



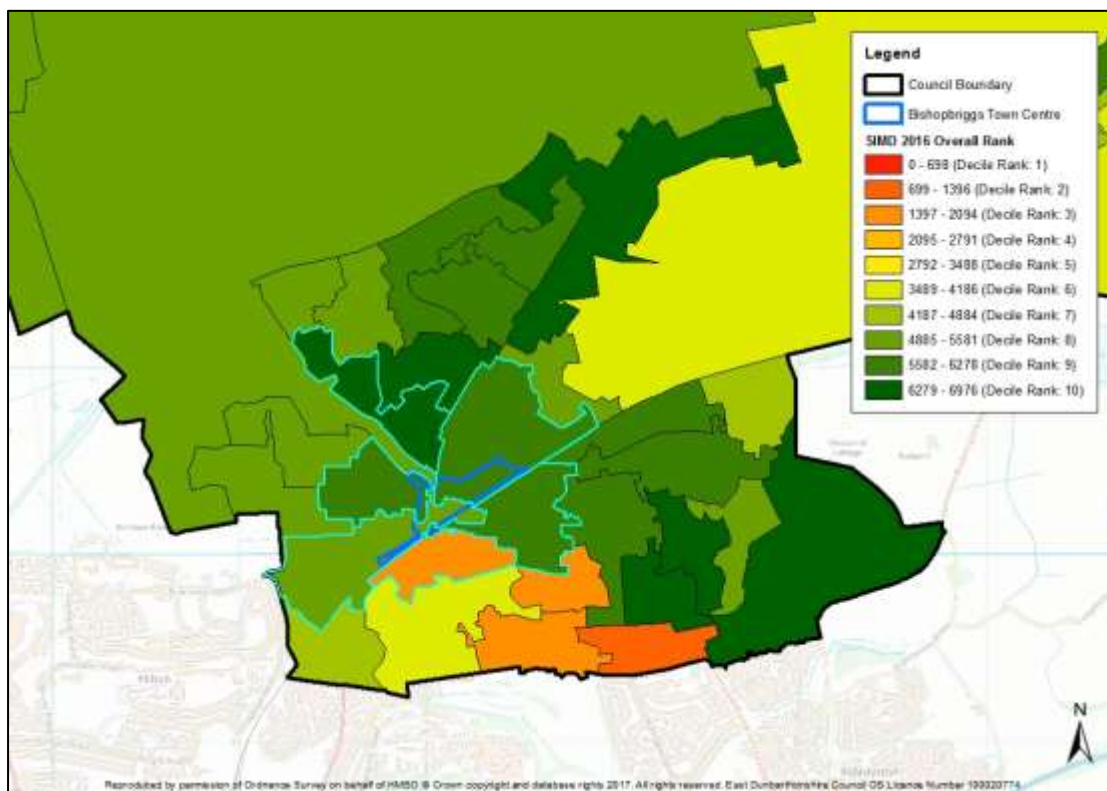
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**East Dunbartonshire Council**

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# Bishopbriggs Town Centre Strategy Evidence and Health Check Report

