

Glasgow City Region City Deal

The Glasgow City Region City Deal is an agreement between the UK Government, Scottish Government and eight neighbouring Local Authorities across Glasgow and the Clyde Valley. The Local Authorities involved have secured a £1.13 billion fund to support the delivery of a once-in-a-generation investment into Glasgow and the city region’s infrastructure.

The Glasgow City Region City Deal will:

- Support thousands of unemployed people back into work;
- Greatly improve the local transport network;
- Deliver key regeneration and development projects;
- Encourage private sector investment into the area; and
- Ultimately provide an enormous boost to the city region’s economy.

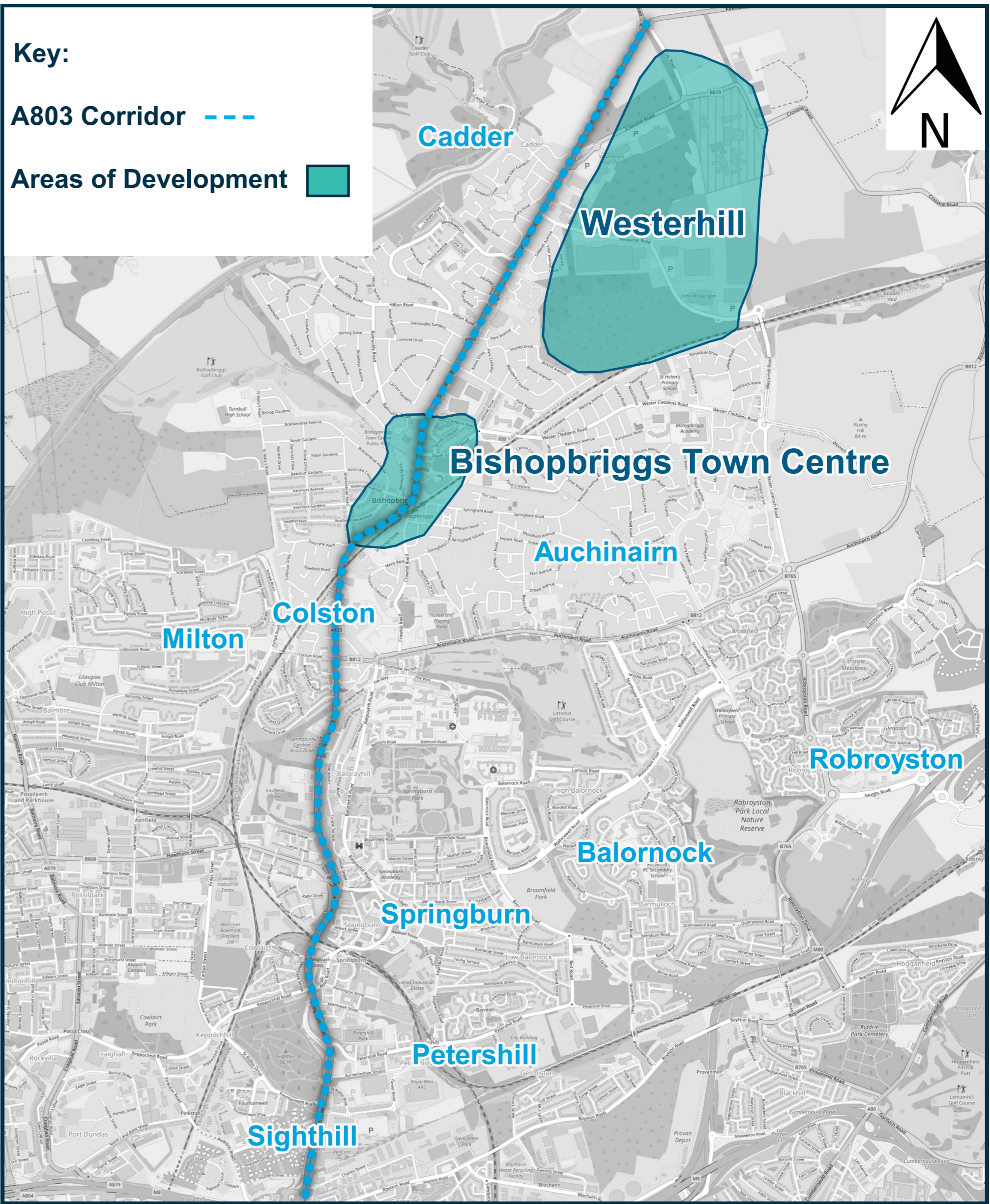


East Dunbartonshire’s City Deal Projects

East Dunbartonshire will benefit from this with a £34.88 million investment in the Council’s City Deal Place and Growth Programme.

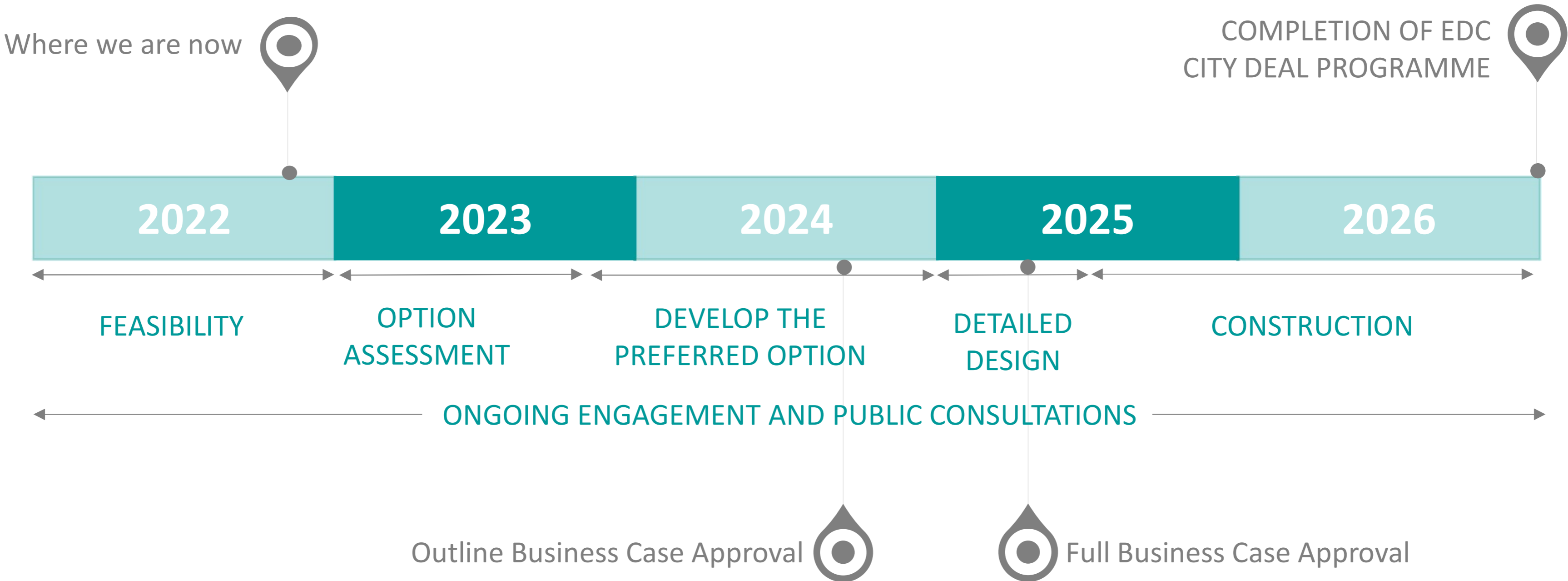
The programme is intended to support the local economy and links to the wider region across three project elements:

