



sustainable thriving achieving

**East Dunbartonshire Council**

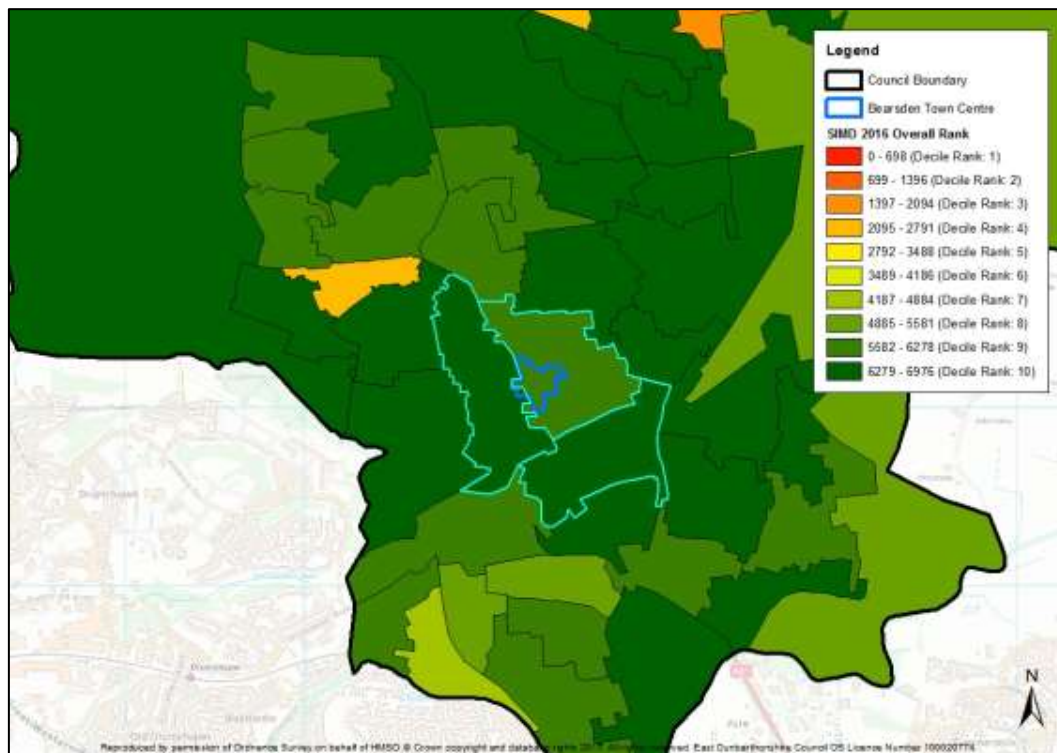
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# Bearsden Town Centre Strategy

## Evidence and Health Check

## Report

July 2017



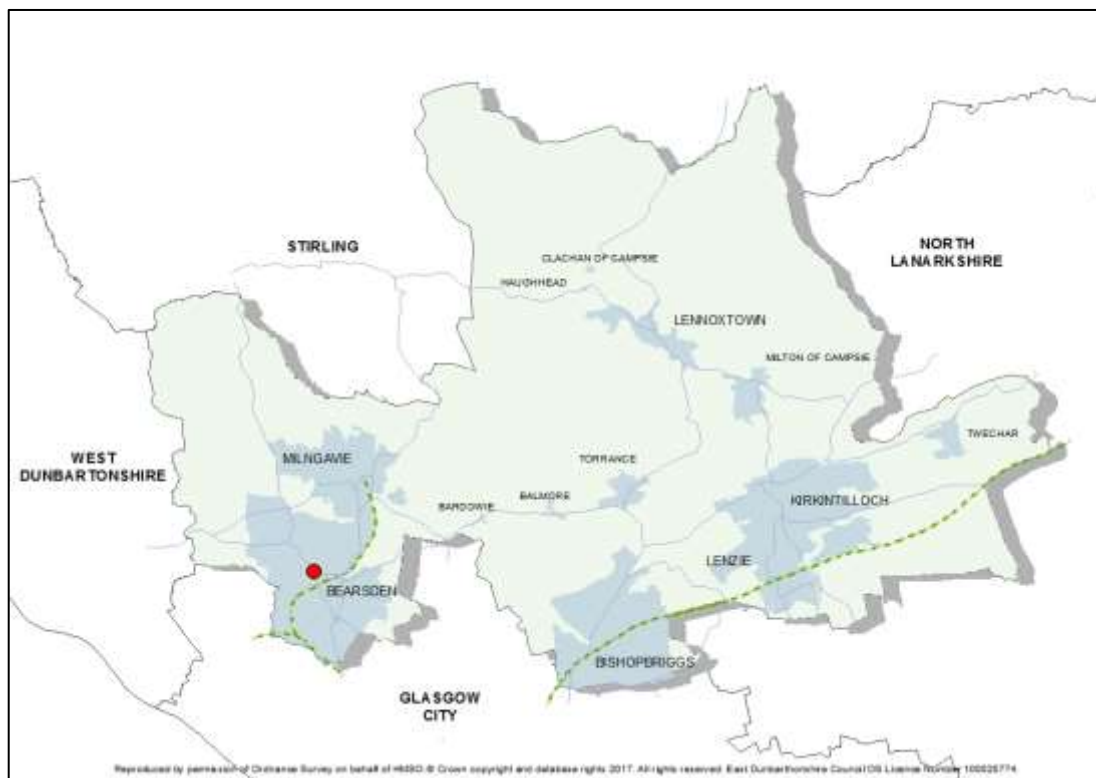
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## 1. Introduction

- 1.1** This report is intended to present an overview of current land use data and information relating to Bearsden town centre. The information included within this report is categorised according to the key themes identified during the public consultation exercise in late 2016, and presented in the Report of Consultation. In addition, the report includes the findings of a town centre ‘health check’, carried out by planning officers. Health checks are a requirement of *Scottish Planning Policy* and are intended to assess the strengths, weaknesses, vitality, viability and resilience of town centres.
- 1.2** Data has also been collated in partnership with other Council services whose remit covers town centres and related activity. Taken together, the information helps us to build a picture of how the town centre is performing, what the priorities are and what the forthcoming Town Centre Strategy should focus on.
- 1.3** It is important to note that the following data and health check information reflects a snapshot in time should not therefore be considered definitive and binding. Instead, it is intended to provide an evidence-based perspective and help inform the preparation of the Town Centre Strategy, which will be adopted as Supplementary Guidance.

Figure 1 – Location Plan



## **2. Demographic and Population Profile**

- 2.1.** This section provides a summary of demographic information relating to Bearsden. Data is taken from a range of sources, including the most recent national census (2011), National Records of Scotland (NRS)<sup>1</sup> and the Scottish Index of Multiple Deprivation (SIMD). The SIMD is a tool for identifying areas of poverty and inequality across Scotland. It is regarded as the official measure of deprivation in Scotland and identifies small area concentrations of multiple deprivation, by assigning each small area (datazone) in Scotland a ranking based its level of deprivation. This information has been also been included in the East Dunbartonshire Area Profile (October 2016)<sup>2</sup>.
- 2.2.** The majority of this information is collected according to local SIMD datazones surrounding the town centre – the boundaries of these are shown in Figure 2 below. For context, selected data is also provided at both an Electoral Ward and Local Authority basis. For Bearsden town centre, this comprises two Wards - Bearsden North and Bearsden South (Figure 3).
- 2.3.** The most recent Census in Scotland was conducted by National Records of Scotland and took place during March 2011 and involved around 2 million households. All released data is available on the Scotland's Census website<sup>3</sup>. According to the 2011 Census, East Dunbartonshire has an estimated population of 105,026, a decrease of 3,217 (-3%) since the 2001 census. In contrast Scotland's population increased by 5% since the last census, this represents the fastest growth rate between two censuses in the last century.
- 2.4.** East Dunbartonshire has a decreasing and ageing population. This is highlighted through the population projections in 2012 that by 2037 East Dunbartonshire's population will be 98,696 with a large increase in the 75+ age group and a projected decline of 13% of the under 16 age group in comparison to the 2012 population statistics. The number of people aged over 65 years old is forecast to increase by 11,500 people between 2012 and 2037.

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<sup>1</sup> <https://www.nrscotland.gov.uk/>

<sup>2</sup> <https://www.eastdunbarton.gov.uk/statistics-facts-and-figures>

<sup>3</sup> <http://www.scotlandscensus.gov.uk/>

Figure 2 – Datazones surrounding Bearsden Town Centre

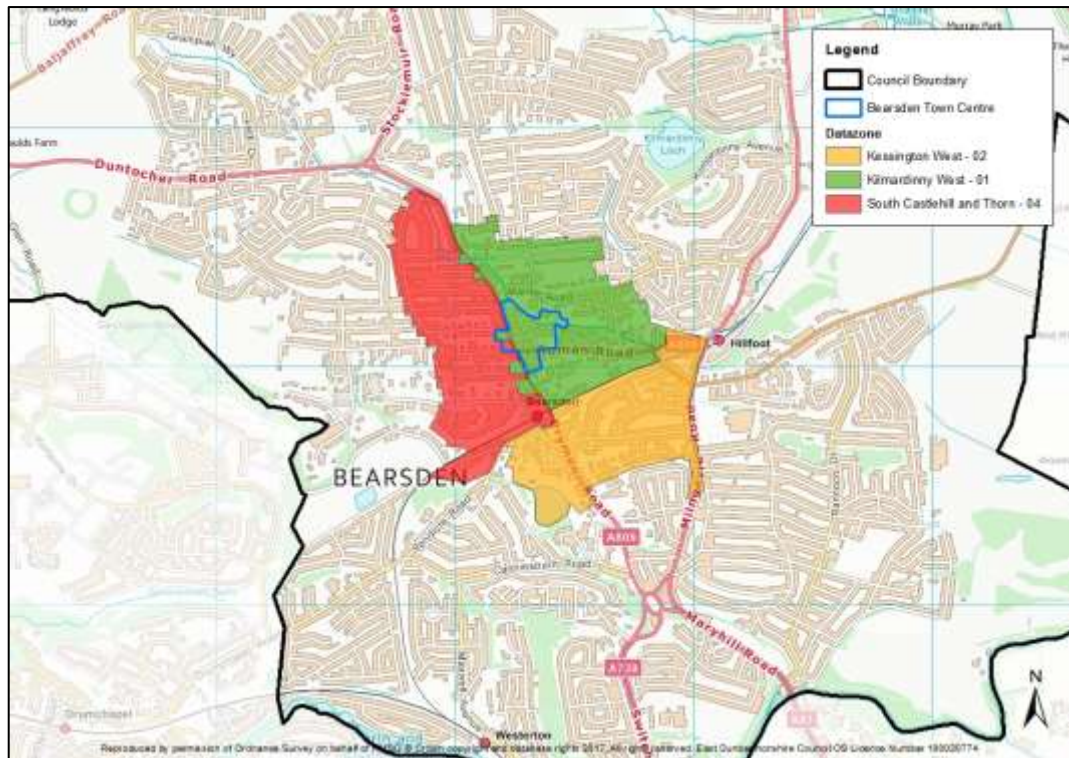
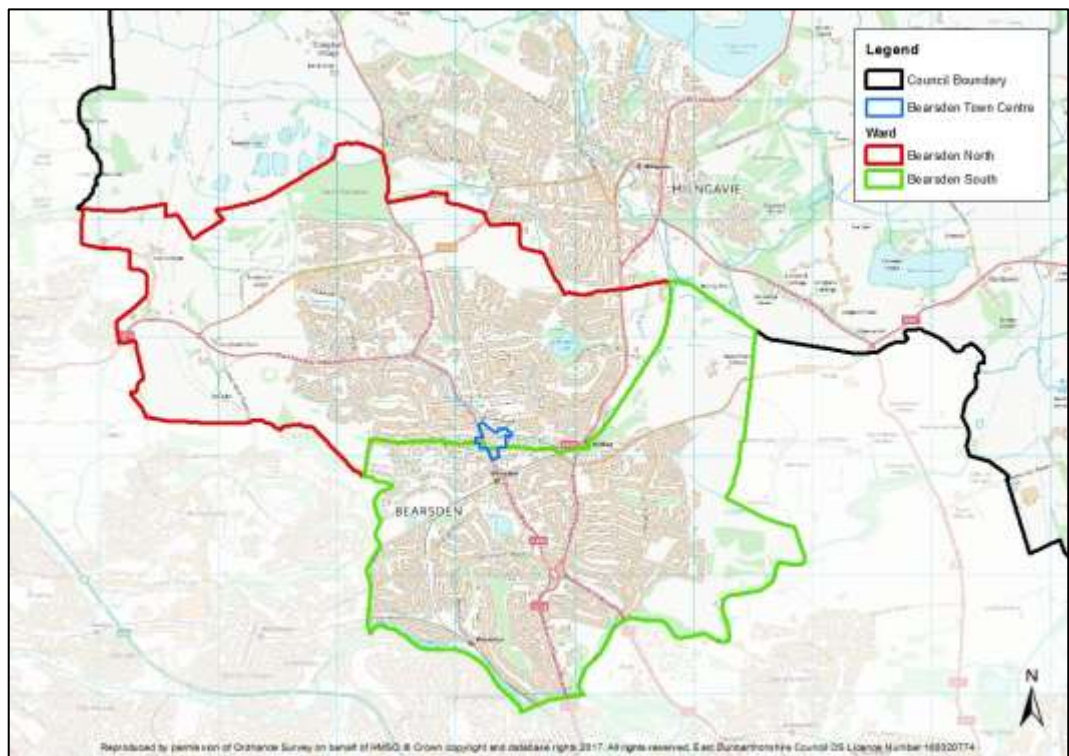


Figure 3 – Electoral Wards covering Bearsden Town Centre



## Population

	Population (2015)	% Male	% Female
East Dunbartonshire	106,960	48.4%	51.6%
Bearsden North	13,518	50.2%	49.8%
Bearsden South	12,709	47.5%	52.5%
Kilmardinny West 01	874	46.7%	53.3%
South Castlehill and Thorn 04	977	49.5%	50.5%
Kessington West 02	836	46.7%	53.3%