July 2017



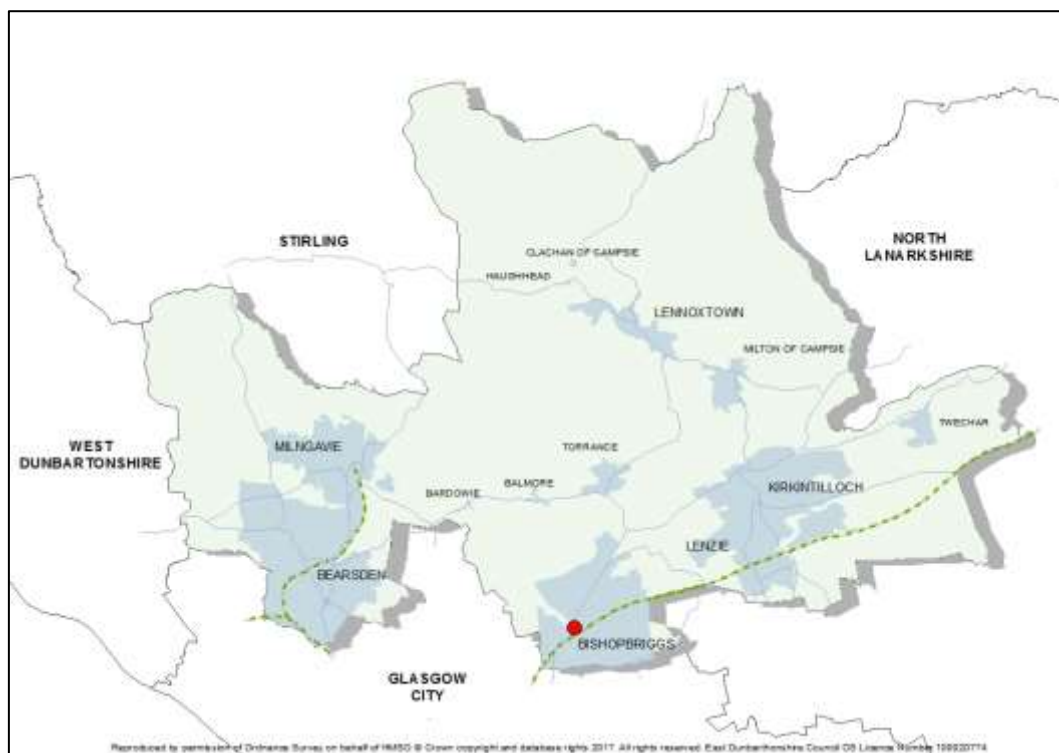
## **Contents**

<b>1.</b>	<b>Introduction.....</b>	<b>3</b>
<b>2.</b>	<b>Demographic and Population Profile.....</b>	<b>4</b>
<b>3.</b>	<b>Retail, Land Use and Economic Functions.....</b>	<b>13</b>
<b>4.</b>	<b>Public Realm and Accessibility.....</b>	<b>17</b>
<b>5.</b>	<b>Access to Community Facilities .....</b>	<b>23</b>
<b>6.</b>	<b>Transport and Parking.....</b>	<b>26</b>
<b>7.</b>	<b>Green Infrastructure.....</b>	<b>44</b>

## 1. Introduction

- 1.1. This report is intended to present an overview of current land use data and information relating to Bishopbriggs 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 incorporates 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 Bishopbriggs. 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) 2016. 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 datazones – 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. Bishopbriggs town centre is split between two wards - Bishopbriggs North & Campsie and Bishopbriggs 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 the year 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 – Datzones surrounding Bishopbriggs Town Centre

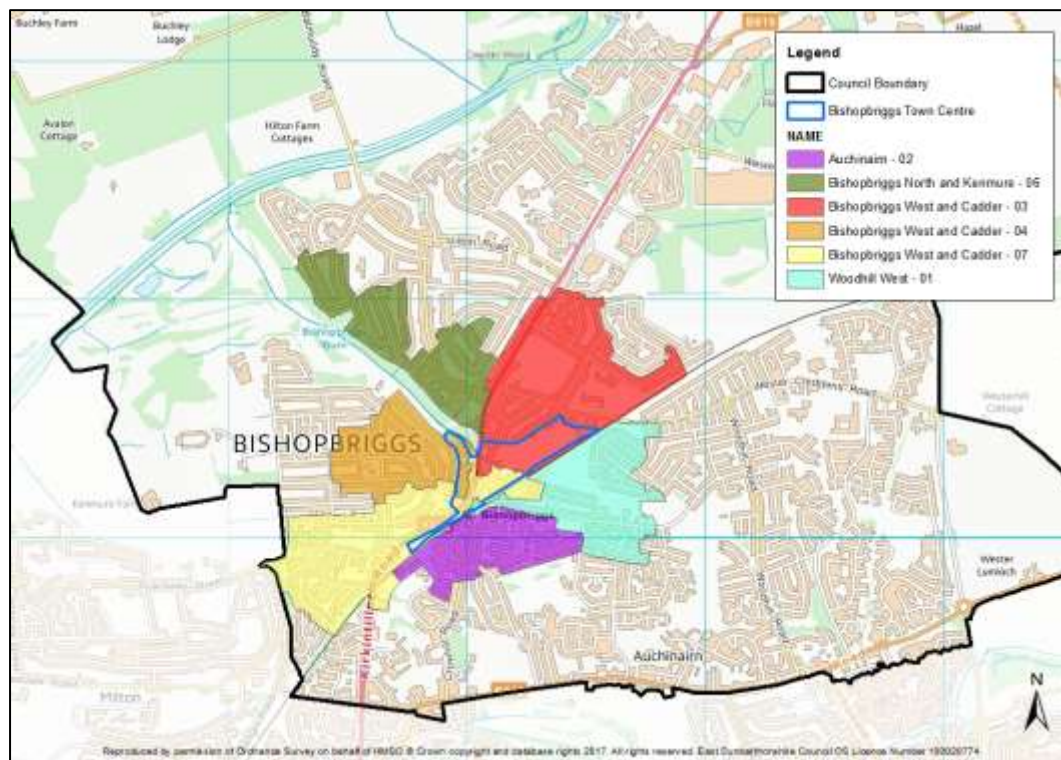
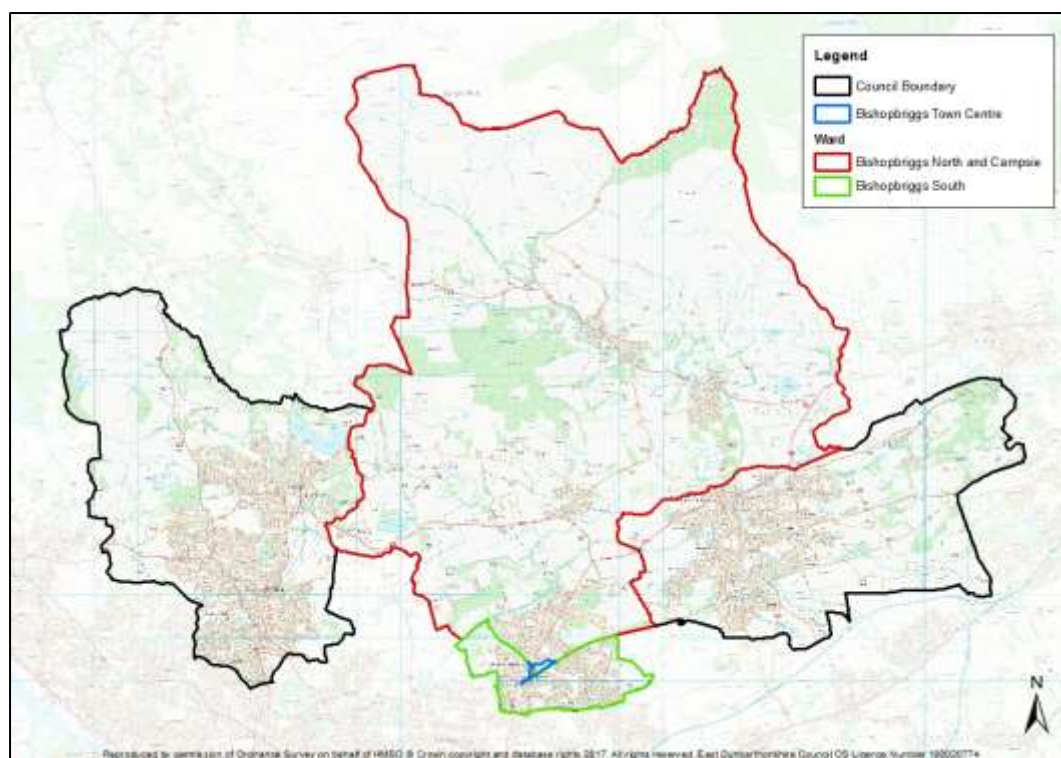