- **A803 Corridor Improvements**
To make significant improvements to the corridor connecting North Glasgow to Bishopbriggs and beyond, creating active travel links and increasing bus priority to better connect key retail, regeneration, health and education facilities.
- **Westerhill Masterplan and Development Road (formally known as the Bishopbriggs Relief Road)**
To improve connectivity and unlock opportunities for development between East Dunbartonshire and Glasgow. This includes the development of a Masterplan for the Westerhill Regeneration Area.
- **Bishopbriggs Town Centre Regeneration**
To redevelop Bishopbriggs town centre through provision of business space, improved accessibility and public realm.



Plan: The A803 Corridor and Areas of Development

City Deal Timeline



sustainable thriving achieving
East Dunbartonshire Council
www.eastdunbarton.gov.uk



ABOUT A803 CORRIDOR IMPROVEMENTS 2

Overview

As part of the City Deal investment in East Dunbartonshire and North Glasgow, this project aims to make significant improvements to the A803 Corridor connecting North Glasgow to Bishopbriggs and beyond.

The project focusses on the section of the A803 from Torrance Roundabout in East Dunbartonshire to the junction with Royston Road in Glasgow, just north of the M8.

The project is being delivered in partnership between East Dunbartonshire Council (EDC), Glasgow City Council (GCC) and Strathclyde Partnership for Transport (SPT).



Design consultants, Atkins, have been appointed to undertake a Feasibility Study, working closely with the other City Deal projects. The study will investigate the current street environment, how it's used and identify what improvements could be made. For the purpose of the study, the study area has been divided into three sections: north, central, and south.



Assessments are being undertaken to better understand vehicle movements, public transport, active travel, road safety and the social and economic context of the local area. Engagement is underway with stakeholders and communities surrounding the corridor to better understand local needs and this will continue as the project develops.

Key Benefits

The project is looking to improve bus travel, active travel connections, air quality and local environments; increase the number of journeys by active (walking, wheeling and cycling) and sustainable modes (bus travel); reduce dependency on the private car; and support inclusive growth and access to employment.

Key benefits will include improvements to links along and across the A803, connecting communities currently severed by the corridor, as well as improving connections between areas of multiple deprivation and employment opportunities.

Alongside the other City Deal projects, this will further activate a range of key retail, regeneration, and health and education facilities within the region and more widely.

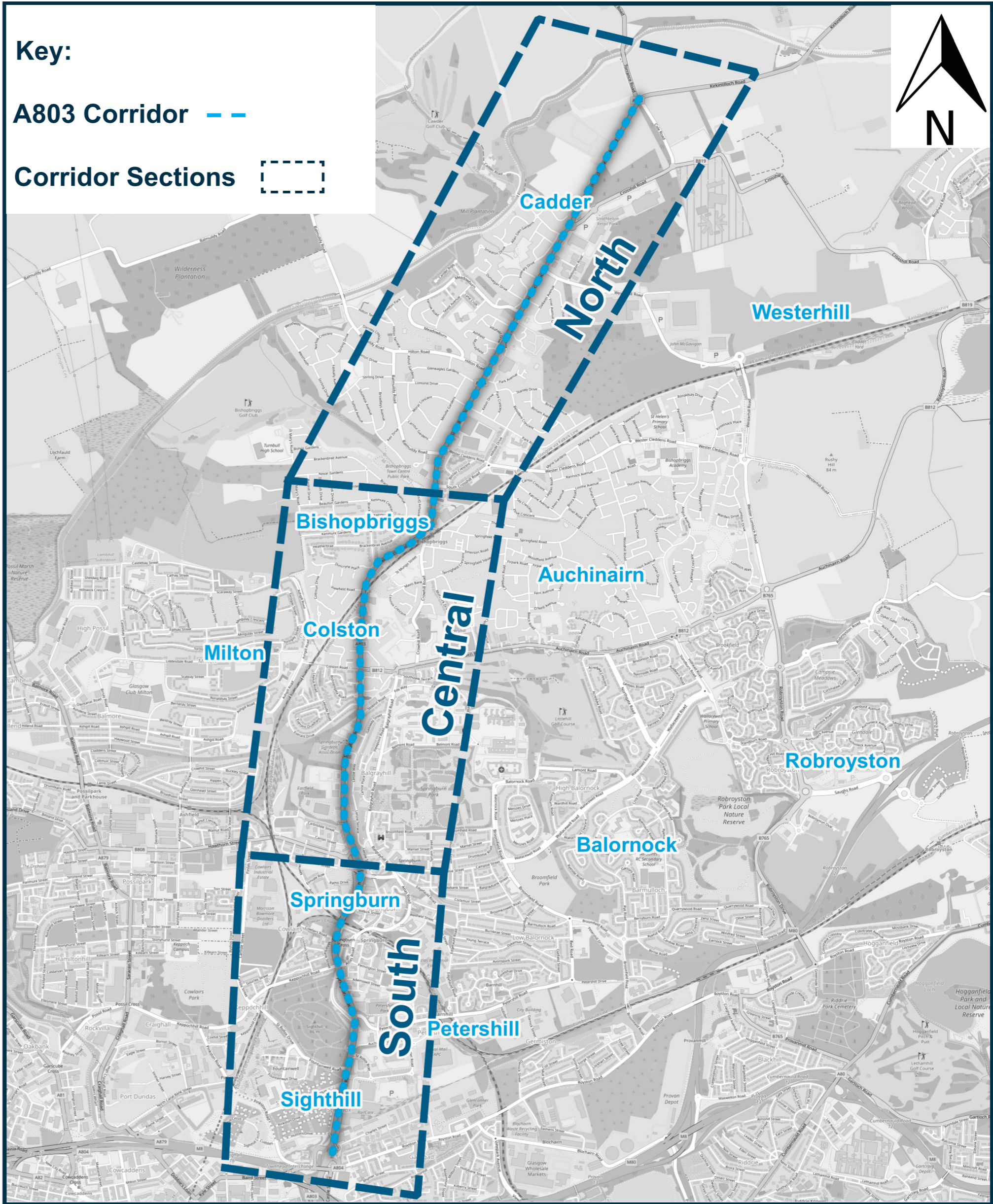
Your Input



We want to start a conversation with the communities served by the corridor on the key issues, opportunities, and improvements you want to see considered as the project develops.