(Source: NRS 2015-mid year population estimates)

## Age Structure

	% Working Age (16-64 yrs)	% Pensionable Age (65 and over)	% Children (0-15 yrs)	% Adult (16 and over)	Total Number of Dwellings
Bearsden North	58.1%	22.9%	19.0%	81.0%	N/A
Bearsden South	57.7%	25.3%	17.0%	83.0%	N/A
Kilmardinny West 01	38.1%	36.6%	10.6%	89.4%	374
South Castlehill and Thorn 04	58.4%	18.0%	23.5%	76.5%	335
Kessington West 02	54.2%	28.9%	16.9%	83.1%	358

(Source: NRS 2015 mid-year population estimates)

## Ethnicity

### Broad ethnic group as a percentage of population

	White Scottish	White Other British	White Irish	White Polish	White Other	Asian (Inc. Scottish or British)	Other ethnic groups
East Dunbartonshire	88.6%	4.8%	1.2%	0.1%	1.1%	3.3%	0.9%
Bearsden North	84%	6.6%	1.4%	0.1%	1.9%	4.9%	0.8%
Bearsden South	83%	5.6%	1.1%	0.1%	1.7%	6.7%	0.8%

Source: 2011 Census



## Health

### General Health

	Total Pop.	Very good or good health	Fair Health	Bad health or very bad health
East Dunbartonshire	105,026	84.9%	10.8%	4.3%
Bearsden North	13,909	89.0%	8.4%	2.6%
Bearsden South	13,328	87.5%	9.6%	2.9%

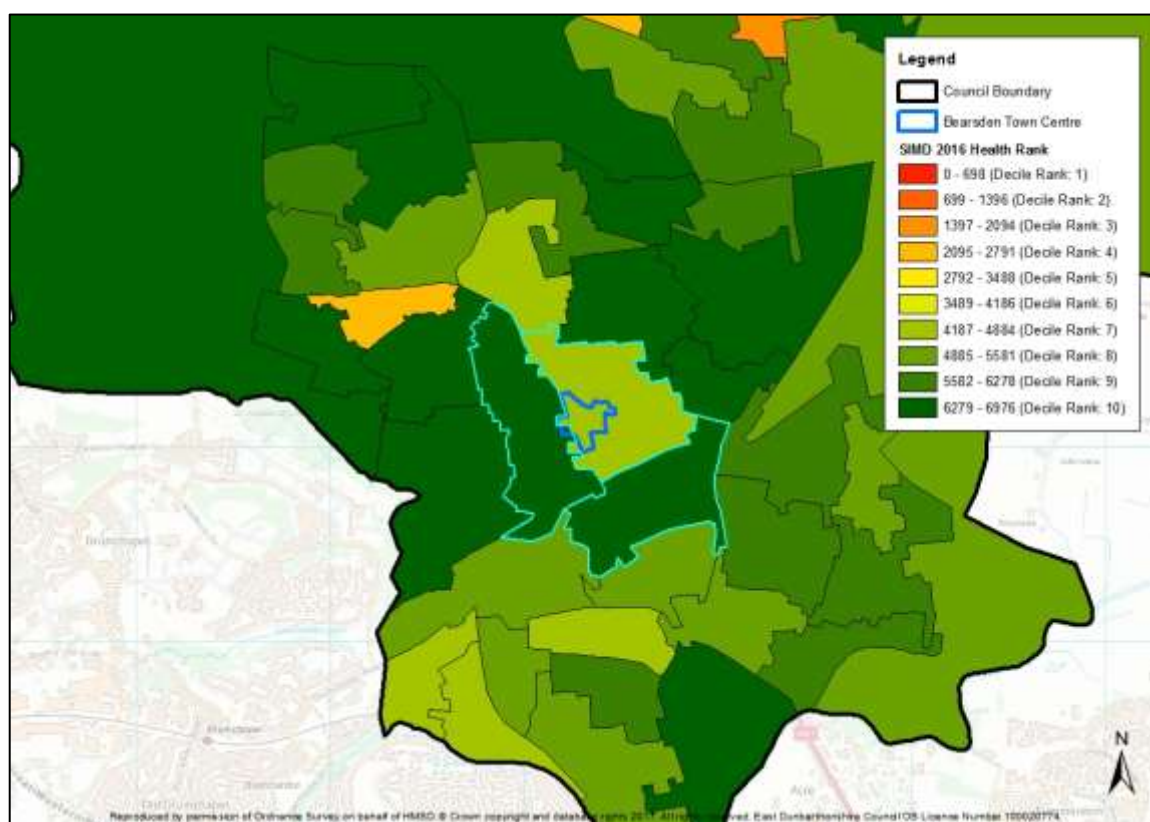
Source: 2011 Census

### Disability or limiting health problem

	Total Pop.	Day to Day activities limited a lot	Day to Day activities limited a little	Day to day activities not limited
East Dunbartonshire	105,026	7.8%	9.5%	82.6%
Bearsden North	13,909	5.4%	8.5%	86.1%
Bearsden South	13,328	6.2%	9.6%	84.2%

Source: 2011 Census

Figure 4 – SIMD Datazone Health Ranking



## Employment

Economically Active (all people aged 16-74)

	Employee part time	Employee full time	Self Employed	Unemployed	Full time student
East Dunbartonshire	13.5%	39.7%	8.6%	3.5%	3.9%
Bearsden North	13.6%	39.3%	10.4%	2.1%	4.2%
Bearsden South	12.7%	38.5%	10.9%	2.3%	3.7%

(Source: 2011 Census)

## Occupation

	Managers, directors	Professional	Associate & technical	Administration & secretarial	Skilled trades	Caring, leisure & services	Sales and customer services	Process & plant	Elementary
East Dunbartonshire	9.9%	24.6%	14.3%	12.4%	9.8%	8.3%	8.8%	5.0%	6.9%
Bearsden North	12.5%	34.5%	15.0%	11.1%	6.0%	6.2%	7.2%	2.9%	4.6%
Bearsden South	12.0%	31.9%	15.0%	11.8%	7.9%	6.0%	7.4%	3.0%	4.3%

(Source: 2011 Census)

Figure 5 – SIMD Employment Ranking

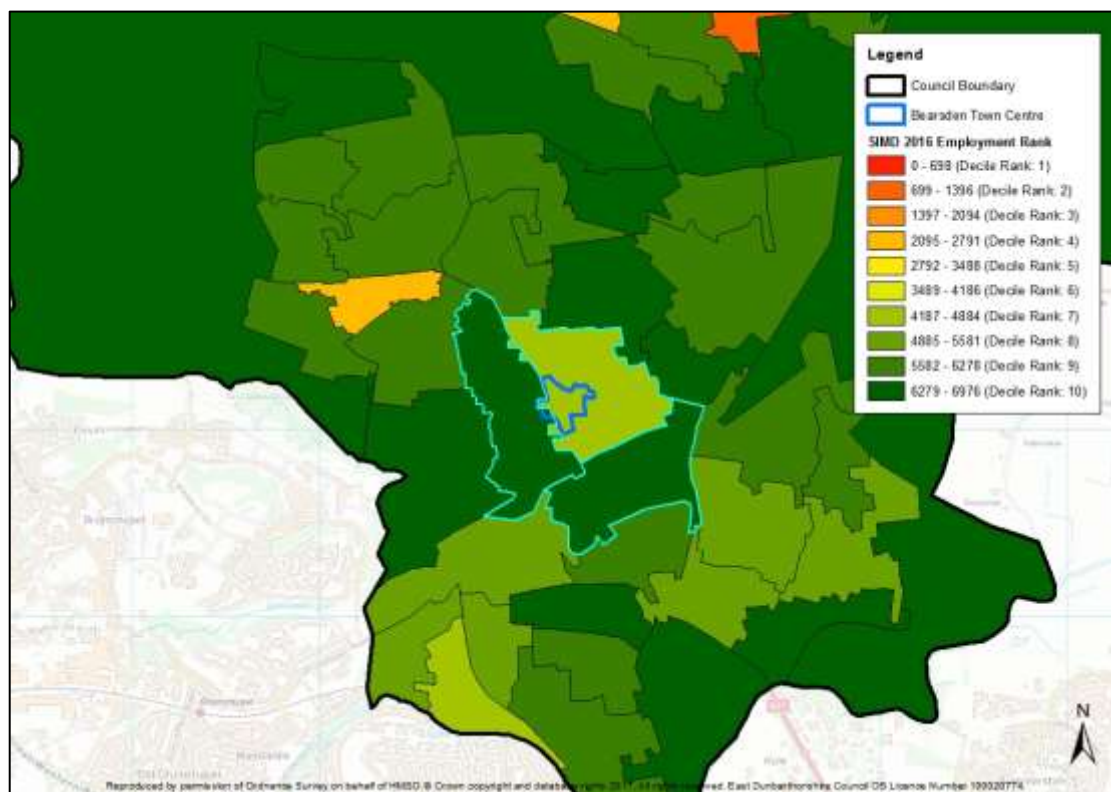
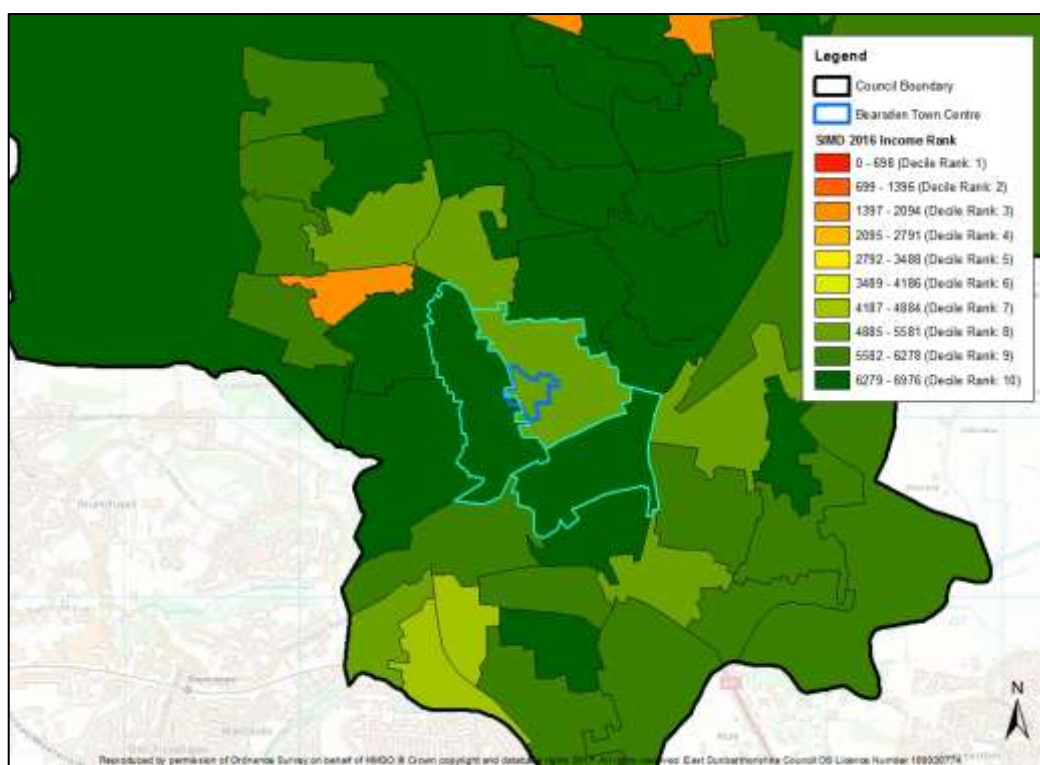




Figure 6 – SIMD Income Rank



## Education

### Highest Level of Qualification

	No qualifications	Level 1	Level 2	Level 3	Level 4
East Dunbartonshire	19.9%	19.3%	16.3%	9.8%	34.8%
Bearsden North	12.1%	14.2%	15.8%	9.2%	48.8%
Bearsden South	14.2%	14.6%	16.0%	9.0%	46.1%

(Source: 2011 Census)

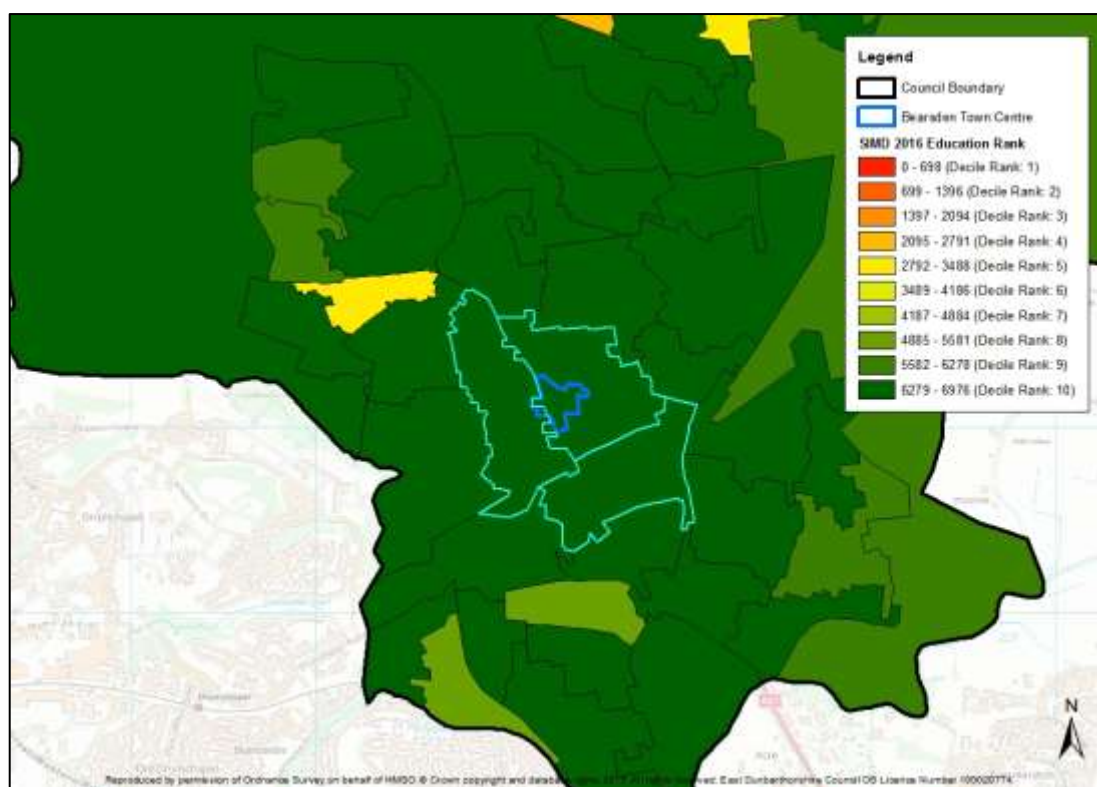
**Level 1:** 0 Grade, Standard Grade, Access 3 Cluster, Intermediate 1 or 2, GCSE, CSE, Senior Certification or equivalent; GSVQ Foundation or Intermediate, SVQ level 1 or 2, SCOTVEC Module, City and Guilds Craft or equivalent; Other school qualifications not already mentioned (including foreign qualifications)

**Level 2:** SCE Higher Grade, Higher, Advanced Higher, CSYS, A Level, AS Level, Advanced Senior Certificate or equivalent; GSVQ Advanced, SVQ level 3, ONC, OND, SCOTVEC National Diploma, City and Guilds Advanced Craft or equivalent.