Figure 3 – Electoral Wards covering Bishopbriggs Town Centre



## Population

	Population (2015)	% Male	% Female
East Dunbartonshire	106,960	48.4%	51.6%
Bishopbriggs North & Campsie Ward	13,518	50.2%	49.8%
Bishopbriggs South Ward	12,709	47.5%	52.5%
Datazone Bishopbriggs West and Cadder 03	771	48%	52%
Datazone Bishopbriggs West and Cadder 04	614	44%	56%
Datazone Bishopbriggs West and Cadder 07	913	46.5%	53.5%
Datazone Auchinairn 02	704	43.3%	56.7%
Datazone Woodhill West 01	869	48.1%	51.9%
Datazone Bishopbriggs North and Kenmure 06	908	47%	53%

(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
Bishopbriggs West and Cadder 03	54.9	31.6	13.5	86.5	339
Bishopbriggs West and Cadder 04	54.4	31.8	13.8	86.2	289
Bishopbriggs West and Cadder 07	57.3	29.4	13.4	86.6	407
Auchinairn 02	68	17.3	14.6	85.4	389
Woodhill West 01	55.6	29.3	15.1	84.9	353
Bishopbriggs North and Kenmure 06	55.4	30.6	14	86	371

(Source: NRS 2015 mid-year population estimates)

## Ethnicity

	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%
Bishopbriggs North & Campsie	89%	4.3%	1.6%	0.1%	1.0%	3.0%	0.4%
Bishopbriggs South	89%	2.6%	1.6%	0.2%	0.8%	4.8%	0.6%

Source: 2011 Census



## Health

### General Health

	Total Pop.	Very good or good health	Fair Health	Bad health of very bad health
East Dunbartonshire	105,026	84.9%	10.8%	4.3%
Bishopbriggs North & Campsie	13,807	85.6%	10.8%	3.7%
Bishopbriggs South	12,309	83.3%	11.8%	4.8%