Whether you live in Glasgow or East Dunbartonshire, we encourage you and your neighbours to have your say at this important early stage to ensure the project develops in line with the needs and aspirations of those who use the corridor.

Please read through the following information and complete a survey to tell us about your experiences of using the A803 and ambitions for change.



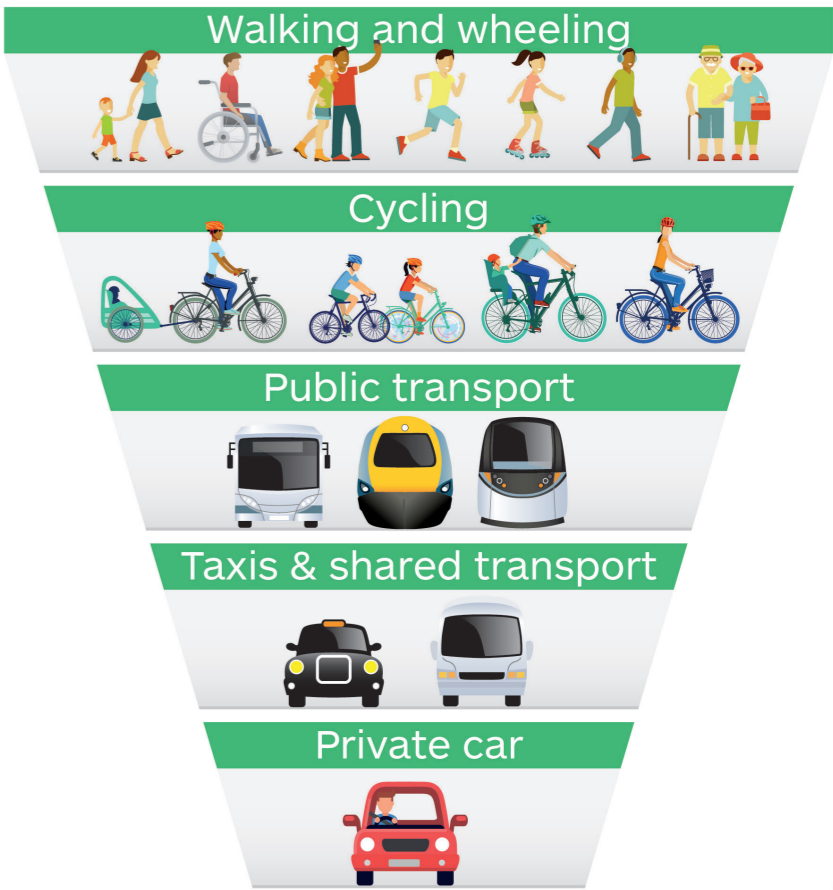
Plan: The A803 Corridor and Corridor Sections

Policy Context

The aim of the Feasibility Study is to identify design options which can encourage a step change towards walking, cycling and public transport, reflecting a range of policy aspirations including the Scottish Government's commitment to reduce car traffic by 20% by 2030.

This aligns with Transport Scotland's Sustainable Travel Hierarchy which considers the needs of walking and wheeling first, followed by cycling, public transport, and finally private car.

Prioritising Sustainable Transport



Sustainable Travel Hierarchy (source: Transport Scotland)



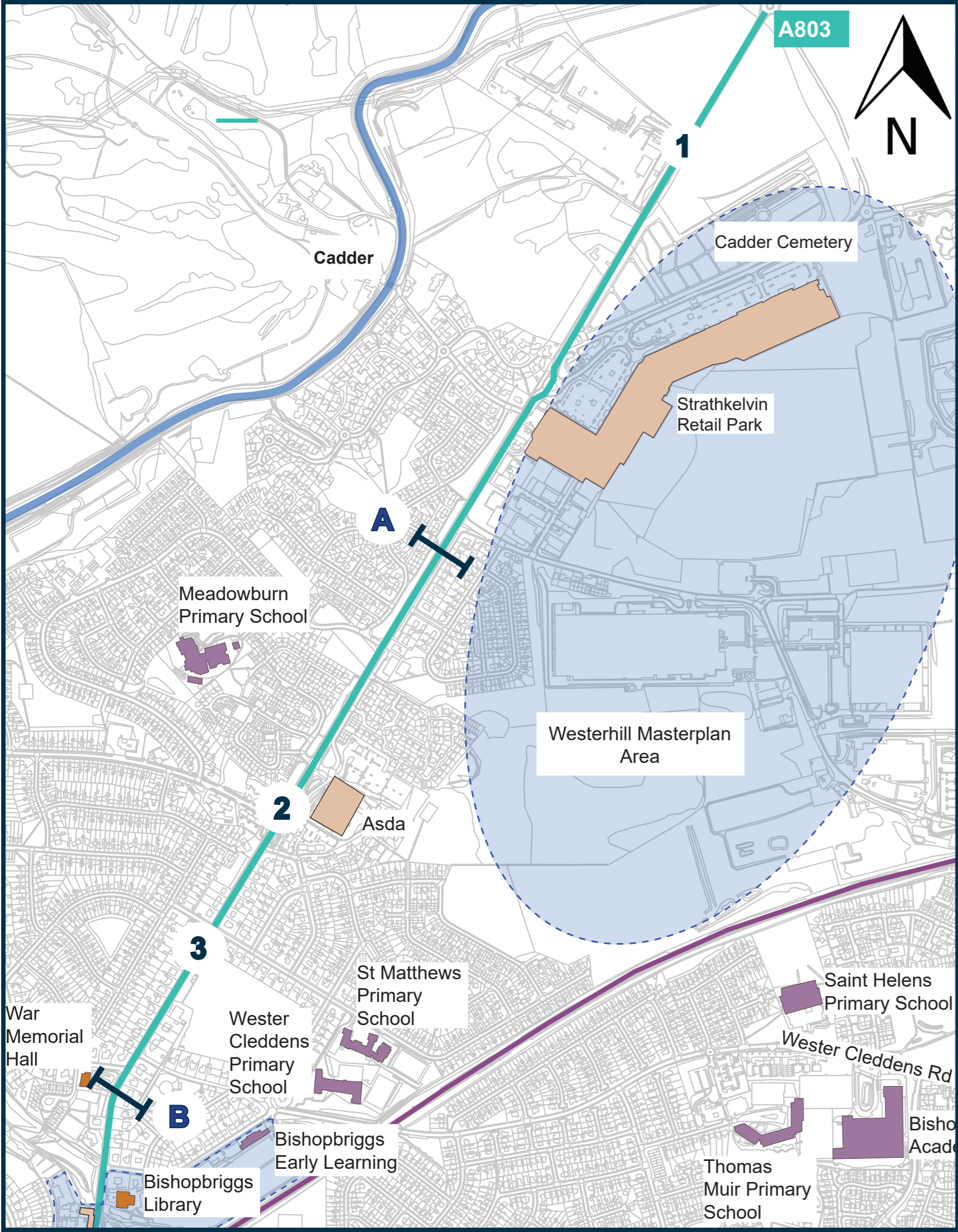
The A803 at Colston Road (source: Google Maps Pro)



