Options will be integrated into the development of the A803 Corridor Improvements project which is being conducted in parallel to this project and will consider the cycleway provision along the entire A803 road corridor as well as Bishopbriggs town centre.

Major concern at cross where cyclists have to manoeuvre from one side of cross to opposite lanes. Will there be separate traffic signal for this?

Cycle movements may need to involve a combination of designated and on road movements these will be further developed as part of the A803 Corridor Improvements project and will be designed in accordance with current guidelines to ensure they can be used safely.

Why situate the cycle lane on the west side??? By introducing a cycle lane, reducing the carriageway width where will there be space for parking?

A cycle lane where people are trying to get in and out of their drive way?

The design of the cycle lanes and roadway are still being developed in coordination with the A803 Corridor Improvements project. The purpose of the consultation is to present alternative ideas and generate feedback. The final design will be fully tested to ensure that the design is safe and practical for cyclists and motorists.

## Other

Where do delivery vehicles park?

What happens when the Tesco and Domino's delivery lorries arrive?

Have you thought about the shops at the cross and Tesco setting deliveries if the road are reduced to one lane north and south now do the deliveries take place? or does the traffic wait behind the delivery vehicle until it finished?

We are talking with local businesses about their requirements for deliveries and loading and this be accommodated in the final designs

How can the public be healthy and fit without being able to walk to obtain these basic food stuffs locally sourced?

The proposals promote pedestrian movement and support this objective through providing better pedestrian crossings and wider pavements

Is cross court remaining? Thought plans to demolish it.

Cross Court is a privately owned development. To the best of our knowledge there are no plans for demolition.

Has any thought been put into updating the orange windows above Costa?

The Triangle Shopping Centre is owned by Morrison's, as part of their new store development, they will be undertaking works to improve the façade of the Triangle building.

What is average age residences using town centre?

The population make up of Bishopbriggs is similar to that elsewhere in Scotland in that the majority (60%) of its population (23,563 based on 2021 estimates) are of working age 16-65 while 22% of its population are aged 65+. During our consultation process, we did not ask for age or any personal information, but we did reach out to all, including school children to find out how they used the town centre and what they would like to see in their town centre. This feedback shaped these proposals.

Unless retail opportunities are improved people will have no reason to enter the Town Centre. It's all very well having green spaces and meeting places but how often can these outdoor spaces actually be used in our climate and in what is essentially a built up area what is the attraction for people sitting outside?

We agree entirely, the aim of the town centre regeneration is create a vital and vibrant town

centre that is attractive to new businesses. There is a wealth of evidence that shows that public realm improvements succeed in attracting more visitors to a previously less attractive high streets or town centres. Increased footfall will boost sales. In turn, existing businesses will benefit while new firms become attracted to the area. The regeneration of the town centre will act as a catalyst to improve the offer of the town centre and economic growth of Bishopbriggs. Through the consultation process we have been asked for outdoors spaces within the town centre where people can meet and socialise. That is what these proposals deliver.

Outside the scope of this however, will the council be encouraging businesses to be taking on the empty units?

Yes, we have town centre manager who works with local businesses to do just that, and this will continue once the public realm works take place. As mentioned above, there is evidence that shows that well designed public realm boosts the attractiveness of an area to retailers and investors, therefore we would expect to see vacancy rates fall.

What level of compensation will be provided for the use of Private Land for your proposals? - would appreciate an answer to this.

It is intended that the Council will take a 175 year lease of the proposed Civic Space land. This lease has been agreed with the private landowner as part of the planning agreement for the adjacent development (TP/ED/19/0186) and the use of the land has been taken into account as part of that agreement. While there will not be any recurring annual rent payments the Council will be responsible for maintaining the Civic Space land for the duration of the lease.

### Bishopbriggs Park

The skate park would be a welcome addition, but it looks very small. I like the area for incidental play. Will the wooden sculptures remain?

Previous consultations have shown demand for a skate park in the town centre or Bishopbriggs Park, a small skate park has been included in the concept to test this demand. Given the constraints to the park, it may be that this is not the ideal location and location should be found for a larger skate park. Where possible we will be keeping the sculptures, they may be moved to an alternative location within the park.

It is not clear how the cycle path from Bishopbriggs Park will link to the canal path, is this through Bishopbriggs Golf course?

If I am reading the plans correctly, are you suggesting a path from the park to go thru the Bishopbriggs golf club to the canal? If this is the case, I believe the golf course is private property, it would create a health and safety issue, the residents backing onto the wooded area would be required to secure gardens as many open and finally would EDC be responsible for damage to the course that would occur?

Yes, there is an existing path along the perimeter of the golf course that connects the park to the canal and onto the Forth and Clyde Canal cycle network. Although the path is no longer a public right of way, there is demand for it to be reinstated, this proposal has included the potential for a path to further test the level of demand. The legalities, safety issues and feasibility will be considered should strong demand be established.

Improving entrance to BB Park? There isn't much wrong with what already exists where the post box is leading to Churchill Way Car Park & BB Park.

Thank you for your view, we are pleased that you like the current situation. Evidence from consultation, suggest that people feel the park is somewhat cut off or disconnected to the town centre. With the proposed pedestrian improvements and the creation of a new civic space at the heart of the town there is an opportunity to create another entrance to the park that better connects to the town. This will be explored further during the design process.

Has any thought been given to a cafe or provision of refreshments in the park?

Our new concept for the park will include an area that would be ideal for a café/refreshment provision. Unfortunately, this is not something the council will be able to operate but we would be encouraging providers of such services to consider this location.

Can a wooden play area be added?

Options for play will be explored during detailed design.

There are some beautiful wooden fairy tale carvings in the park, perhaps drawing upon these, natural materials could be used to make a fairyland castle/fort?

Thank you for your comment, natural play is high on our list of design principles for the Park.



# 7.0 Summary

## 7.0 Summary

The Bishopbriggs Town Centre Regeneration Stage 3 Consultation Report (2023) sets out the consultation process undertaken, outcomes and the feedback received to date.

There was a high level of engagement with the drop-in event and online website. Those that responded to the survey left a large number of detailed comments and feedback.

Generally the responses to the concept proposals were positive and demonstrates the importance of improvements to the town centre to the public and local stakeholders. The common themes welcomed by the community are:

### Gateways

The gateways will provide a greater sense of arrival and are a positive for the town.

### Civic Space

The three Civic Space options were all well received as being a great community space with scope for events.

- Option A was welcomed for the attractive greenspace.
- Option B was welcomed for open space available for events and farmers markets.
- Option C was welcomed for its simple approach open space.

The public had mixed views with regard to the removal of the underpass with an approximate 50/50 split in favour/against.

### Bishopbriggs Cross

Improved entrance to Bishopbriggs train station and improved crossings, pavement space and new surfaces are needed and welcomed. Moving the war memorial to a quieter setting with more pedestrian circulation space.

### Southern Approach

The improved and safer space for pedestrians and cyclists with wider pavements is welcomed. More greenspace and trees were welcomed.

### Priority & Phasing

The Civic Space was chosen by the public as the project having the highest priority.

### Bishopbriggs Park

There was a strong desire to see improvements to Bishopbriggs Park.

The key concerns identified in the proposals by the community and that need further consideration by the design team include:

- introducing cycleways and the safety of cyclists and pedestrians.
- reducing the number of traffic lanes.
- lack of bus stop/bay provisions.
- lack of additional parking provision.
- understanding the lessons learned from Kirkintilloch Town Centre.

The consultation outcomes will be used to help develop a preferred option design for the town centre.