**Level 3:** HNC, HND, SVQ level 4 or equivalent; Other post-school but pre-Higher Education qualifications not already mentioned (including foreign qualifications)

**Level 4 and above:** Degree, Postgraduate qualifications, Masters, PhD, SVQ level 5 or equivalent; Professional qualifications (for example, teaching, nursing, accountancy); Other Higher Education qualifications not already mentioned (including foreign qualifications)

Figure 7 – Education Ranking



### House tenure

	All households	Owned outright	Owned with mortgage	Shared ownership	Council rented	Other social rented	Private rented	Other rented	Living rent free
ED	43,473	39.8%	41.4%	0.2%	8.5%	3.5%	5.1%	0.6%	0.9%
Bearsden North	5,464	45.9%	44.6%	0.1%	4.3%	0.6%	3.2%	0.5%	0.8%
Bearsden South	5,355	50.3%	43.1%	0.1%	1.4%	0.1%	4.0%	0.4%	0.6%

Source: 2011 Census

### Car ownership

	No cars or vans	One car or van	Two cars or vans	Three cars or vans	Four cars or vans
East Dunbartonshire	19.0%	43.1%	30.2%	6.1%	1.6%
Bearsden North	10.3%	41.7%	38.9%	7.0%	2.0%
Bearsden South	9.9%	44.0%	37.1%	7.2%	1.9%

Source: 2011 Census

### ***Travel to Work - Distance travelled to work***

	Work from home	Less than 2km	2km 5km	5km 10km	10km 20km	20km 30km	30km 40km	40km 60km	60km and over	Other
East Dun	9.7%	7.6%	12.8%	30.1%	21.5%	3.6%	1.3%	1.2%	1.9%	10.3%
Bearsden North	10.7%	4.6%	11.3%	39.5%	15.8%	3.7%	1.9%	1.1%	3.0%	8.3%
Bearsden South	10.8%	4.3%	15.9%	41.7%	9.4%	3.5%	1.6%	1.0%	2.4%	9.4%

Source: 2011 Census

### ***Crime***

East Dunbartonshire is regarded as a safe place to live, with the level of crime being significantly lower than the Scottish average with 493 crimes and offences per 10,000 of the population in 2015/16 compared to the Scottish average of 1,090. The rate of crime per 10,000 population in East Dunbartonshire was lower than the Scottish average in all categories shown in the table below.

Number of crimes and offences recorded by police per 10,000 population (2015/16)

	Non sexual violence	Sexual	Dishonesty	Fire & vandalism	Other crimes	Motor vehicle	Misc offences
Scotland	13	19	216	101	110	31 7	314
East Dunbartonshire	6	7	126	52	53	11 2	135

Source: Scottish Government – recorded crime in Scotland

Number of Recorded CCTV Incident Reports

Bearsden Town Centre	Theft	Assault	Road Traffic	Anti Social Behaviour	Vandalism	Total
2016	5	1	5	2	0	13
2015	10	1	2	2	0	15
2014	12	1	2	1	0	16
2013	6	0	5	4	1	16
2012	4	3	2	12	0	21

Source: East Dunbartonshire Customer Services Operations

## Number of Fires 2015/16

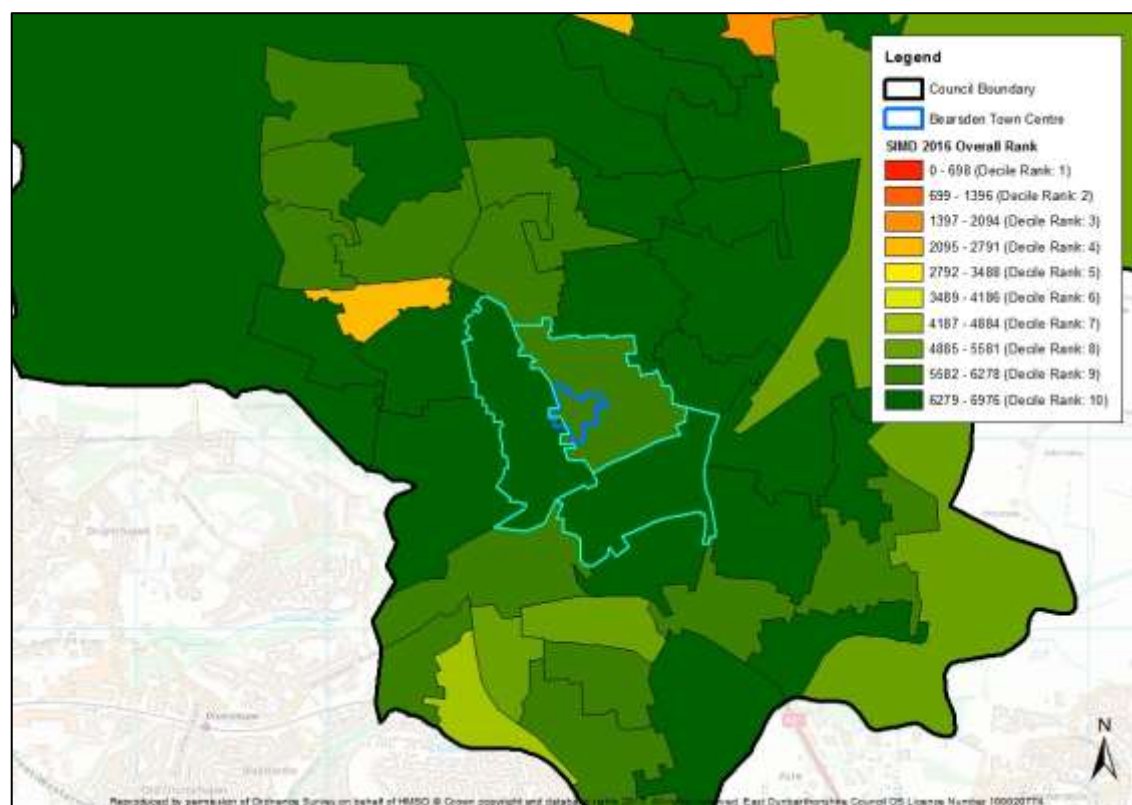
	No. of all deliberate fires	No. of all accidental dwelling fires	No. of all accidental other building fires
East Dunbartonshire	205	71	17
Bearsden North	14	8	3
Bearsden South	7	5	2

Source: Local Fire and Rescue Plan 2014/17: Progress Report 2015/16

## Overall SIMD Ranking

Taking into account all of the above ratings, it is possible to illustrate the overall SIMD ranking of Bearsden at a datazone level. This is shown in the figure below, with Rank 1 being the most deprived and Rank 10 being the least deprived. Bearsden town centre and the surrounding area is one of the least deprived parts of East Dunbartonshire and the wider Glasgow city region. The town centre itself, within the *Kilmardinny West* datazone, is ranked 9, while both *South Castlehill and Thorn* and *Kessington West* are ranked 10 – the least deprived decile.

Figure 8 – SIMD 2016 Overall Ranking

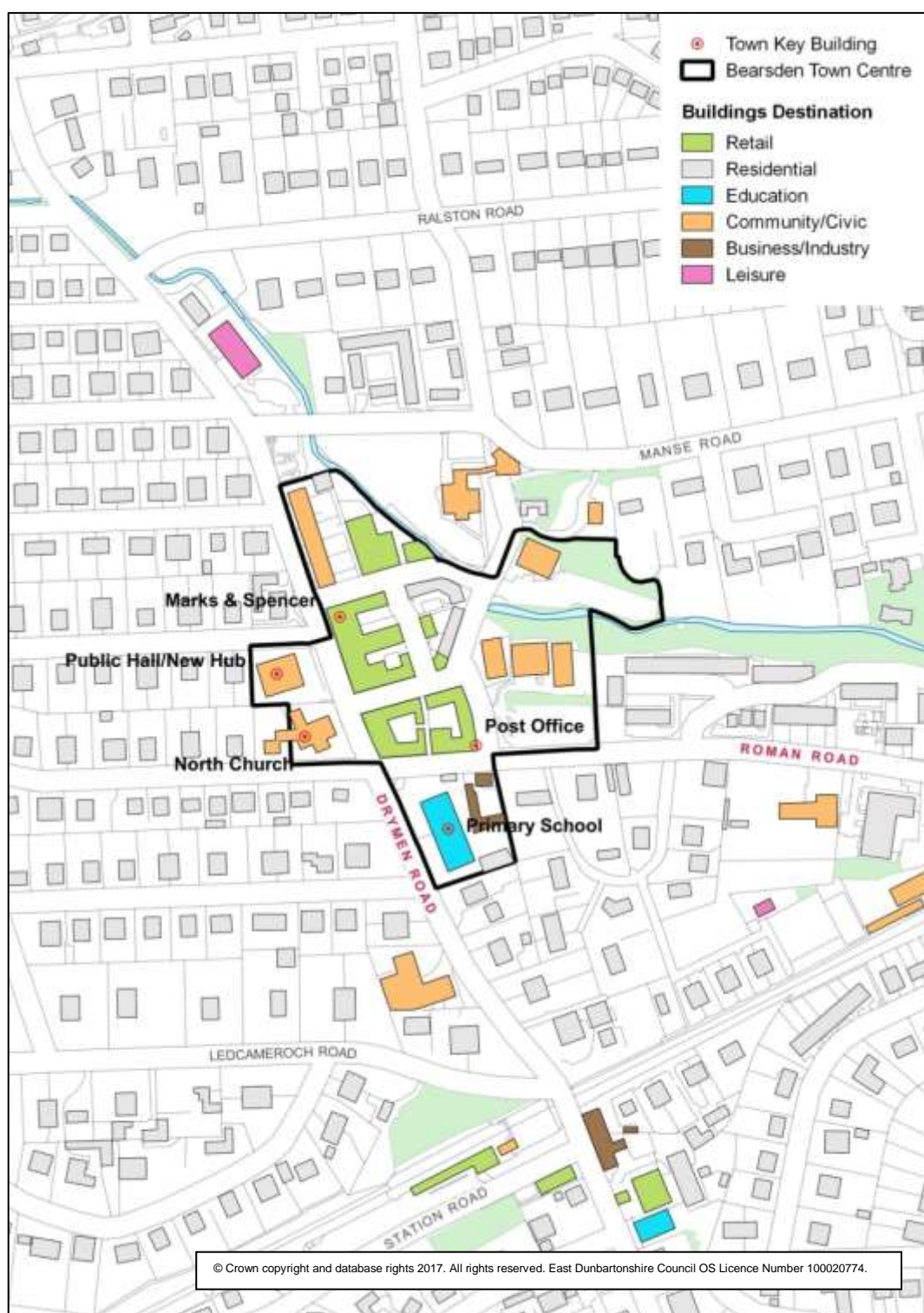




### 3. Retail, Land Use and Economic Functions

This section provides information on the number and types of retail units, together with an assessment of other town centre uses including vacancies. A health check was carried out in summer 2016 and the outcomes have been recorded and incorporated by topic.

Figure 9 - Land Uses within Bearsden town centre and surrounding area





### **3.1. National Retailers**

There are five high street retailers currently operating within the town centre, comprising a range of different services including food (M&S), newsagent (RS McColl), pharmacy (Lloyds), optician (Optical Express), and repairs (Timpson's).

### **3.2. Specialist Retailers**

Alongside the national 'high-street' retailers, there is a large variety of specialist shops covering a wide range of retail types. These include an optician, pharmacy, shoe shop, gift shop, children's clothes, womanswear, menswear, florist and a stationary shop.

### **3.3. Range of food shopping**

At present there is a limited range of mainstream food shopping within the centre. Marks and Spencer is the primary food retailer, and this is supplemented by independent butchers, greengrocers, fishmongers and a delicatessen. There is no regular farmers market, although *Christie's* on New Kirk Road sells local farm produce.

### **3.4. Charity Shops**

Two charity shops - Marie Curie and Oxfam. Both are well stocked and well maintained, integrating well with neighbouring mainstream shops and the overall streetscene.

### **3.5. Diversity of units**

The town centre possesses a good balance of uses, and caters for an appropriate range of professional, financial and personal care services. However, the town is perhaps lacking in mainstream food retailing. The centre also noticeably lacks any discount shops, although this is perhaps due to Bearsden's relatively small size and higher demographic profile. The centre is also well represented in terms of independent retailers, and specifically the high end of the market. In general, the centre caters well for both local residents and occasional visitors.

### **3.6. Residential**

There are a relatively high number of occupied residential units within the town centre boundary, including a dedicated block at Douglas Place and numerous upper floor dwellings. The centre itself is also surrounded by residential areas.

### **3.7. Cafes, bars and restaurants**

Very well served in terms of cafes and restaurants, catering for a wide range of tastes and styles. This includes traditional style cafes, cocktail bars, modern bistros and

independent restaurants. The centre does not however possess a 'traditional' style pub, as may be usually found in other town centre.