Current environment

The north section of the A803 covers the area between Cadder and the north of Bishopbriggs town centre.

From our assessments so far, we have made the following observations about this section:



Plan of A803 (North Corridor Section)

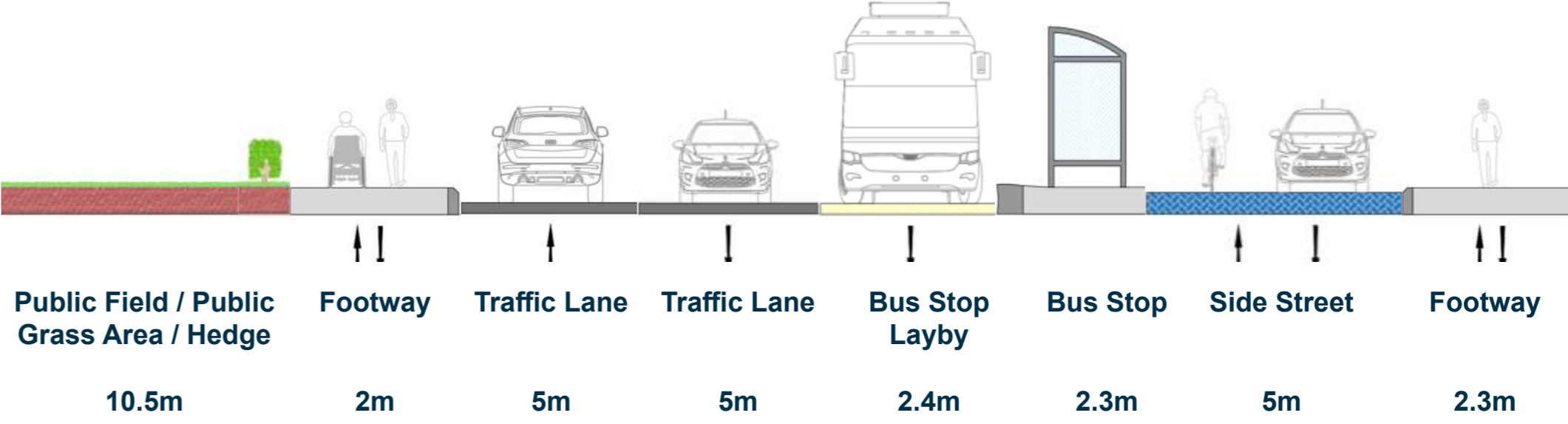
Key:



- North of Cadder:** the corridor is partially rural with a 60mph speed limit, single carriageway roads, footway on the western side only and no formal crossings.
- Through Cadder:** the corridor is residential with a 40mph speed limit and wide in places, increasing to four lanes near Asda. This stretch is heavily trafficked with access into retail parks and there are very few formal crossings in between junctions.
- North of Bishopbriggs Town Centre:** the corridor is residential with a speed limit of 30mph, single carriageway roads and occasional turning lanes. Availability of the footway varies.

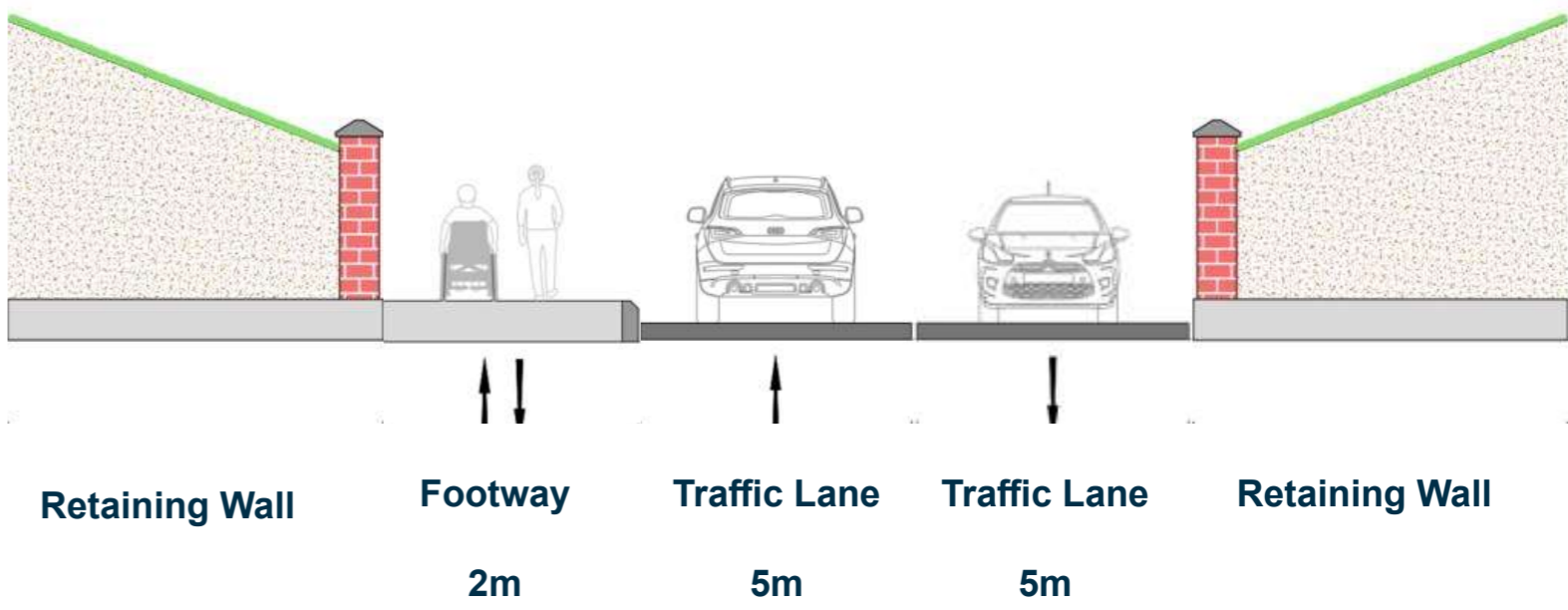
Existing Street Widths

A = 34.5m



Section A-A

B = 12m



Section B-B

Photographs



A803 at Cadder Cemetery (image: Atkins)