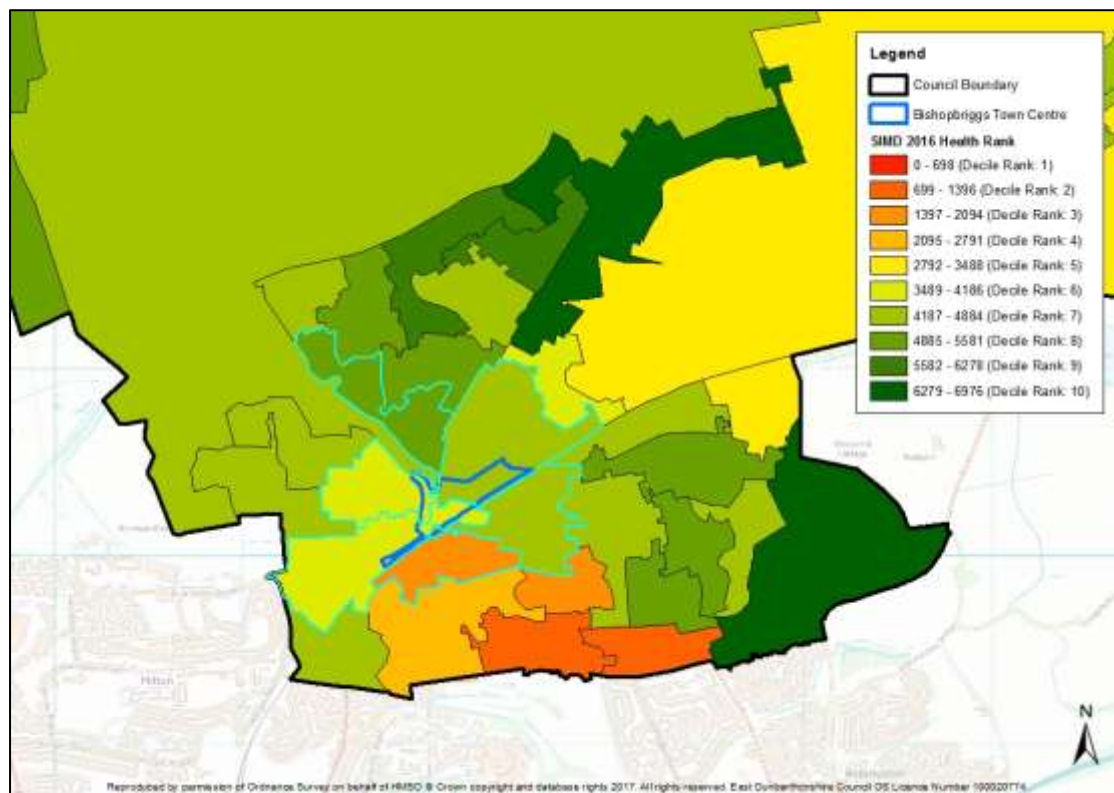
Source: 2011 Census

### 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%
Bishopbriggs North & Campsie	13,807	7.5%	9.6%	82.9%
Bishopbriggs South	12,309	8.5%	9.7%	81.8%

Source: 2011 Census

Figure 4 – SIMD Datazone Health Rank



## 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%
Bishopbriggs North & Campsie	13.0%	39.9%	9.0%	2.7%	4.6%
Bishopbriggs South	14.2%	41.7%	7.2%	4.0%	4.2%

(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%
Bishopbriggs North & Campsie	10.0%	24.2%	15.4%	13.6%	10.0%	6.9%	9.2%	5.0%	5.7%
Bishopbriggs South	8.2%	18.0%	13.2%	14.1%	12.2%	9.4%	10.8%	5.9%	8.2%

(Source: 2011 Census)

Figure 5 – SIMD Employment Rank

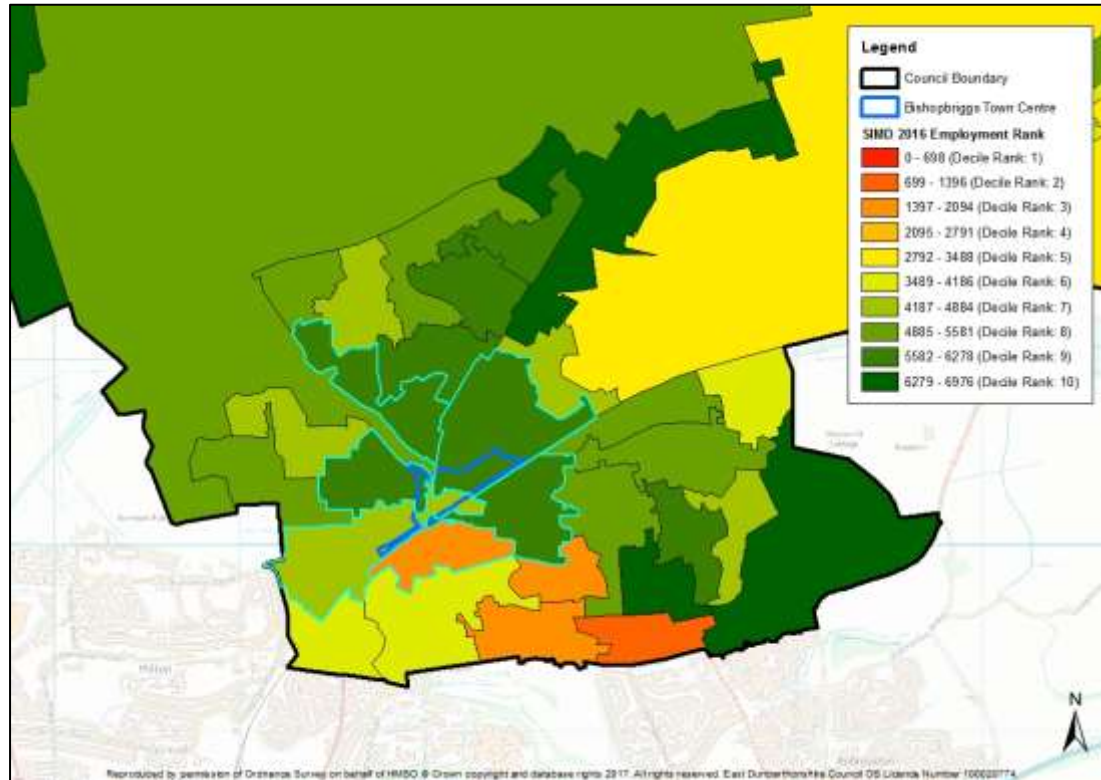
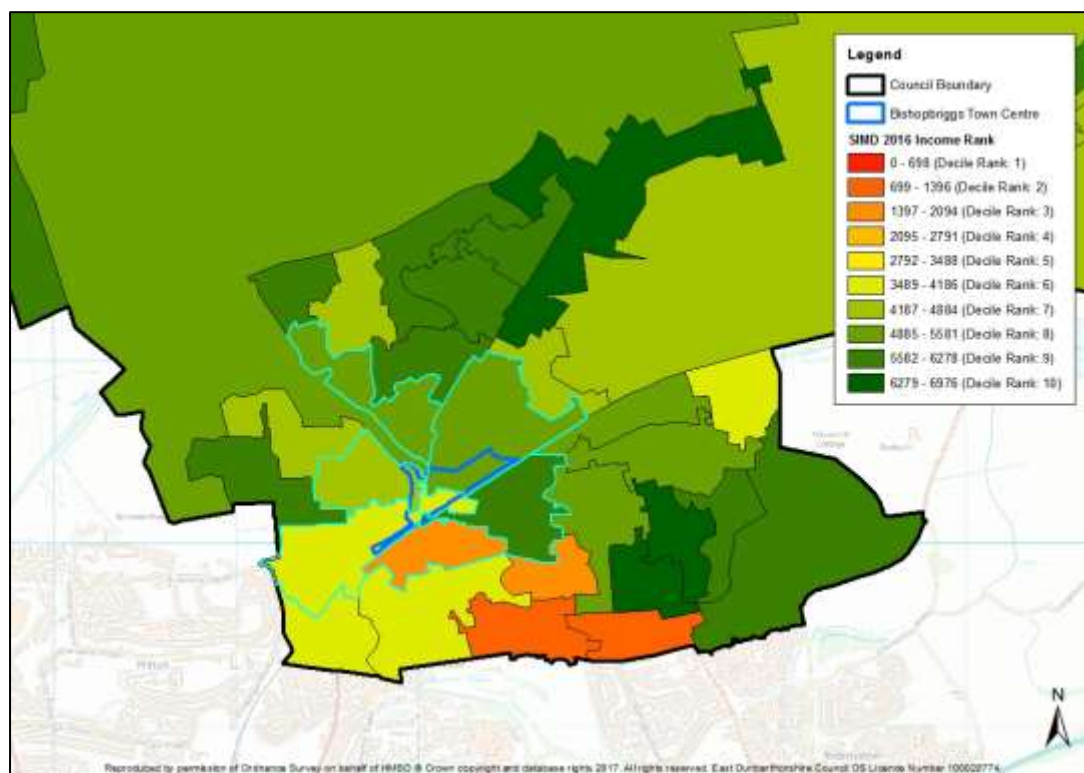