**3.8. Financial and professional services**

Appropriate range of financial and professional services including three high street banks (TSB, Clydesdale and Bank of Scotland). Also includes two estate agents (*Slater, Hogg & Howison* and *Wright & Crawford*), one accountancy, solicitors and consulting service.

**3.9. Presence of medical/health related services**

Terrace Medical Practice (Drymen Road) is the sole health practice within the town centre. In addition, there is a private dental care practice (Chartwell), chiropractic clinic and veterinary surgery (all on Drymen Road). For a relatively small town centre, this is considered an appropriate level of provision.

**3.10. Number of Units**

Current Scottish Assessor Association data reports a total of 60 properties within Bearsden town centre.

**3.11. Vacancies**

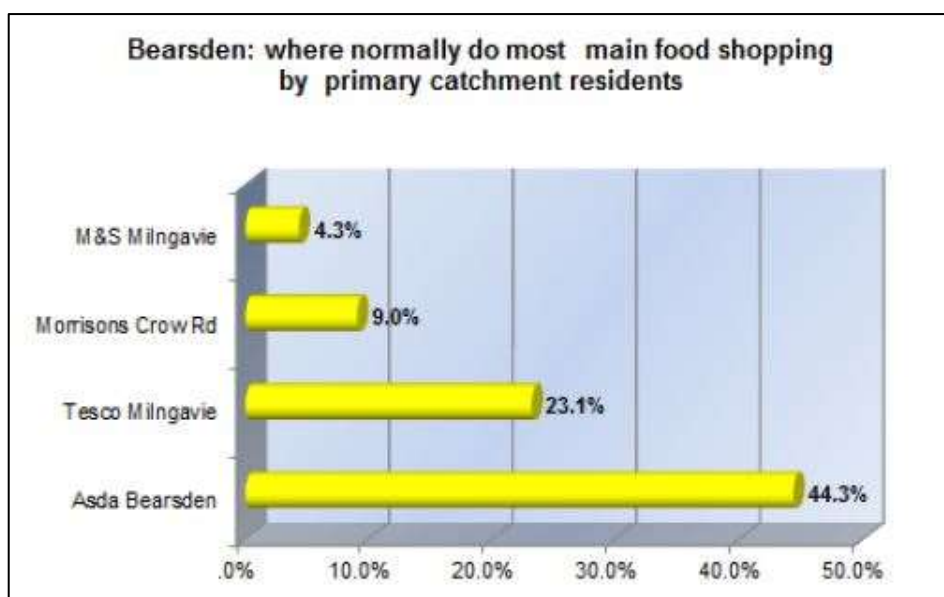
There are 3 vacant units as of April 2017 (5%). Bearsden does not currently have a significant issue with long-term vacancies and units are generally re-occupied efficiently.

**3.12. WiFi Provision**

At present there is no public WiFi available within the town centre, outside of individual units.

**3.13. Retail Capacity Assessment 2013/14**

Research into shopping habits undertaken as part of the most recent Retail Capacity Assessment established that the majority of residents within Bearsden do their main food shopping at Asda Bearsden, to the south east of the town centre at Kessington. Smaller proportions visit Tesco in Milngavie and Morrison's at Crow Road (see below).



#### Convenience retail floorspace and turnover

	Floorspace (gross)	Floorspace (net)	Turnover £ per sqm	Turnover £million
Bearsden Town Centre	885	595	n/a	21.8
M&S Simply Food	636	445	10,234	4.6
Other Town Centre Shops	249	149	3,900	0.6

Source: East Dunbartonshire Retail Capacity Assessment 2013/14

The RCA concluded that there is no spare capacity for convenience retailing to support additional major retail floorspace up to 2022, from the current over-trading and projected expenditure growth, after taking into account existing planning commitments. However, given the rapidly changing nature of the retail industry, the Council will be updating the Retail Capacity Assessment during the lifespan of the current Local Development Plan.

**Summary:** Bearsden is a small but vibrant town centre with an above average proportion of independent and specialist retailers. There is also quite a high proportion of cafes and restaurants, perhaps reflecting the demographic composition of Bearsden as a whole, which has a prevalence of higher income households and a high proportion of people over 45. While the town centre lacks significant food shopping retailers, this is partly offset by the presence of large supermarkets close by, and also the 'commuter' status of the town, meaning that local residents are less likely to be reliant on their town centre for grocery shopping.

## **4. Public Realm and Accessibility**

This section provides relevant information on key aspects of the public realm and accessibility within the town centre.

### **4.1 Accessibility**

Overall, the town centre has good accessibility from surrounding areas, including Glasgow, by car, bus or rail. Bearsden railway station is located a few minutes' walk to the south of the town centre, with a direct line to Glasgow city centre/Edinburgh/Milngavie. In terms of bus access, there are two sheltered bus stops either side of Bearsden Cross (north and south bound) with a further sheltered stop just outwith the northern boundary, close to Brookwood Library.

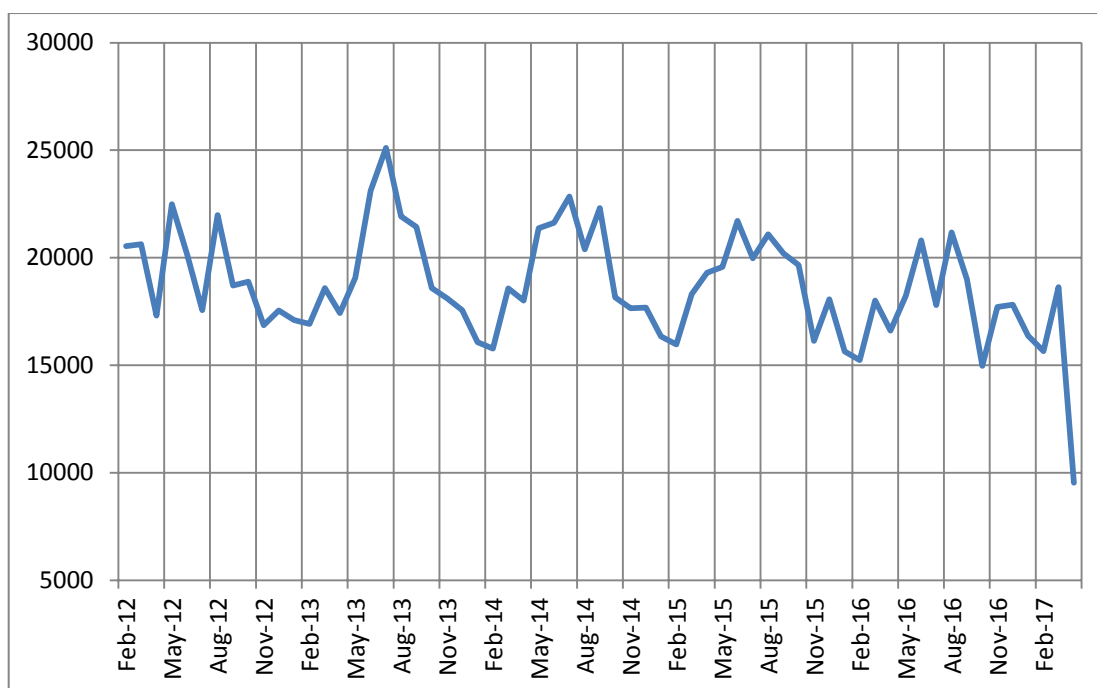
There is relatively good pedestrian flow throughout the centre, with no obvious 'bottlenecks'. However, the signalised pedestrian crossing at Bearsden Cross can get congested at peak times, especially during the primary school drop-off/pick up periods. Pavement space is quite restricted and can feel intimidating along Drymen Road when traffic is heavy. Pedestrian priority strips are present at most junctions, including the north side of Bearsden Primary School. Otherwise, there are no pedestrianised zones and vehicles assume priority throughout the town centre and surrounding area.

### **4.2 Footfall**

Footfall is a measure of the number of people using the town centre at a specific point in time. It is counted automatically by detectors, which are placed at strategic locations within the town centre. Calculating footfall is a useful way of monitoring activity rates within town centres, and allows local authorities to determine trends over a period of time. A footfall counter is located at the junction of New Kirk Road and Drymen Road.

The graphs below illustrate the monthly data recorded since 2012, including an overall graph and one showing two separate base dates (February and August) to illustrate seasonal trends.

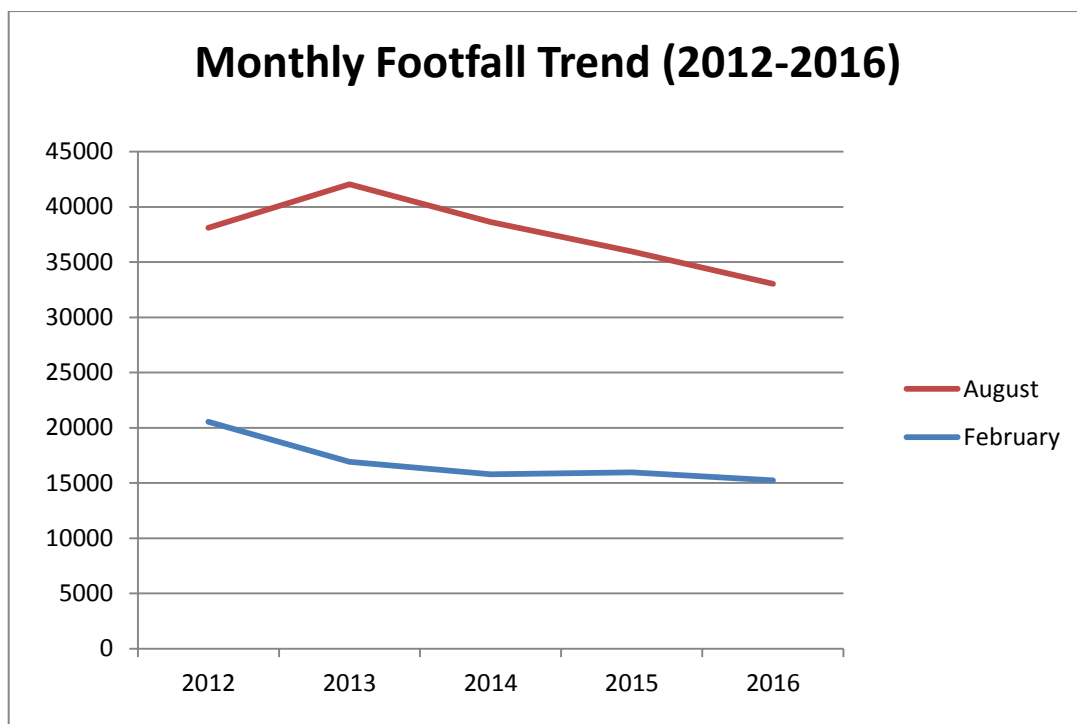
Figure 10 – Town Centre Footfall, February 2012 to April 2017



As illustrated in Figure 10, there has been a slight downward trend in pedestrian footfall since 2012. Within this period, footfall peaked during the summer of 2013 at just over 25,000, but has declined progressively in subsequent summers. Winter footfall has been relatively more stable, although has seen a slight decline since 2015.

Summer footfall (August) peaked in 2013 following a marked rise from 2012, although there was no corresponding increase in winter footfall. Winter footfall overall appears to have been more stable, from a high of 20,545 in 2012, declining in 2013 & 2014 before levelling out at just over 15,000.





#### 4.3 Cycling Infrastructure

There are no cycle lanes within or in the vicinity of the town centre, and cyclists are required to share a relatively narrow road surface with motorists and the busy Drymen Road. Cycle stands are present at either end of New Kirk Road, although both are unsheltered. Together they have a capacity for up to 12 bikes (6 each).

#### 4.4 Signage and navigation

The centre is somewhat lacking in terms of navigation and visitor information, with no obvious signage to Bearsden station or cultural/community facilities such as the library, parking locations or the Roman Baths. Signage is generally restricted to parking and highway signals, some of which are in poor condition.

#### 4.5 Appearance and quality of buildings

The majority of buildings within the town centre are reasonably well maintained, particularly those within the block defined by Roman Road, Drymen Road and New Kirk Road. Many of these are listed and it still retains a distinct Victorian and Edwardian character. The stonework on the upper sections are however discoloured in places



and may require treatment in the future, but there are no immediate concerns. Roof slates appear in good condition. Road markings are showing significant signs of wear in parts, particularly at key junctions. Shop frontages are generally appropriate and in keeping with the character of the streetscape. A small number of shop signs, particularly on Drymen Road, are perhaps too dominant/bright and detract slightly from the appearance of the main building.

#### **4.6 Cleanliness and litter**

At the time of the most recent health check there was a minimal amount of litter and overall good level of cleanliness. There are a high number of litter bins throughout the town centre. Commercial waste bins are placed to the rear of units in side lanes/alleyways. These are not always hidden from public view and appear to be obstructive in places. No obvious graffiti or fly posting evident. Street furniture is of an above average standard.

#### **4.7 Crime and Safety**

In terms of security, the town centre is covered extensively by CCTV, which is monitored 24 hours a day, 7 days a week. This is signposted throughout. Section 2 provides a summary of incidents recorded by CCTV.



There are no obvious unsafe or hidden areas and a good level of natural surveillance in all parts of the town centre. The rear of Glebe car park is one known blind spot, and this area can feel particularly unsafe at night. Overall there is a feeling of security and a relatively comfortable atmosphere. Pedestrian safety barriers are present at Bearsden Cross, although only on the eastern side. Up to date statistics on crime incidents can be viewed in section 2 of this report.

#### **4.8 Street Lighting**

The street lighting installation within Bearsden was largely replaced some 10 years ago and comprises decorative, heritage style equipment, selected in consultation with the Elected Members of the time, with integral facilities for the annual Christmas Lighting displays.

The installation provides a golden yellow coloured light, with colour rendering properties consistent with the sandstone buildings within the town centre. The paint finish on a number of the street lighting columns (and other street furniture) is however showing signs of natural wear.