A803 at Asda Bishopbriggs (image: Atkins)

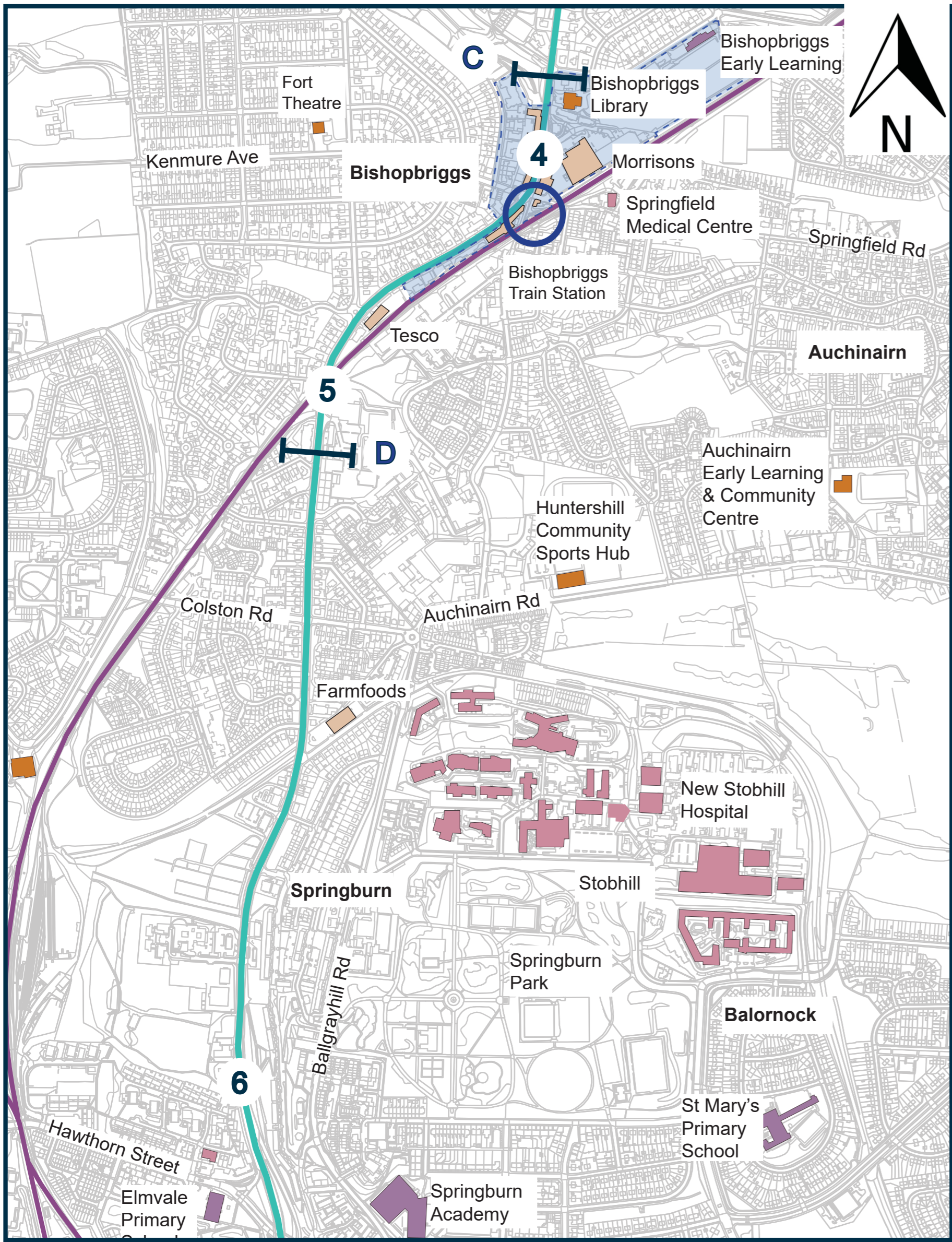


A803 at Allan Glens Rugby Club (image: Atkins)

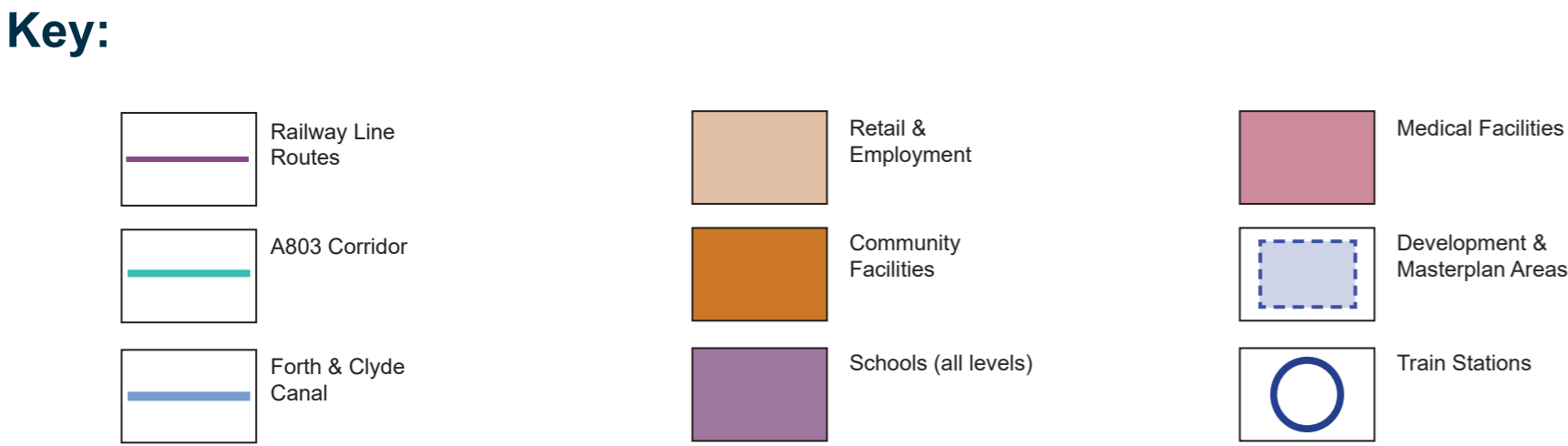
Current environment

The central section of the A803 covers the area between Bishopbriggs town centre and the north of Springburn.