Figure 6 – SIMD Income Rank



## 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%
Bishopbriggs North & Campsie	19.8%	19.6%	17.3%	10.0%	33.3%
Bishopbriggs South	25.1%	22.3%	16.8%	10.6%	25.1%

(Source: 2011 Census)

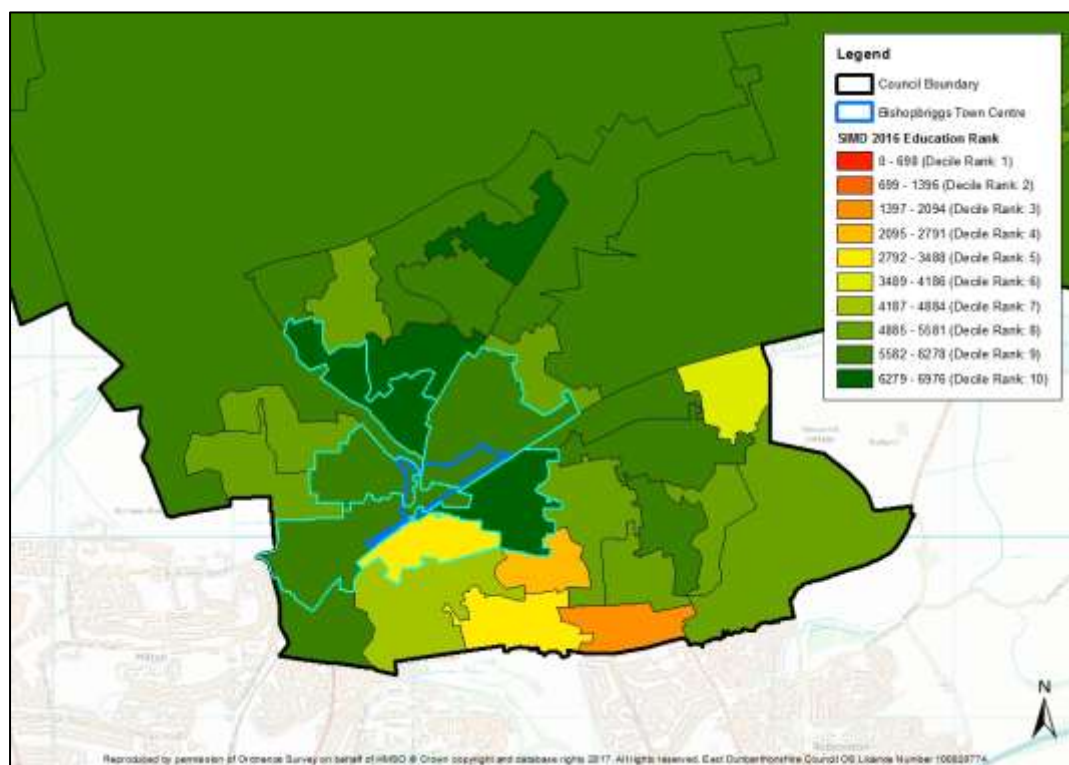
**Level 1:** 0 Grade, Standard Grade, Access 3 Cluster, Intermediate 1 or 2, GCSE, CSE, Senior Certification or equivalent; GSVQ Foundation or Intermediate, SVQ level 1 or 2, SCOTVEC Module, City and Guilds Craft or equivalent; Other school qualifications not already mentioned (including foreign qualifications)