It should be noted that the Council's Roads Lighting Team are in the process of converting the street lighting at selected locations across the East Dunbartonshire to LED operation as part of a large scale project. However, given the substantial remaining lifespan in the installation in Bearsden, there are no plans for major investment other than possible conversion to LED operation. In addition, the Roads Lighting team are not aware of any outstanding complaints / issues in terms of performance, safety or perception of crime.

#### 4.9 Historic Environment

The traditional town centre, known locally as 'The Cross' has a rich heritage of Victorian and Edwardian stone-built houses. The motto on the Bearsden town crest is 'Bear the Gree' which translates as '*to take first place*'. The town centre lies directly on the line of the Antonine Wall World Heritage Site, although there are no visible parts of the wall present. It is also located within the Old Bearsden Conservation Area and has a high proportion of listed buildings, including the war memorial at Bearsden Cross.

The remains of the Roman Bath House scheduled monument are located a short walk to the east of the centre. Traditional decorative street lamps throughout the centre contribute to its general character and help create a pleasant ambience. New Kilpatrick Parish Church, although situated just outwith the town centre boundary, has a rich history and ecclesiastical interest. It was built in 1807 and subsequently enlarged in 1873-85, and again in 1908 to its present form.

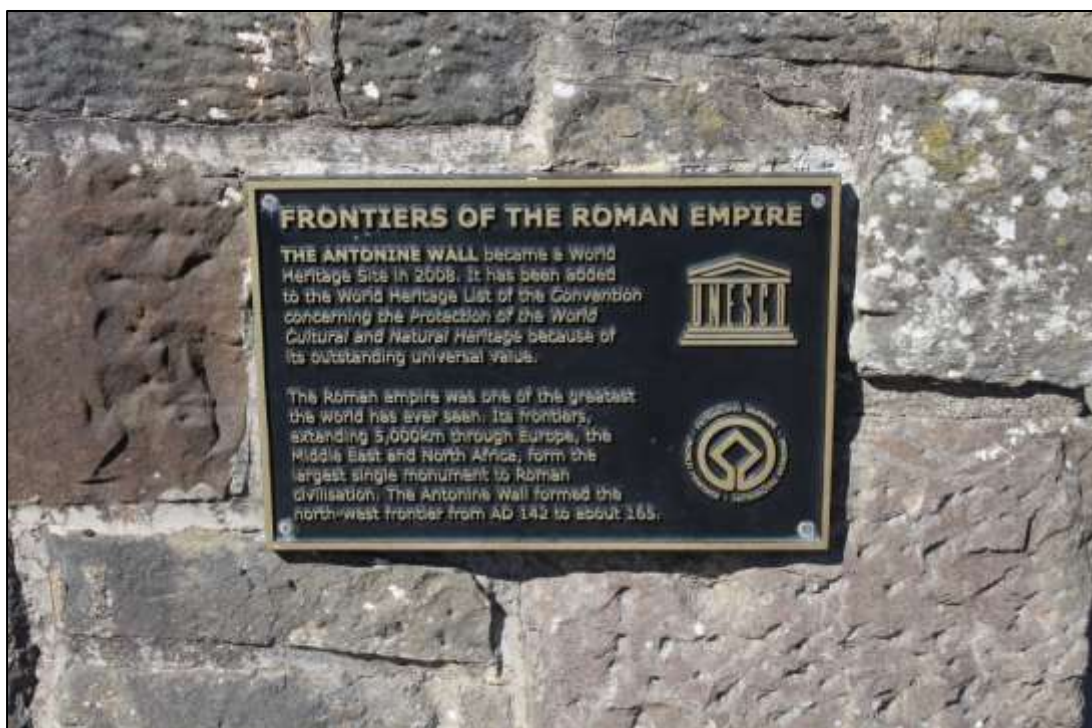
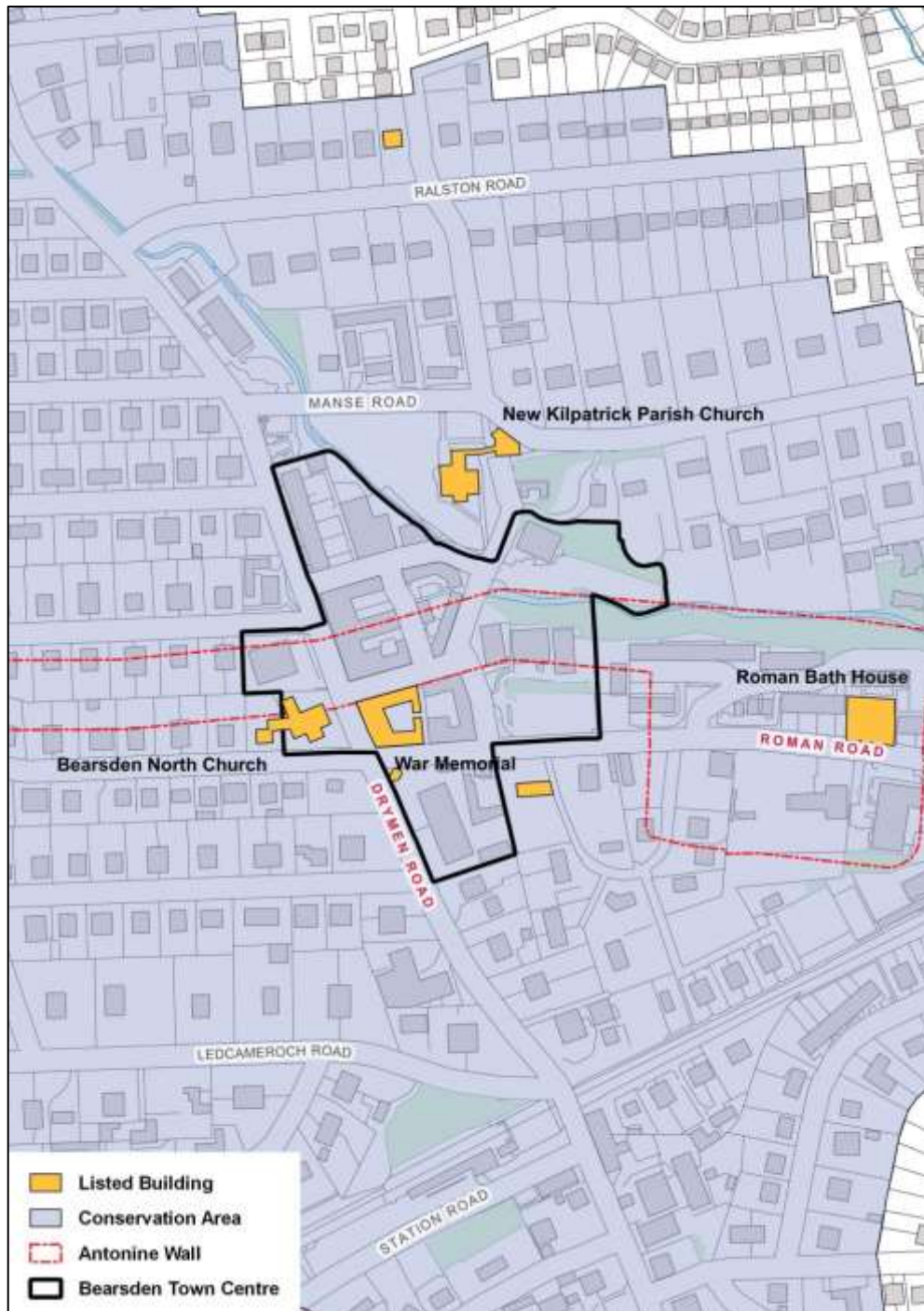


Figure 11 - Historic Environment designations in and around town centre



**Summary:** Bearsden benefits from a safe and high quality public realm overall. Whilst there are elements that will require attention – notably cycling infrastructure, signage and navigation – there are no obvious areas of immediate concern. The buildings are in good condition and accessibility is generally good. Pedestrian footfall has remained relatively stable, despite a slight decline from 2012. Links to the town’s Roman and Victorian heritage are present, although these are not always obvious to visitors.



## 5. Access to Community Facilities

### 5.1 Bearsden Community Hub

The town's main community resource is Bearsden Community Hub, located in the heart of Bearsden alongside Drymen Road and adjacent to Bearsden North Parish Church. The Community Hub is the new home for Council, library, leisure and cultural services in the town, and was officially opened on Tuesday 7 March 2017 following a £3m investment by the Council. It brings a wide range of services under one roof including Council Tax, benefits, registration, licensing, housing, general Council enquiries, library services, leisure services, arts and events.

The new facility also contains meeting rooms and social work facilities, new public toilets and an entire upgrade of previous public events space. On-site customer services team are available for residents to access and obtain information about a variety of different Council services and make payments for them in one visit.



Bearsden Hub

### 5.2 Local Churches

St Andrew's Church at the eastern side of the town on Roman Road has two separate halls available for public and commercial hire. New Kilpatrick Parish Church also has space for hire and is one of the principal performing venues of the Bearsden Choir. The 1<sup>st</sup> Bearsden Boys Brigade hall is located adjacent to the Parish Church at Kirk Place.

**Summary:** The new Community Hub is clearly the dominant community service within the town and offers a wide range of public facilities including toilets and meeting spaces. This is complimented by community space for hire at the local churches, but recreational and leisure facilities are beyond this are limited.



## 6. Transport and Parking

This section presents a range of information on traffic flow, parking availability, public transport provision and air quality within Bearsden town centre.

Figure 12 - Transport Infrastructure within town centre and surrounding area



### 6.1. Car Park Provision

Car parking provision is generally good, for a relatively small town centre. There are two short stay, free car parks to the east of the town centre (Douglas Place/Roman Road and Kirk Road), with a small amount of additional parking at the Bearsden Public Hall. Only the Douglas Place/Roman Road car park is subject to the Council's new charging scheme. This is supplemented by time restricted on-street parking throughout, which is clearly marked and with provision for disabled bays. In addition, the Douglas Place/Roman Road car park includes an electric vehicle re-charge point.

Figure 13 – Car Park Provision

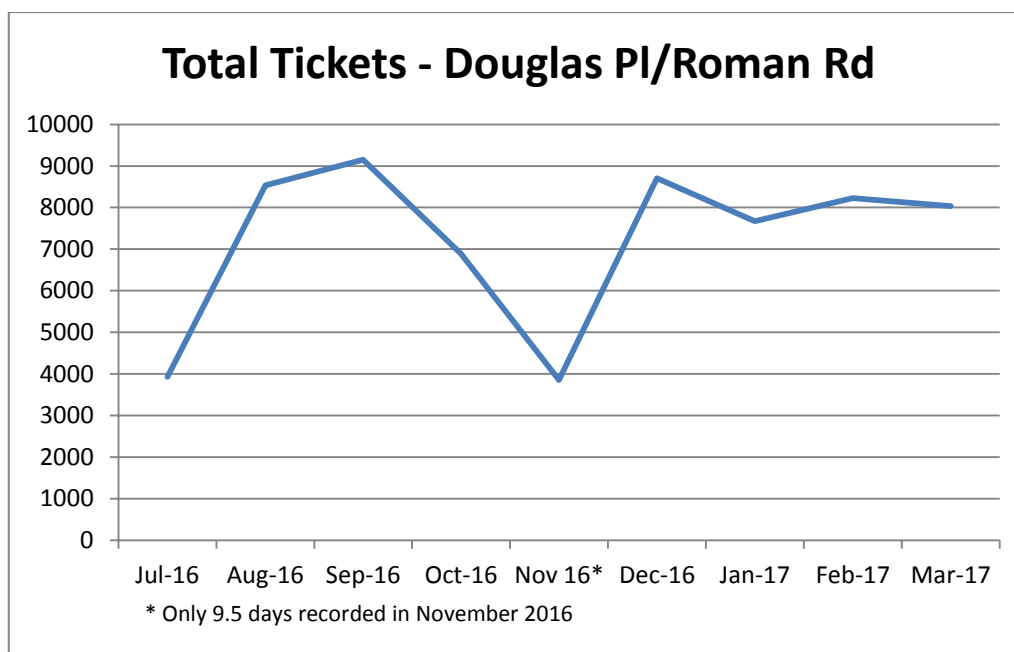


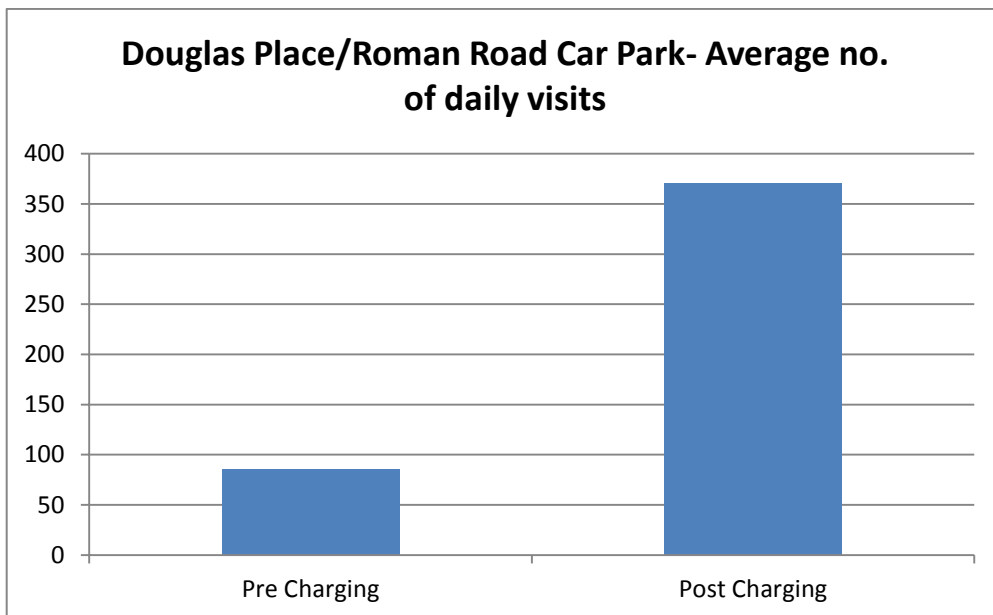
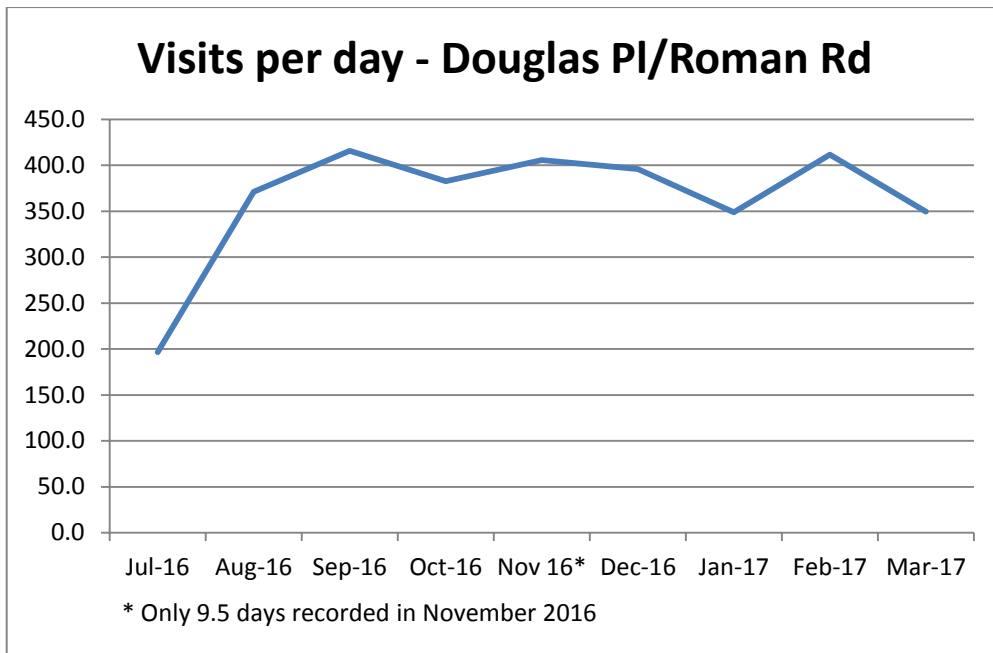
## 6.2. Car Park Usage