From our assessments so far, we have made the following observations about this section:



Plan of A803 (Central Corridor Section)



Photographs



A803 at Bishopbriggs Town Centre (image: Atkins)



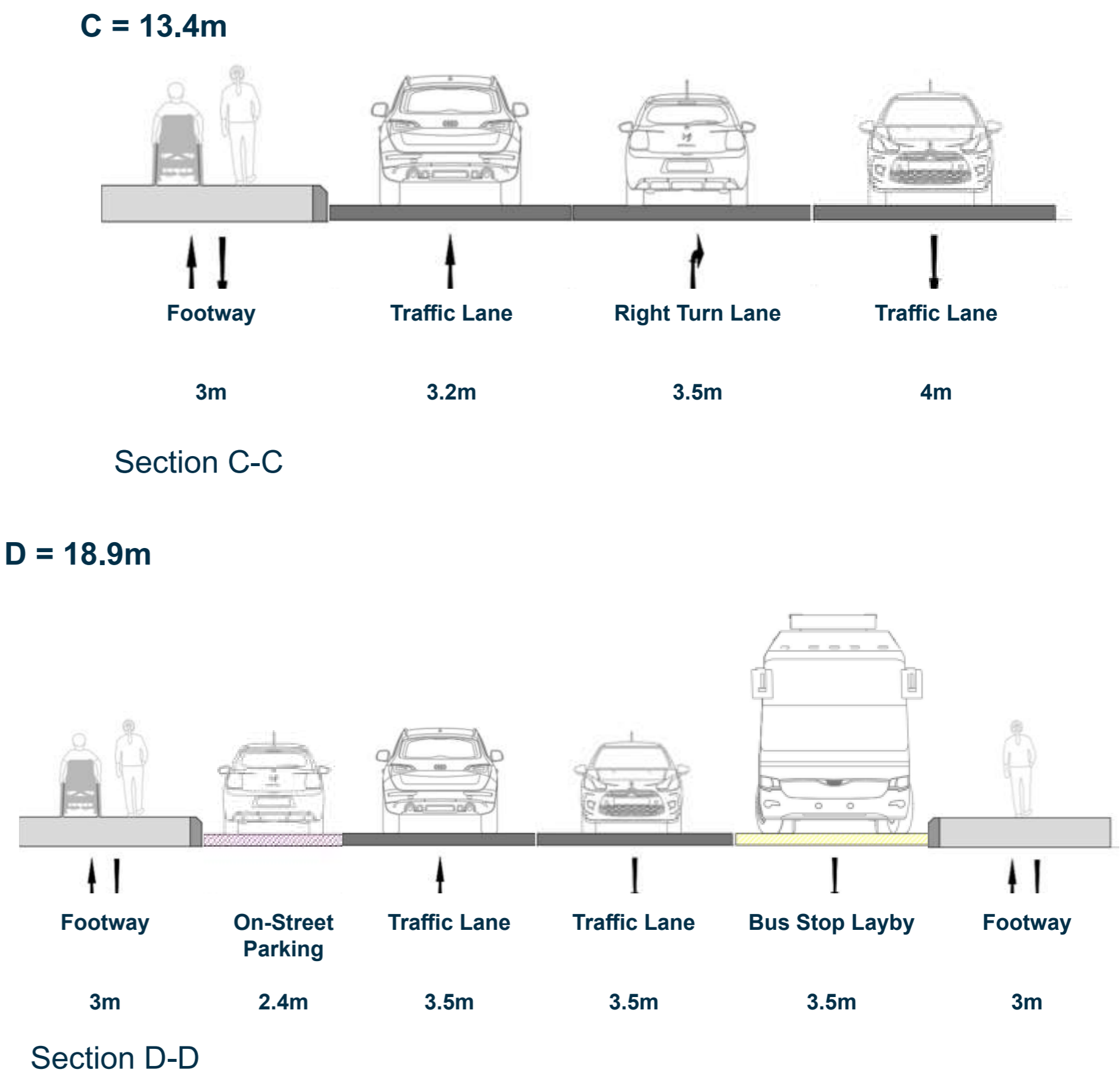
A803 at Arnold Clark Bishopbriggs (image: Atkins)



A803 at Springburn (image: Atkins)

- Bishopbriggs Town Centre:** the corridor is a mixture of residential and retail with a 30mph speed limit, multiple lanes of traffic and access to Bishopbriggs Train Station. This stretch has a high flow of people moving through the space.
- South of Bishopbriggs Town Centre:** the corridor widens with access to residential properties, supermarkets and car garages. This stretch is heavily trafficked with on-street parking and bus lay-bys. There are limited formal crossings in between junctions.
- Northern Springburn:** the corridor is partially residential and retail with access to food outlets. This stretch has a 30mph speed limit and multiple lanes of traffic.