**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 – SIMD Education Rank



### House tenure

	All household	Owned outright	Owned with mortgage	Shared ownership	Council rented	Other social rented	Private rented	Other rented	Living rent free
East Dunbartonshire	43,473	39.8%	41.4%	0.2%	8.5%	3.5%	5.1%	0.6%	0.9%
Bishopbriggs North & Campsie	5,554	49.2%	41.6%	0.1%	2.4%	0.9%	4.1%	0.6%	1.0%
Bishopbriggs South	5,031	35.2%	45.0%	0.2%	9.2%	2.0%	7.0%	0.7%	0.8%

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%
Bishopbriggs North & Campsie	15.4%	43.8%	31.6%	7.1%	2.0%
Bishopbriggs South	23.3%	44.9%	25.7%	5.0%	1.1%

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 Dunbartonshire	9.7%	7.6%	12.8%	30.1%	21.5%	3.6%	1.3%	1.2%	1.9%	10.3%
Bishopbriggs North & Campsie	10.8%	13.1%	19.2%	17.1%	15.1%	6.5%	2.9%	2.2%	2.0%	10.9%
Bishopbriggs South	8.1%	8.6%	19.1%	36.8%	11.8%	1.6%	0.9%	0.7%	1.3%	11.4%

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.

No. 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	317	314
East Dunbartonshire	6	7	126	52	53	112	135

Source: Scottish Government – recorded crime in Scotland

Number of Recorded CCTV Incident Reports

Bishopbriggs Town Centre	Theft	Assault	Road Traffic	Anti Social Behaviour	Vandalism	Total
2016	13	1	10	7	2	33
2015	6	2	4	15	1	28
2014	17	6	8	12	3	46
2013	11	7	11	18	8	55
2012	17	7	6	17	1	48

Source: East Dunbartonshire Customer Services Operations

## No. of Fires 2015/16

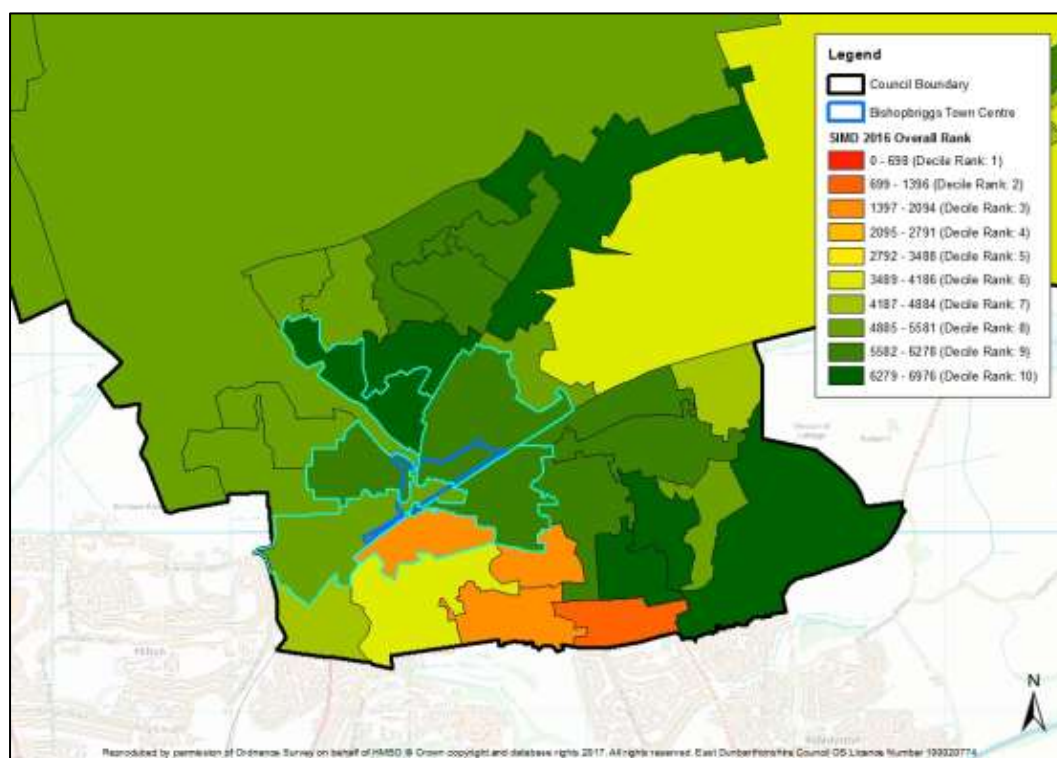
	No. of all deliberate fires	No. of all accidental dwelling fires	No. of all accidental other building fires
East Dunbartonshire	205	71	17
Bishopbriggs North & Campsie	35	8	2
Bishopbriggs South	24	13	2

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 Bishopbriggs at a datazone level. This is shown in figure 8 below, with Rank 1 being the most deprived and Rank 10 being the least deprived. Bishopbriggs town centre itself is rated highly overall. *Bishopbriggs West and Cadder* 03 & 04 are both ranked in the second highest decile (9), while *Bishopbriggs North & Kenmure* 06 is ranked in the top decile (10) meaning it is one of the least deprived areas in East Dunbartonshire. However, the datazones to the south of the town centre are significantly more deprived, with *Auchinairn* 02 ranked in the third lowest decile (3). Datazones in the wider Auchinairn area are all in the lowest five deciles, including *Auchinairn* 06, which makes it one of the seven most deprived datazone areas within East Dunbartonshire and also the lowest 25% in Scotland.