The following data relates to the one car park within Bearsden town centre that is currently subject to the charging scheme at Douglas Place, which has 67 parking bays.

Usage Data – July 2016 to March 2017

Month	Total Tickets	Visits per day	space usage per day	total income	income per day	space income per day
Jul-16	3934	196.7	2.9	£570.00	£28.50	£0.43
Aug-16	8538	371.2	5.5	£636.80	£27.69	£0.41
Sep-16	9149	415.9	6.2	£626.45	£28.48	£0.43
Oct-16	6888	382.7	5.7	£482.90	£26.83	£0.40
Nov 16*	3855	405.8	6.1	£272.10	£28.64	£0.43
Dec-16	8706	395.7	5.9	£743.40	£33.79	£0.50
Jan-17	7671	348.7	5.2	£645.00	£29.32	£0.44
Feb-17	8229	411.5	6.1	£677.95	£33.90	£0.51
Mar-17	8036	349.4	5.2	£801.20	£34.83	£0.52
<b>TOTAL</b>	<b>65006</b>	<b>3277.5</b>	<b>48.9</b>	<b>£5,455.80</b>	<b>£271.97</b>	<b>£4.06</b>





Source: East Dunbartonshire Parking Development

### 6.3. Traffic Flow

Bearsden town centre includes a number of permanent sensors, which monitor traffic flow at specified times and locations. The primary purpose of this data is to ensure that key junctions are operating at maximum efficiency by identifying trends over time and areas where junction performance could be improved. The following data shows both the total and average daily traffic counts in over a two week period in May 2017.

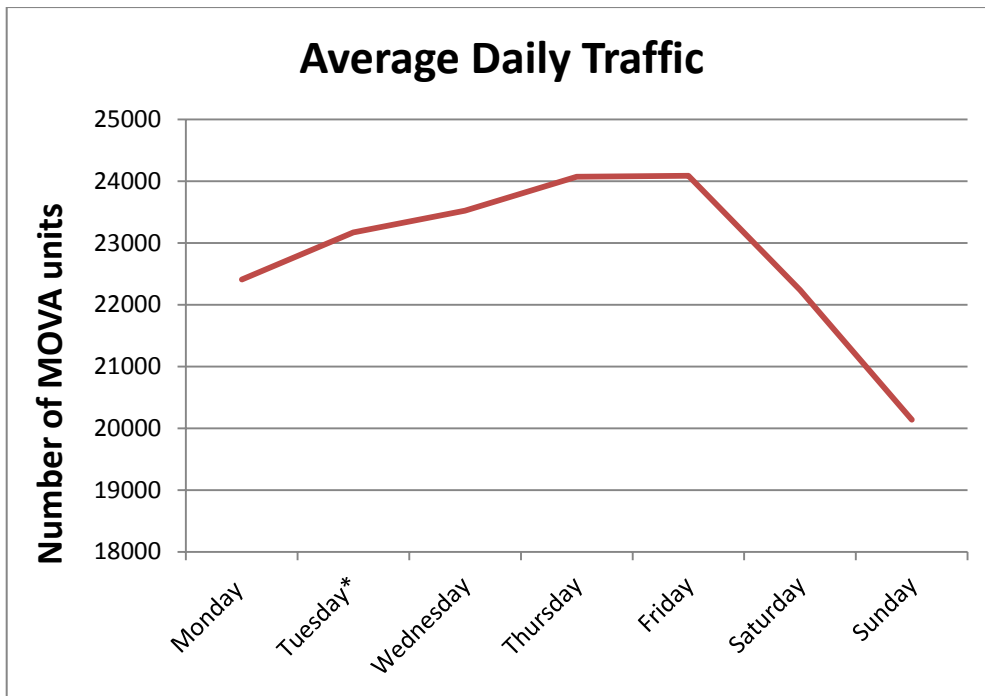
Weekdays	Date	Total Daily Traffic
Monday	01-May	19202
Tuesday	02-May	23622
Wednesday	03-May	23616
Thursday	04-May	24003
Friday	05-May	24377
Monday	08-May	22929
Tuesday	09-May	22944
Wednesday	10-May	23425
Thursday	11-May	24143
Friday	12-May	23795
Weekends	Date	Total Daily Traffic
Saturday	06-May	23213
Sunday	07-May	20561
Saturday	13-May	21259
Sunday	14-May	19718

Day	Total Traffic	Average Daily Traffic
Monday	44817	22408
Tuesday*	69505	23168
Wednesday	47041	23520
Thursday	48146	24073
Friday	48172	24086
Saturday	44472	22236
Sunday	40279	20139

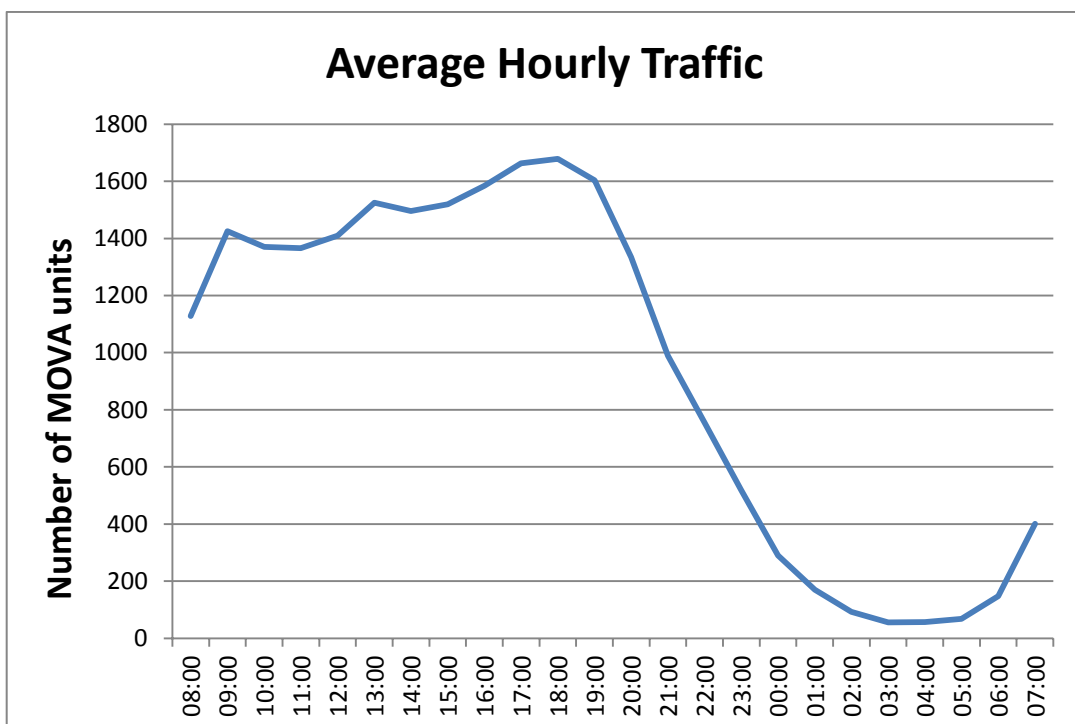
**\*Tuesday included 3 days of data with the other days having just 2 full days**

The above data indicates that traffic peaks on Thursdays and Fridays, as shown in the graph below. Unsurprisingly, traffic is lightest on Sundays.

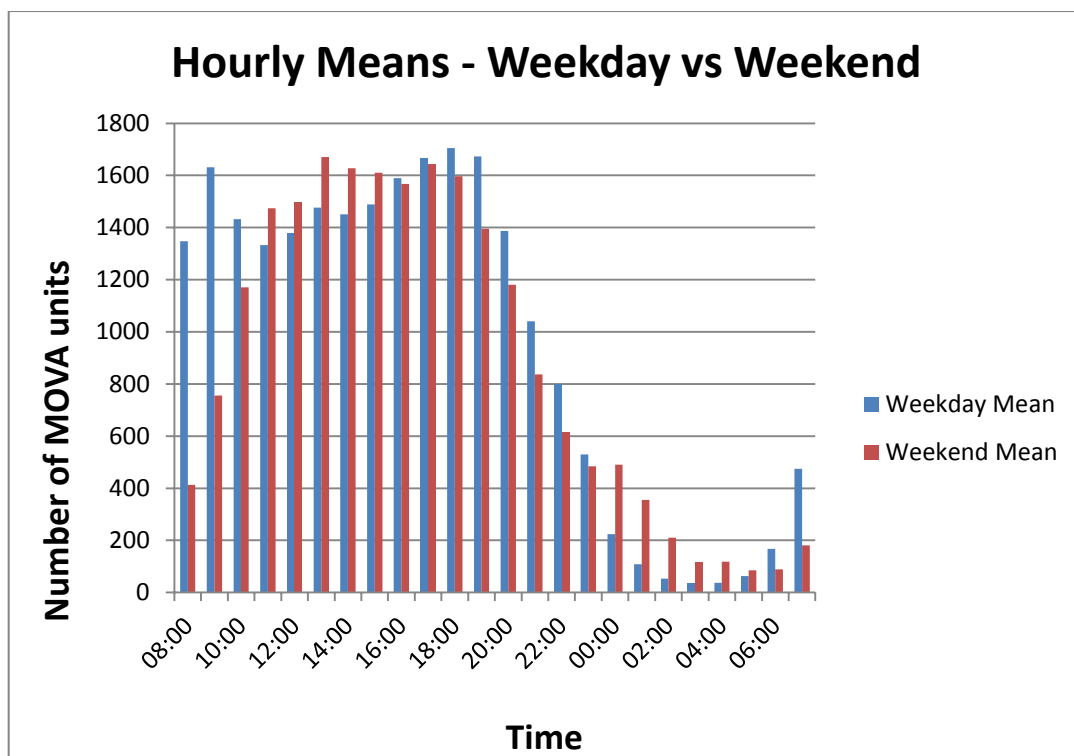




During the two-week count period, traffic rose gradually from Monday before peaking on Thursday and Friday at just over 24,000 vehicles, before declining during the weekend.



In terms of peak times throughout the study period, traffic was greatest between the main late afternoon/early evening commuting hours of 17:00 and 19:00, as would be expected.



#### 6.4. Automatic Traffic Counts

To gain a better understanding of traffic movement within the town centre, including volume, speed and types of traffic, a number of temporary automatic traffic counters were placed at strategic locations – Manse Road, Drymen Road and Roman Road. Data was collected for a period of one week from 12th June- 18th June 2017. The following graphics provide a summary of this exercise.