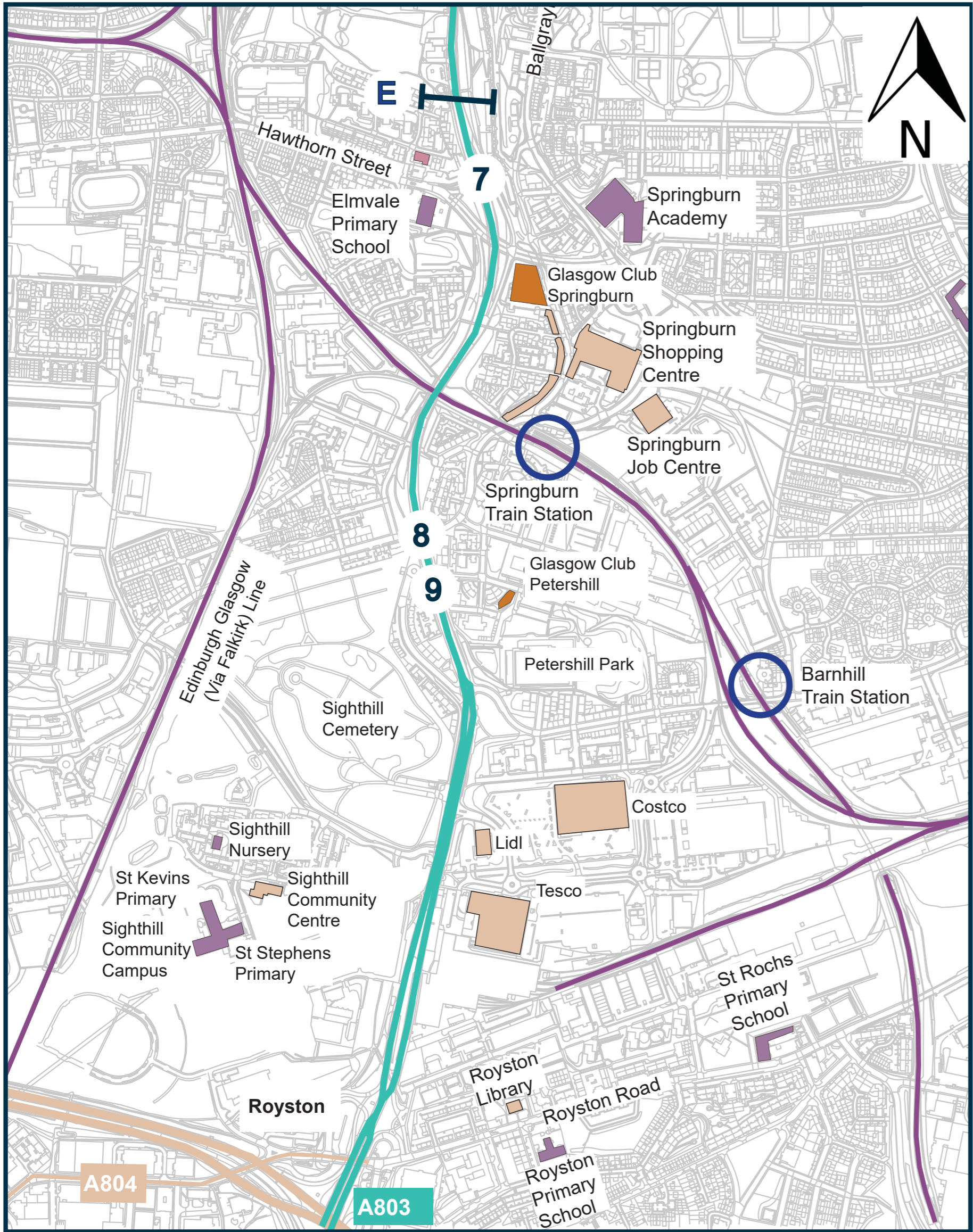
Existing Street Widths



Current environment

The south section of the A803 covers the area between Springburn and Royston Road.

From our assessments so far, we have made the following observations about this section:



Plan of A803 (South Corridor Section)

Key:



Photographs



A803 at Hawthorn Street (image: EDC)



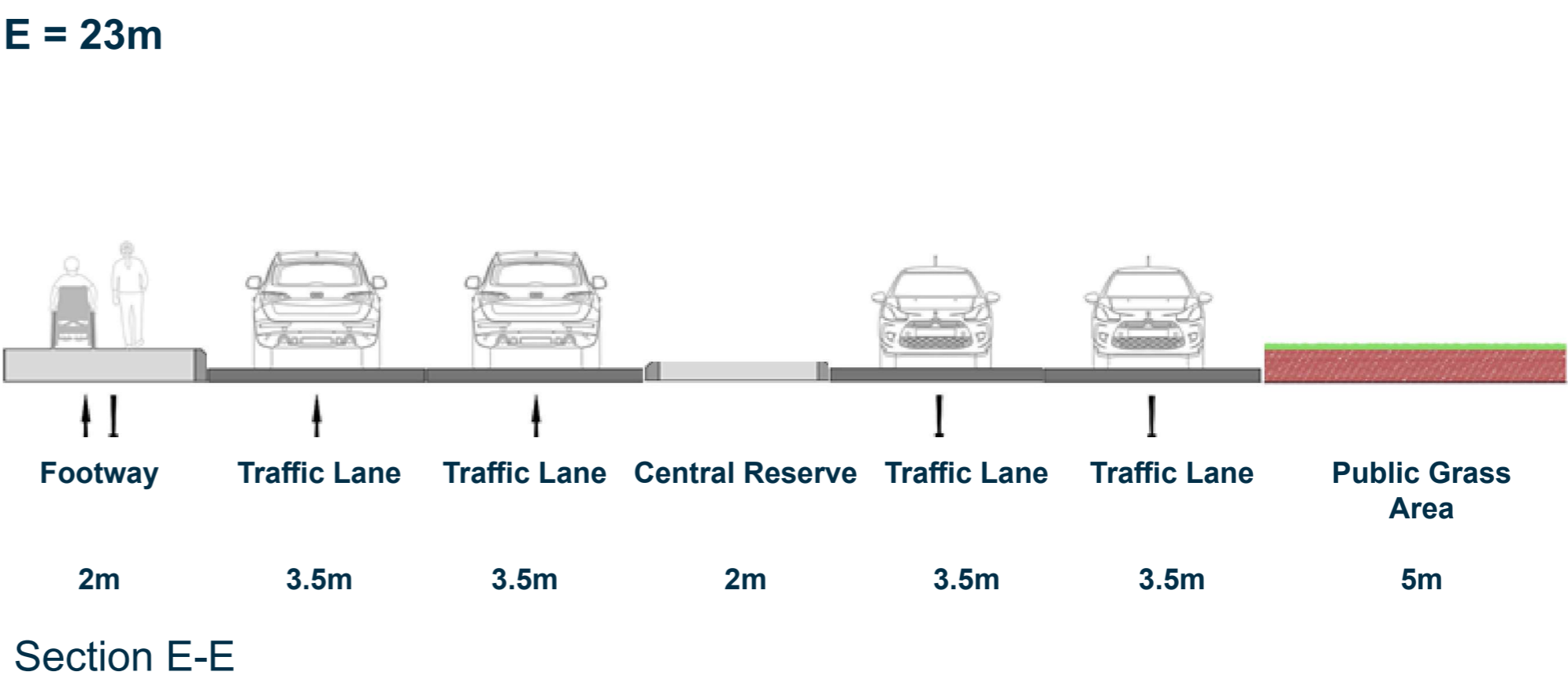
A803 at Keppochhill Road (image: Atkins)



A803 South of Atlas Road / Keppochhill Road (image: Atkins)

- Southern Sprinburn:** the corridor widens into a dual carriageway with a 40mph speed limit, no junctions, footways or bus stops.
- Sighthill:** the corridor continues as a dual carriageway with a 40mph speed limit and major junctions including St Rollox Brae, providing access St Rollox Business Park. The eastern footway provides a shared use path for people walking, wheeling and cycling. Bus stops are well equipped with seating and shelters and there is currently a bus lane heading south. At this point, the corridor connects into the M8 and Glasgow City Centre.