Figure 8 – SIMD 2016 Overall Rank

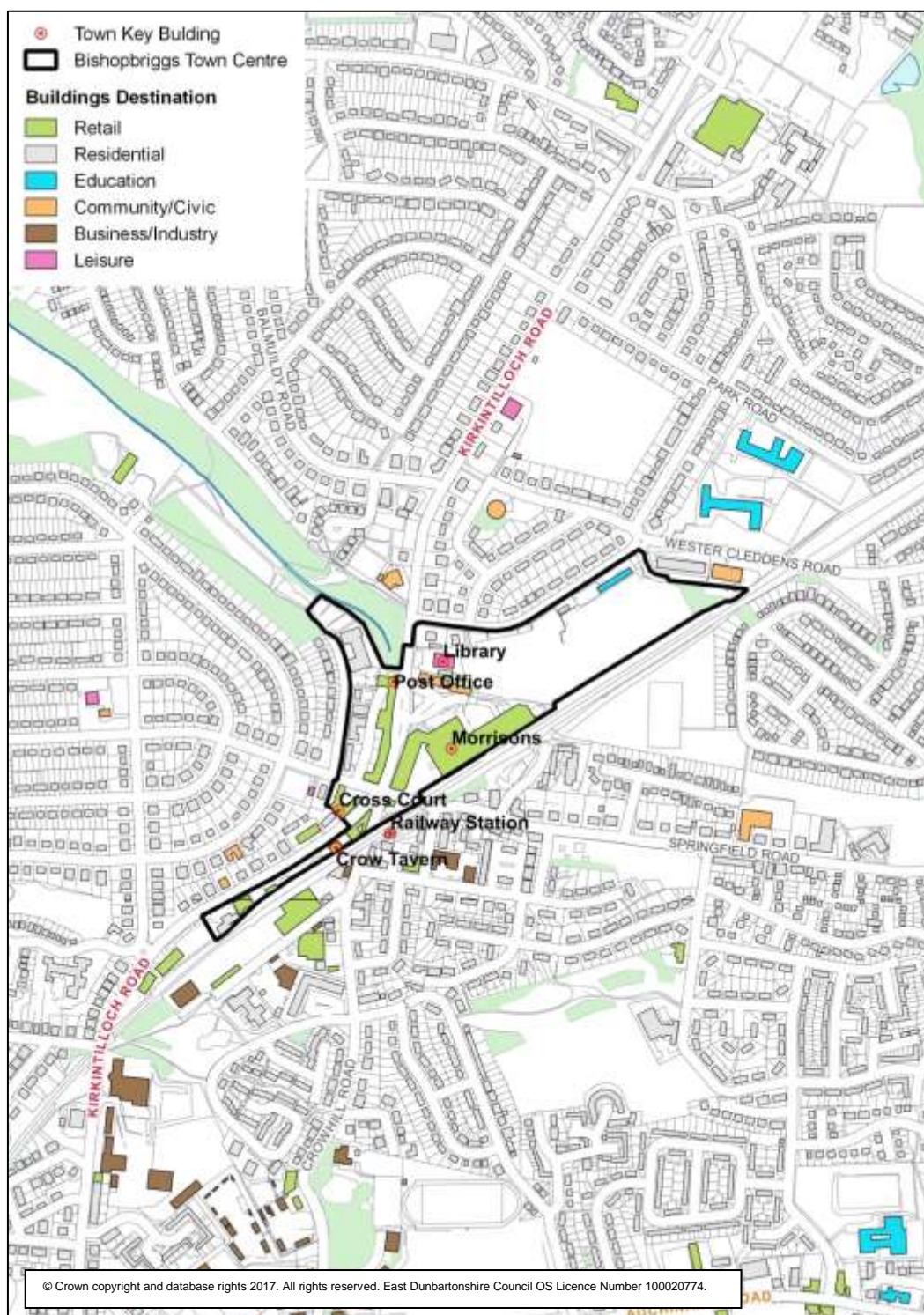




### 3. Retail, Land Use and Economic Functions

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 Bishopbriggs town centre and surrounding area





### **3.1 National Retailers**

Supermarket provision consists of a Morrison's store in the town centre (Triangle) and a Tesco Express to the south end of the centre. There is also a large Asda store north of the town centre on the Kirkintilloch Road. According to the most recent Retail Capacity Study household survey (2014) 78.9% of residents do their main food shop at either the Morrison's or Asda in the town, and 11.3% travel to Glasgow. Other notable high street brands operating within the town centre include Timpson's, Boots, Costa, Subway, Thomas Cook, Thomson, Greggs and Superdrug.

### **3.2 Specialist Retailers**

There is a noticeable lack of specialist/independent retail units throughout the town centre. As of the most recent survey there were no independent clothing shops for adults, although there is currently one unit (*Glitterbug*) specialising in children's clothing. The other specialist units are non-clothing: *Smart Fone*, *Apollo Blinds* and *Oops-A-Daisy* florist. There are no 'discount' retailers present in Bishopbriggs town centre.

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

Grocery shopping within the town centre is dominated by the Morrison's store, with alternative offer provided by the smaller Tesco Express store at the southern end of the town centre. There is no significant food retailing within the town centre apart from these two stores. In addition, there is no regular farmers market at present.