##### Manse Road



## Drymen Road



## Roman Road

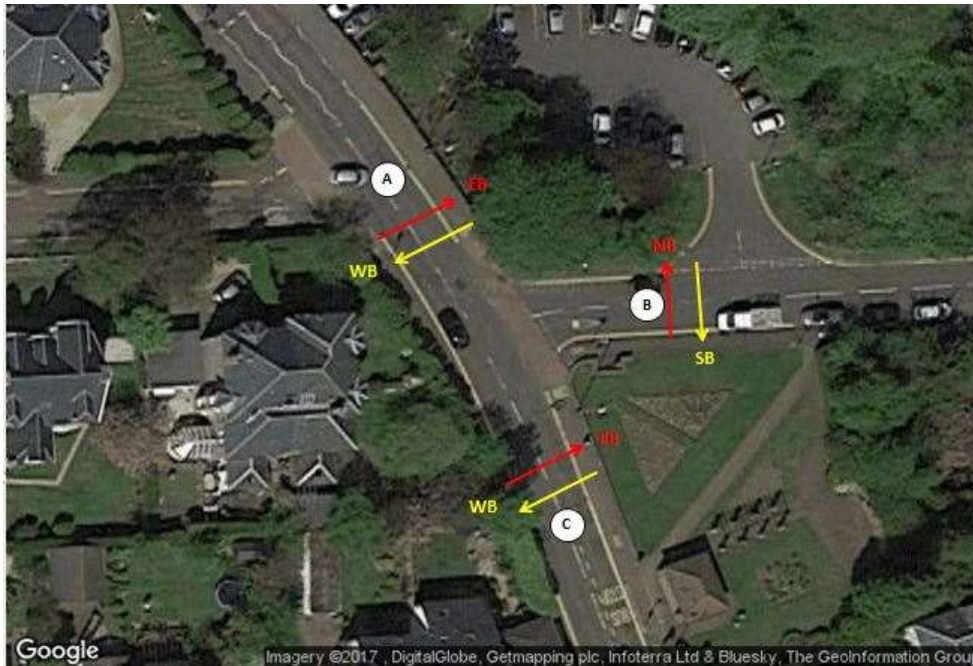


### 6.5. Pedestrian Crossing Counts

To gain a better understanding of pedestrian movement throughout the town centre, data was collected at the beginning of a weekday (15<sup>th</sup> June 2017) at three strategic junctions. The boundaries of each junction were clearly defined - these are shown

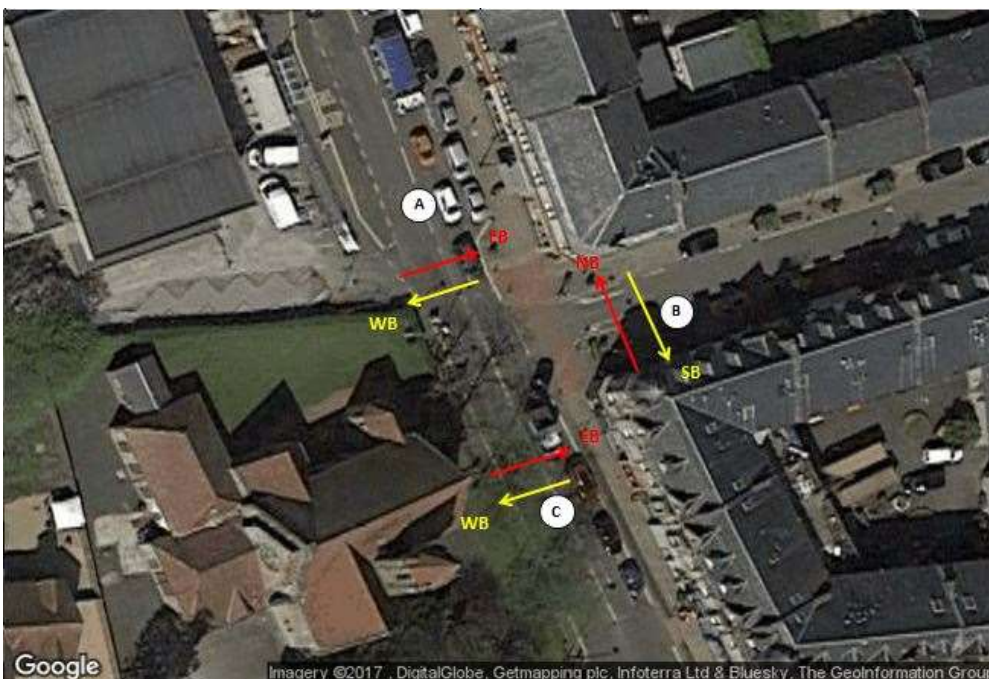
below along with the total number of pedestrians recorded within specified timeframes.

#### Manse Road/Drymen Road



Timeframe	Arm A	Arm B	Arm C	Total
7am 10am	2	193	30	225
4pm 7pm	1	183	129	313
<b>Total Peds.</b>	<b>3</b>	<b>376</b>	<b>159</b>	<b>538</b>

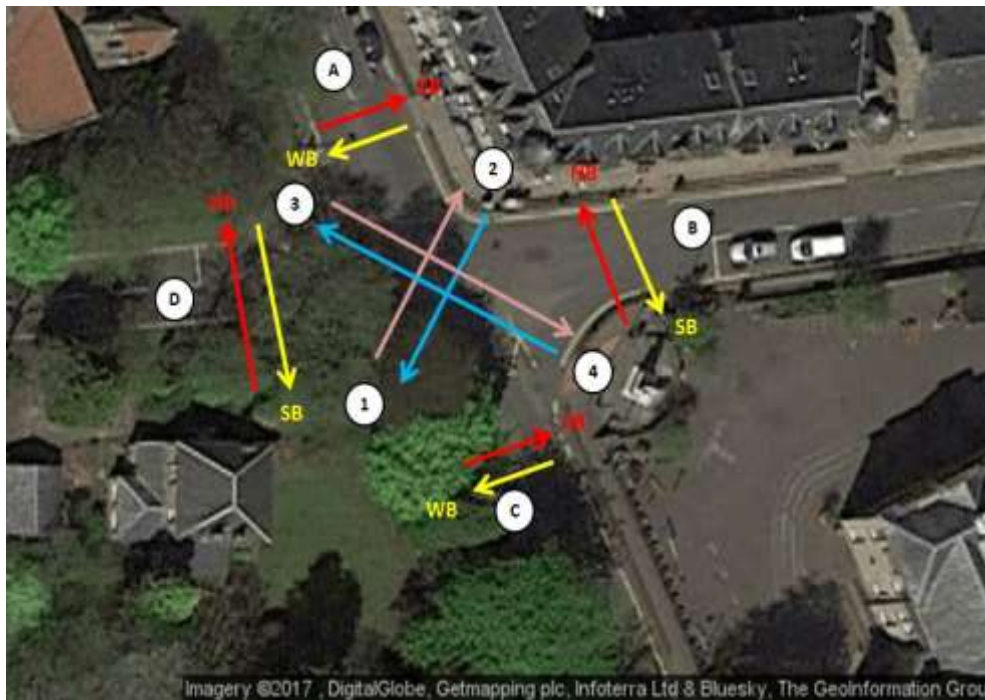
#### New Kirk Road/Drymen Road





Timeframe	Arm A	Arm B	Arm C	Total
7am 10am	41	592	150	783
4pm 7pm	68	775	136	979
<b>Total Peds.</b>	<b>109</b>	<b>1367</b>	<b>286</b>	<b>1762</b>

### Bearsden Cross

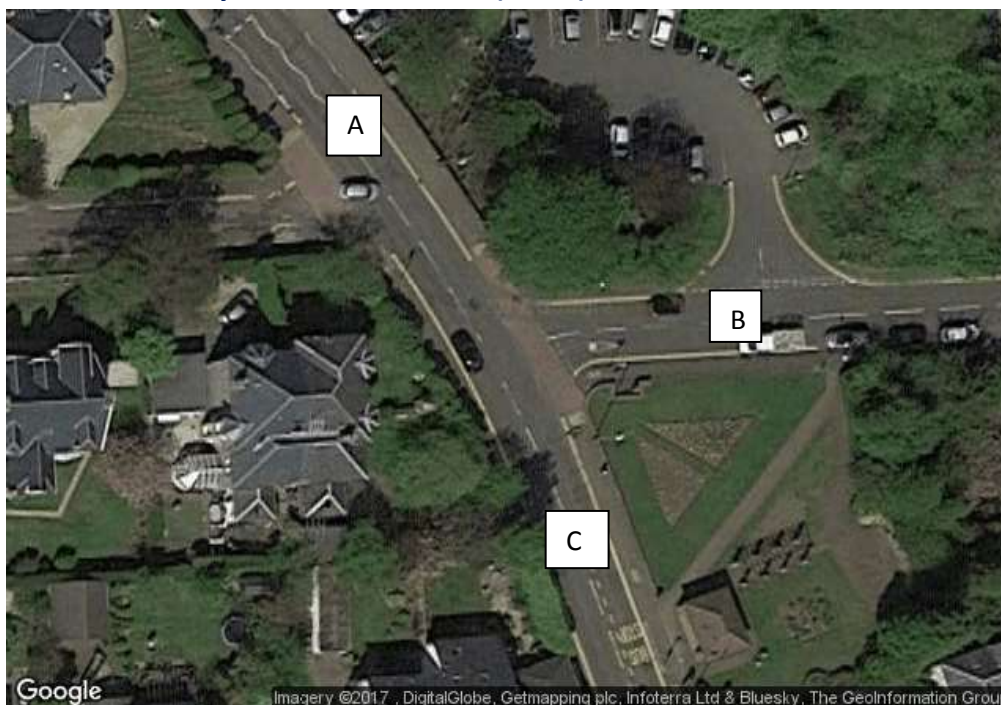


Timeframe	Arm A	Arm B	Arm C	Arm D	1 2	3 4	Total
7am 10am	150	204	181	146	9	36	726
4pm 7pm	136	153	34	77	60	6	466
<b>Total Peds.</b>	<b>286</b>	<b>357</b>	<b>215</b>	<b>223</b>	<b>69</b>	<b>42</b>	<b>1192</b>

## 6.6. Junction Turning Counts

The following tables provide the outcomes of junction turning counts, carried out by a specialist traffic and data services partner at three key junctions in or adjacent to Bearsden town centre. These counts recorded the movements of vehicles through each junction during the peak flow period of 1600 – 1900 hours, on 15<sup>th</sup> June 2017. It is intended to provide a snapshot of the typical amount of traffic flowing through the town centre at these strategic locations.

### Manse Road/Drymen Road Junction (Site 1)



Time slot	Arm A - Drymen Road North	Arm B – Manse Road	Arm C – Drymen Road South	Total
16:00	176	55	154	385
16:15	209	63	164	436
16:30	191	48	168	821
16:45	217	71	166	454
1 Hr	793	237	652	1682
17:00	209	50	151	410
17:15	218	52	153	423
17:30	235	57	192	484
17:45	231	60	159	450
1 Hr	893	219	655	1767
18:00	218	47	180	445
18:15	214	50	164	428
18:30	190	44	155	389
18:45	170	22	140	332
1 Hr	792	163	639	1594
Total	2478	619	1946	5043

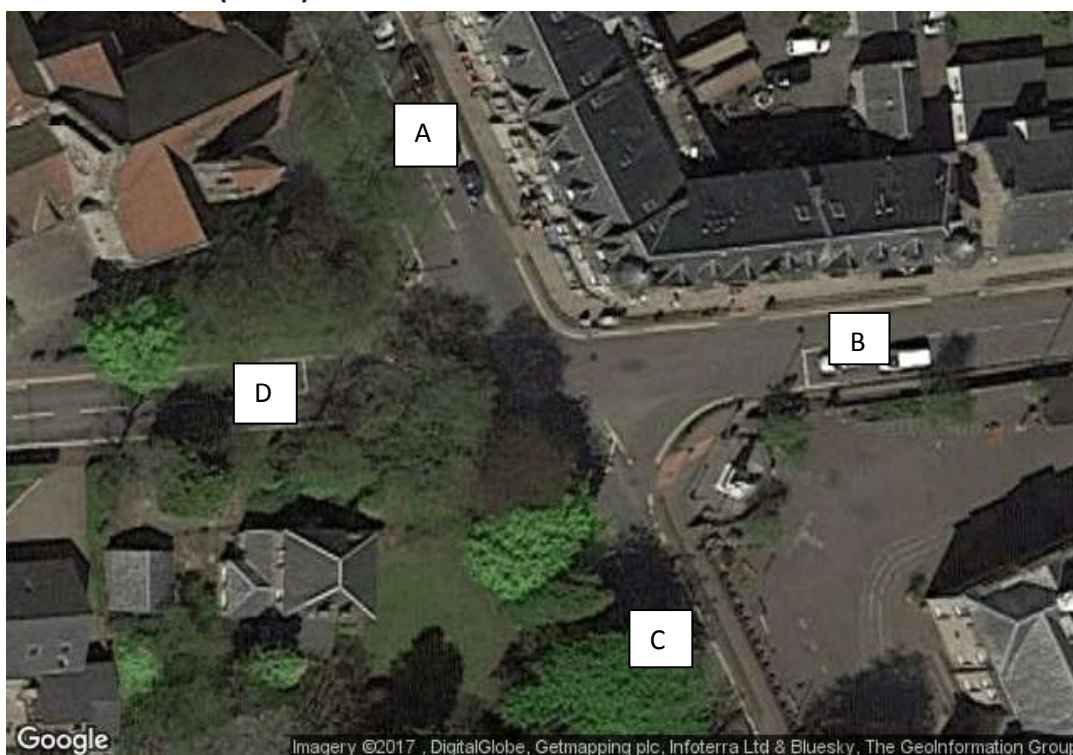


## New Kirk Road/Drymen Road Junction (Site 4)



Time slot	Arm A: Drymen Rd North	Arm B: New Kirk Rd North Lane	Arm B: New Kirk Rd South Lane	Arm C: Drymen Rd South	Total
16:00	200	17	19	162	398
16:15	220	11	20	175	426
16:30	221	19	25	178	443
16:45	238	16	23	162	439
1 Hr	879	63	87	677	1706
17:00	229	29	28	159	445
17:15	252	36	31	152	471
17:30	241	32	26	167	466
17:45	244	22	31	166	463
1 Hr	966	119	116	644	1845
18:00	249	11	20	173	453
18:15	249	17	16	143	425
18:30	220	15	22	159	416
18:45	203	12	24	150	389
1 Hr	921	55	82	625	1683
Total	2766	237	285	1946	5234

## Bearsden Cross (Site 5)



Time slot	Arm A: Drymen Road North	Arm B: Roman Road	Arm C: Drymen Road South	Arm D: Thorn Road	Total
16:00	185	69	176	28	458
16:15	199	76	184	38	497
16:30	197	80	186	24	487
16:45	219	78	159	25	481
1 Hr	800	303	705	115	1923
17:00	204	62	179	31	476
17:15	217	85	156	21	479
17:30	220	78	164	23	485
17:45	215	73	161	25	474
1 Hr	856	298	660	100	1914
18:00	220	74	161	32	487
18:15	222	54	158	27	461
18:30	189	53	169	28	439
18:45	169	62	141	30	402
1 Hr	800	243	629	117	1789
Total	2456	844	1994	332	5626

## 6.7. Local Bus Services

The following tables provide details of all bus services currently operating within Bearsden town centre, as of May 2017.