Existing Street Widths



Your feedback



As part of the Feasibility Stage, we are investigating the current street environment along and across the A803 Corridor. This page presents the observed issues and, in response to these, ambitions for change.

We want you to tell us whether these issues and ambitions align to your experiences of using the A803 Corridor and vision for change. Please feedback by completing a survey. We will use your feedback to develop Design Objectives which will define how future proposals for the corridor will be developed through subsequent design stages.

Observed issues

- ☐ Wide, fast road that is uncomfortable for people to cross
- ☐ Footways are narrow for the number of people using them
- ☐ Footways don't follow the routes people take
- ☐ Traffic speed and volume makes cycling seem unsafe for most people
- ☐ Limited alternative routes for people to cycle north-south and east-west
- ☐ Vehicle parking forces people cycling into busier lanes of traffic
- ☐ Bus journeys are slow and unreliable
- ☐ Bus stops are poor and, in some locations, not accessible
- ☐ The street is disjointed and, in some locations, on different levels
- ☐ Limited places to rest and meet outdoors
- ☐ Limited outdoor space for business and community activities and events
- ☐ Congested environment, particularly at peak times
- ☐ Pavement parking forces people walking and wheeling onto the road
- ☐ Poor signage and wayfinding



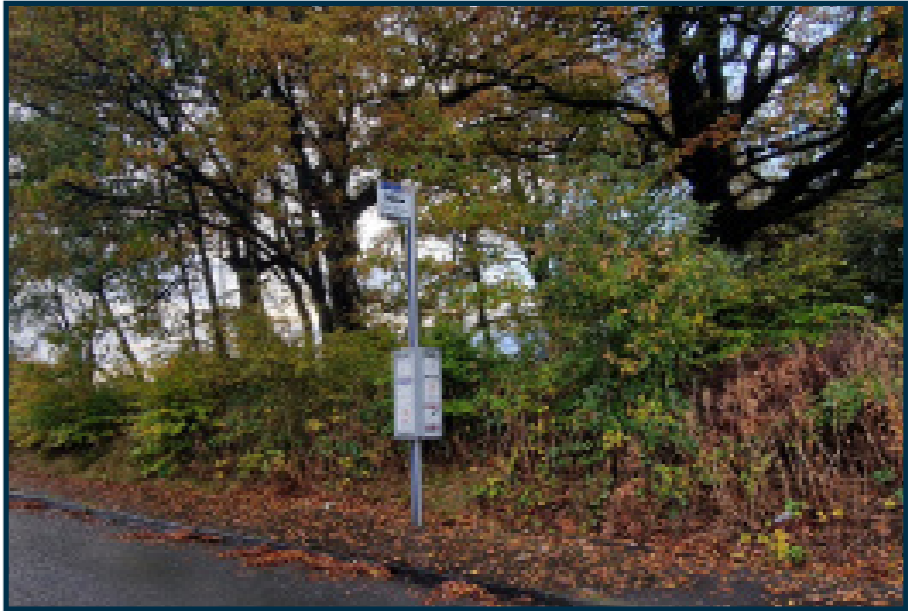
Narrow footway



Footpath level change



Lack of crossings



Bus stop conditions



Wide road



Pavement parking

Understanding your ambitions for change

In response to the issues observed, we'd like to understand your ambitions for change through the project. What do you think of the statements below? Should these form the basis of change for the A803 Corridor? You can feedback to us on these statements and any other opportunities for change by completing a survey.



Walking and wheeling
People should be able to walk and wheel safely, comfortably, and independently.



Cycling
People, including children, should be able to cycle safely and comfortably to local destinations.



Bus travel
Bus journeys should be attractive, reliable and accessible.



Community and business activity
The street should be attractive for people to spend time in, encouraging more business and community activity.



Parking and loading
Essential parking and loading should be allowed within a reasonable distance where it does not impact on the safety of others.



Traffic
Local journeys and community space should be prioritised over through-traffic movements.

Opportunities

As part of the Feasibility Stage, we are investigating what opportunities could be made to improve the street environment along and across the A803 Corridor for communities served by the corridor. This page presents examples of the types of opportunities available within the scope of the project.

As the street width varies substantially along the corridor, not all of these opportunities will be possible or indeed necessary however they show what could be possible.

Examples



Belfast Rapid Transit Bus (source: Eye Ubiquitous / Alamy Stock Photo)



Greenspace buffer between footway and road



Protected cycle lane



Bus lane



Formal crossing with cycle signals



Enhanced public space



Continuous footway giving priority to people walking



Quiet street



Parallel zebra crossing



Bus stop with green roof (source: MyModernMet)

Stay involved

Thank you for taking the time to view the information about the City Deal Projects.



A803 Corridor
Improvements Project

Please take this opportunity to have your say to inform the Feasibility Stage of the project.

We want you to tell us about your experiences of using the A803 Corridor and ambitions for change. You can do this through the following activities:

- Visit the project website or the venues below to complete a survey by Tuesday 22nd November:
Springburn Library;
Bishopbriggs Library; and
Leisuredrome Leisure Centre.
- Drop in to meet the team and learn more about the project at Bishopbriggs War Memorial Hall on Tuesday 15th November, anytime between 12-6.30pm.

We will collect all the feedback you share with us during this consultation period to inform the Feasibility Study.

Engagement with the community will continue as the project develops.



Image: Aerial of the A803 in Springburn
(Source: Google Maps Pro)

Bishopbriggs Town Centre
Regeneration

In June 2022, East Dunbartonshire Council published the Bishopbriggs Town Centre Public Realm Plan.

The Plan comprehensively reviews the existing public realm and has produced an outline design concept detailing the overarching aspiration for Bishopbriggs town centre public realm.

It is the start of a long-term process of change.

The concept will be subject to a full and rigorous follow-on design process, which will include tasks such as detailed design, community and stakeholder engagement, and further site investigations.



Image: Sketch of Bishopbriggs Cross
(Source: Bishopbriggs Town Centre Public Realm Plan)

Contact us

To keep up to date with the City Deal Projects and future consultations, please sign up for updates on the City Deal website or contact us at:

- Email: Citydeal@eastdunbarton.gov.uk
- Social media: @EDCouncil
- Website: <https://www.eastdunbarton.gov.uk/residents/council-democracy/city-deal>

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