### Service 15 – Milngavie – Baljaffray – Bearsden – Anniesland – Glasgow

#### Milngavie – Glasgow

Frequency (Monday to Friday)	Timeslot (leaving Bearsden)	Route
~ 1 – 2 per hour	0711 – 1811	Milngavie – Glasgow, Hope St

#### Glasgow – Milngavie

Frequency (Monday to Friday)	Timeslot (leaving Bearsden)	Route
~ 1 – 2 per hour	0842 – 1842	Glasgow, Hope St – Milngavie

#### Milngavie – Glasgow

Frequency (Saturday)	Timeslot (leaving Bearsden)	Route
1 per hour	0911 – 1811	Milngavie – Glasgow, Hope St

#### Glasgow – Milngavie

Frequency (Saturday)	Timeslot (leaving Bearsden)	Route
1 per hour	0922 – 1822	Glasgow, Hope St – Milngavie

No Sunday Service

### Service 6B/118 – Duntocher – Gartnavel Hospital/Glasgow City Centre

#### 6B – Duntocher – Baljaffray – Anniesland – Glasgow City Centre

6B is a one bus a day service that leaves Ledi Drive and Bearsden Cross at 0650 and 0656 respectively, arriving in Glasgow City Centre at 0725.

#### 118 – Hardgate Roundabout – Baljaffray – Anniesland – Gartnavel Hospital

#### Monday to Saturday

Frequency	Timeslot (leaving Bearsden Cross)	Route
1 per hour	1912 – 2312	Hardgate – Gartnavel Hospital

118 - Gartnavel Hospital – Hardgate Roundabout

Monday to Saturday

Frequency	Timeslot (leaving Bearsden Cross)	Route
<b>1 per hour</b>	1842 – 2342	Gartnavel Hospital – Hardgate

118 - Hardgate Roundabout – Gartnavel Hospital

Sunday

Frequency	Timeslot (leaving Bearsden Cross)	Route
<b>1 per hour</b>	0707 – 2312	Hardgate – Gartnavel Hospital

118 - Gartnavel Hospital – Hardgate Roundabout

Sunday

Frequency	Timeslot (leaving Bearsden Cross)	Route
<b>1 per hour</b>	0737 – 2342	Gartnavel Hospital – Hardgate

Service 347 – Laurieston – Castlemains

Laurieston – Castlemains

Monday to Friday

Frequency	Timeslot (leaving Bearsden Cross)	Route
<b>4 buses</b>	0540 – 0615 – 0656 – 0733	Laurieston – Castlemains

Saturday, Laurieston – Castlemains

Frequency	Timeslot (leaving Bearsden Cross)	Route
<b>1 bus</b>	0806	Laurieston – Castlemains

Sunday, Laurieston – Castlemains

Frequency	Timeslot (leaving Bearsden Cross)	Route
<b>3 buses</b>	0744 – 0844 – 0940	Laurieston – Castlemains

Monday to Friday, Castlemains – Laurieston

Frequency	Timeslot (leaving Bearsden Cross)	Route
<b>5 buses</b>	1748 – 1829 – 1914 – 2017 – 2354	Castlemains – Laurieston

Saturday, Castlemains – Laurieston

Frequency	Timeslot (leaving Bearsden Cross)	Route
<b>5 buses</b>	1748 – 1829 – 1914 – 2017 – 2354	Castlemains – Laurieston

Sunday, Castlemains – Laurieston

Frequency	Timeslot (leaving Bearsden Cross)	Route
<b>2 buses</b>	1727 – 1906	Castlemains – Laurieston

Service 17 – Glasgow City Centre – Duntocher

Monday to Friday, Glasgow City Centre – Duntocher

Frequency	Timeslot (leaving Bearsden, Ledi Drive)	Route
<b>4 buses per hour</b>	0726 – 1836	GCC – Duntocher
<b>2 buses per hour</b>	1906 – 1951	GCC – Duntocher
<b>Last Bus</b>	2036	GCC – Duntocher

Saturday, Glasgow City Centre – Duntocher

Frequency	Timeslot (leaving Bearsden, Ledi Drive)	Route
<b>3 buses per hour</b>	0826 – 1851	GCC – Duntocher
<b>2 buses per hour</b>	1921 & 1951 (Last Bus)	GCC – Duntocher

Sunday, Glasgow City Centre – Duntocher

Frequency	Timeslot (leaving Bearsden, Ledi Drive)	Route
<b>1 bus per hour</b>	0814 & 1844 (Last Bus)	GCC – Duntocher
<b>2 buses per hour</b>	1014 – 1759	GCC – Duntocher

Monday to Friday, Duntocher – Glasgow City Centre

Frequency	Timeslot (leaving Bearsden, Ledi Drive)	Route
<b>4 buses per hour</b>	0621 – 1748	Duntocher – GCC
<b>1 bus per hour</b>	1833 & 1918 (Last Bus)	Duntocher – GCC

Saturday, Duntocher – Glasgow City Centre

Frequency	Timeslot (leaving Bearsden, Ledi Drive)	Route
<b>3 buses per hour</b>	0713 – 1733	Duntocher – GCC
<b>2 buses per hour</b>	1803 – 1903 (Last bus)	Duntocher – GCC

Sunday, Duntocher – Glasgow City Centre

Frequency	Timeslot (leaving Bearsden, Ledi Drive)	Route
<b>1 bus per hour</b>	0712 & 0832	Duntocher – GCC
<b>2 buses per hour</b>	0912 – 1645	Duntocher – GCC
<b>Last Bus</b>	1730	Duntocher – GCC



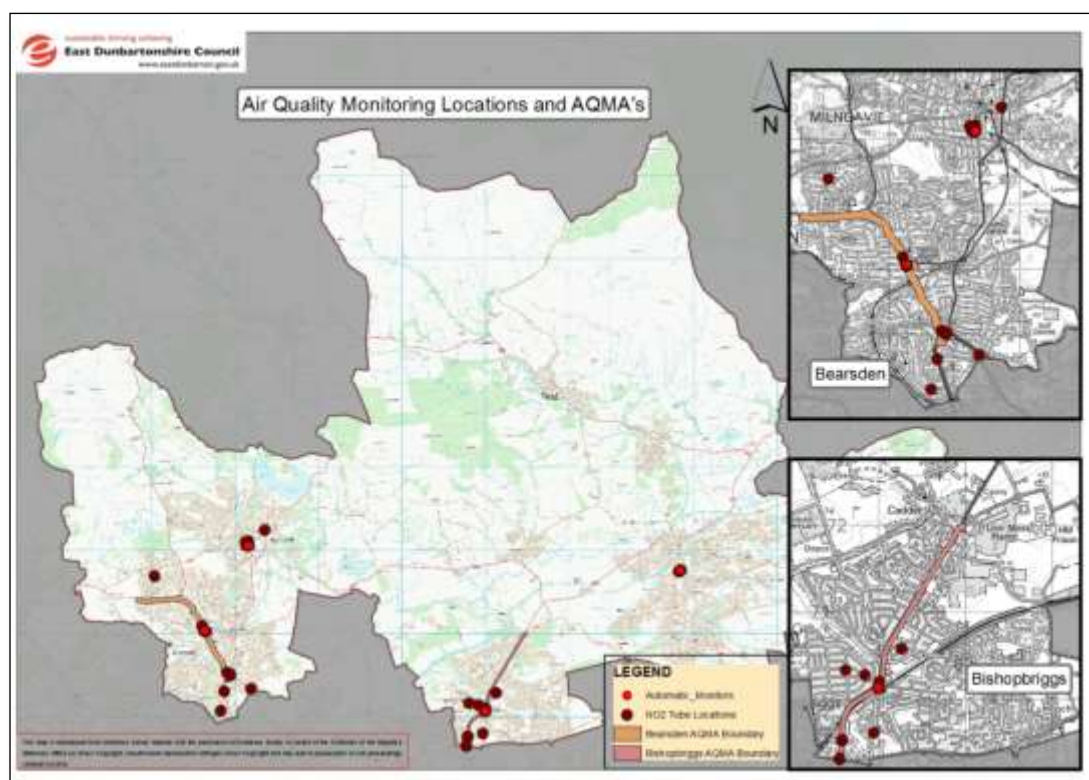
## **6.8. Air Quality**

Local authorities across Scotland are required to review and assess the air quality within their geographical areas. The process is designed to identify any exceedances of the UK Air Quality Strategy Objectives and to enable any local authority that identifies such an area to develop and implement a plan with stakeholders to improve local air quality. A Local Air Quality Management (LAQM) Report is required to be produced annually. The report fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995) and the relevant Policy and Technical Guidance documents. Poor air quality has been identified as dangerous to human health and creates an unpleasant environment for all.

In East Dunbartonshire, the main pollutants of concern are Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>). Previous modelling studies have indicated that the source of pollutants is mainly due to road traffic emissions; both volume of traffic and congestion.

Emissions from transport have been identified as the main contributor of NO<sub>2</sub> and PM<sub>10</sub> (particulates) pollution, specifically, in East Dunbartonshire. Domestic emissions are the main contributor of CO<sub>2</sub> emissions. The busiest routes that are of concern in relation to air quality within East Dunbartonshire are the A803 and B812 in Bishopbriggs; the A81 through Milngavie; and the A809 and A739 through Bearsden. There are currently two Air Quality Management Areas (AQMA) declared within East Dunbartonshire, Bishopbriggs (2005) and Bearsden Cross (2011), both of which were declared an AQMA after several years of exceeding national NO<sub>2</sub> and PM<sub>10</sub> objective levels. The Bearsden monitoring station is located on the corner of Drymen Road and Roman Road (north side).

Figure 14 – AQMA locations



Data for the Bearsden AQMA, which was declared in 2011 for NO<sub>2</sub> and PM<sub>10</sub> exceedences, has indicated that levels have dropped since the declaration. Taking pre-declaration data into account, there has been a clear improvement in the concentration of PM<sub>10</sub> concentrations in the past 10 years. This is shown in the tables below. Monitoring will continue until a clear long term downward trend in both pollutants is observed.

#### PM<sub>10</sub> Annual Mean Concentrations 2007 - 2016

Location	PM <sub>10</sub> Annual mean concentrations (Objective ≤ 18 µg /m <sup>3</sup> )								
	2007	2008	2009	2010	2011	2012	2013	2014	2015
Bearsden	20.6	22.8	20.5	25	20	-	-	14	14
Bishopbriggs	21.1	17.8	18.9	19	17	15	-	17	15
Kirkintilloch	-	22	22.5	26	19	18	17.58	17	17
Milngavie	-	-	-	-	-	14	14	14	13
Objective	18	18	18	18	18	18	18	18	18

## NO<sub>2</sub> Annual Mean Concentrations 2007 - 2016

Location	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) <sup>(1)</sup>	Valid Data Capture 2015 (%) <sup>(2)</sup>	NO <sub>2</sub> Annual Mean Concentration (µg/m <sup>3</sup> ) <sup>(3)</sup>				
					2011	2012	2013	2014	2015
Bearsden	R	Automatic	98	98	39	<b>42</b>	36	37	34
Bishopbriggs	R	Automatic	99	99		30	31	29	27
Kirkintilloch	R	Automatic	95	95	<b>43</b>	34	32	29	29
Milngavie	R	Automatic	94	94		25	23	24	23

Notes: Exceedences of the NO<sub>2</sub> annual mean objective of 40µg/m<sup>3</sup> are shown in bold. NO<sub>2</sub> annual means exceeding 60µg/m<sup>3</sup>, indicating a potential exceedence of the NO<sub>2</sub> 1-hour mean objective are shown in bold and underlined.

- (1) data capture for the monitoring period, in cases where monitoring was only carried out for part of the year
- (2) data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).
- (3) Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM. TG(16) if valid data capture for the full calendar year is less than 75%.

**Summary:** Bearsden has relatively good public transport accessibility for what is a small town centre. It benefits from being located on the main route from Glasgow to Milngavie and beyond. There are five bus services available within the town centre, together with a regular train service on the Edinburgh-Glasgow-Milngavie line. There are two main car parks, one of which is subject to the Council’s charging scheme (Douglas Place). Usage data shows that the number of daily visits has increased by almost four-fold since its introduction, meaning that many more people are using the town centre. Automatic traffic counters indicate that Thursdays and Fridays are the busiest days in terms of traffic volume, with the hour between 1730 and 1830 being the peak time period. Data also indicates that speeding is a particular issue on Roman Road, with 26% of drivers exceeding the 30mph limit compared to just 12% on Drymen Road and 9% on Manse Road. Pedestrian movement was also observed manually and found that there are a high number of pedestrians crossing Manse Road, but much fewer people crossing Drymen Road, especially north of Manse Road. At Bearsden Cross, the busiest arm is on Roman Road, followed by Drymen Road North. A relatively small number of pedestrians were observed to have crossed diagonally. Finally, in terms of air quality, data shows that levels of NO<sub>2</sub> and PM<sub>10</sub> have been declining in recent years, meaning that the town’s Air Quality Management Area status may be lifted in coming years.

## 7. Green Infrastructure

- 7.1.** Bearsden lacks a centrally located formal public park or large open space, with the more peripheral open spaces of Kilmardinny Loch, Colquhoun Park, Langfaulds Field and King George V Park forming the key open space sites for the town. The Council's Open Space Strategy states that the quality of existing open space provision and function should be upheld to ensure that high quality open space provision is met.
- 7.2.** Overall lack of playspace should be addressed in more detail, taking into consideration the large areas of houses with ample garden space and demographics. Open spaces with historic interest that should be protected and enhanced: New Kilpatrick Cemetery, Roman Park and Antonine Park. There is a need to explore opportunities to improve the access networks around the town where possible, along with extending path links to open spaces in neighbouring areas and to the surrounding countryside. This should be informed by the East Dunbartonshire Council Access Strategy and Core Path Plan and strengthened through potential linkages created by new developments.

**Summary:** Bearsden as a whole benefits from a relatively high quality standard of green infrastructure and open space. However, the town centre itself lacks significant green infrastructure, mainly because of its space limitations. Surrounding residential areas, which generally include substantial garden ground, partly offset this in terms of providing local habitats and green corridors. Whilst a local path network does exist, linkages to surrounding areas including the countryside are not of a particularly high quality.

Figure 15 - Green Infrastructure and Open Space