### **3.4 Diversity of units**

There is a relatively high level of diversity in terms of convenience retailing, professional services, restaurants, cafes and community resources. However, the centre noticeably lacks any significant comparison retailing, particularly for clothing. There is also a lack of high end 'boutique' type shops which may have the potential to draw in visitors from further afield. At present there is one charity shop (Oxfam), located within the Triangle Shopping Centre. Residential properties are limited to upper floors on the western side of the A803 Kirkintilloch Road. There is specialist housing for older people at Kenmure Drive. There are a range of restaurants on Kirkintilloch Road (The Avenue, Amor and La Vita), Costa as well as more traditional cafes (Village Café, Café Torino & Café Crème), together with two pubs (Quin and Crow Tavern).

### **3.5 Financial and professional services**

As of the most recent survey, there were 17 financial and professional service units in total including 5 banks/building societies, solicitors, estate agents, travel agents, professional cleaning and funeral care.

### 3.6 Presence of medical/health related services

A range of services are available, comprised of 6 units including 3 opticians/optometrists, 2 dental care and 3 chemists. This includes national retailers Superdrug and Boots. For a relatively small town centre, this is considered an adequate level of provision.

### 3.7 Number of Units

Current Scottish Assessor Association data reports a total of 98 properties within the town centre.

### 3.8 Vacancy Rate

Overall, there is a low level of vacancy in the centre, with only one ground floor unit unoccupied (former Clydesdale Bank). Two upper floors premises are also vacant. In the Triangle, the former Council offices remain vacant. Above the post office, the former Response Recruitment offices also remain vacant. The Royal Bank of Scotland announced in early 2017 that they will also be closing their Bishopbriggs branch in October 2017. Early indications are that there is likely to be a high level of interest in this prominent unit.



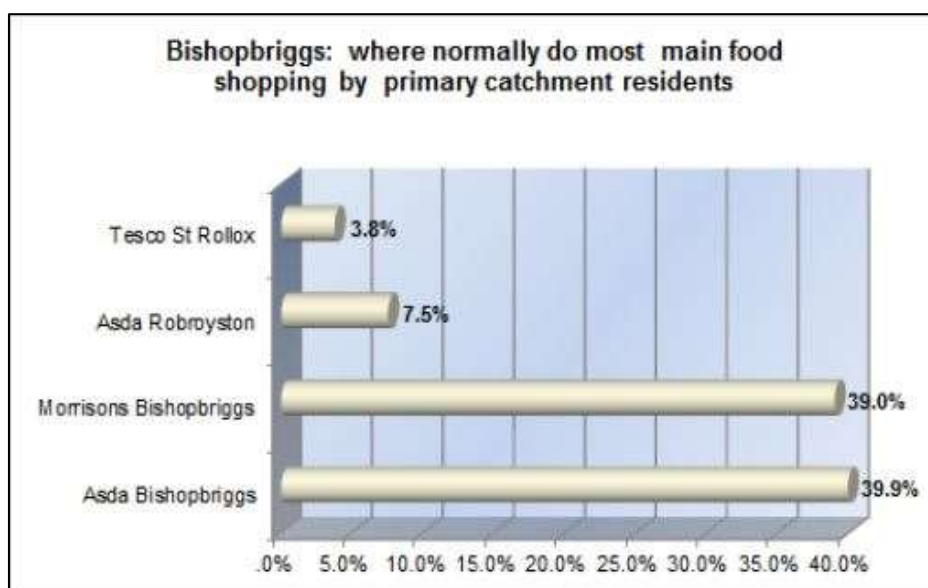
These vacancies translates into a relatively large amount of floorspace, with one of the vacancies comprising the former Council offices within the Triangle complex (13,000sq ft), currently being marketed for retail/restaurant uses.

### 3.9 WiFi Provision

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

### 3.10 Retail Capacity Assessment 2013/14

Research into shopping habits undertaken as part of the most recent Retail Capacity Assessment established that the vast majority of residents within Bishopbriggs do their main food shopping at either Morrison's in the town centre or Asda to the north of the town centre. Smaller proportions visit Asda Robroyston and Tesco at St Rollox.



#### Convenience retail floorspace and turnover

Location	Floorspace (gross)	Floorspace (net)	Turnover £ per sqm	Turnover £million
Bishopbriggs Town Centre	3,722	1,890	n/a	21.8
Morrison's, The Triangle	3,434	1,717	12,289	21.1
Other Town Centre Shops	288	173	3,900	0.7
ASDA Bishopbriggs	4,273	2,564	12,055	30.9
M&S Strathkelvin	1,692	1,184	10,234	12.1
Tesco Express	329	247	15,945	3.9
Other Out of Centre shops	2,388	1,433	3,100	4.4

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:** Bishopbriggs has a diverse range of retailers for a relatively small town centre, although food/grocery shopping is dominated by the large Morrison's supermarket. There is a reasonably good level of choice in terms of the number of restaurants and cafes, however there is a noticeable lack of specialist and clothing retailers, especially for adults. One significant factor to note is that Strathkelvin Retail Park is located a short distance (1.5 miles) to the north of the town centre, which does contain a number of

'high street' retailers including Next, Matalan, Sports Direct, Poundland and Home Bargains. Ground floor vacancies within the town centre have been low in recent years, with the only significant vacant unit being the former Clydesdale bank within the Triangle complex. There is however a large amount of vacant floorspace on the upper floor of the Triangle. This space was previously occupied by East Dunbartonshire Council.

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

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

### **4.1 Accessibility**

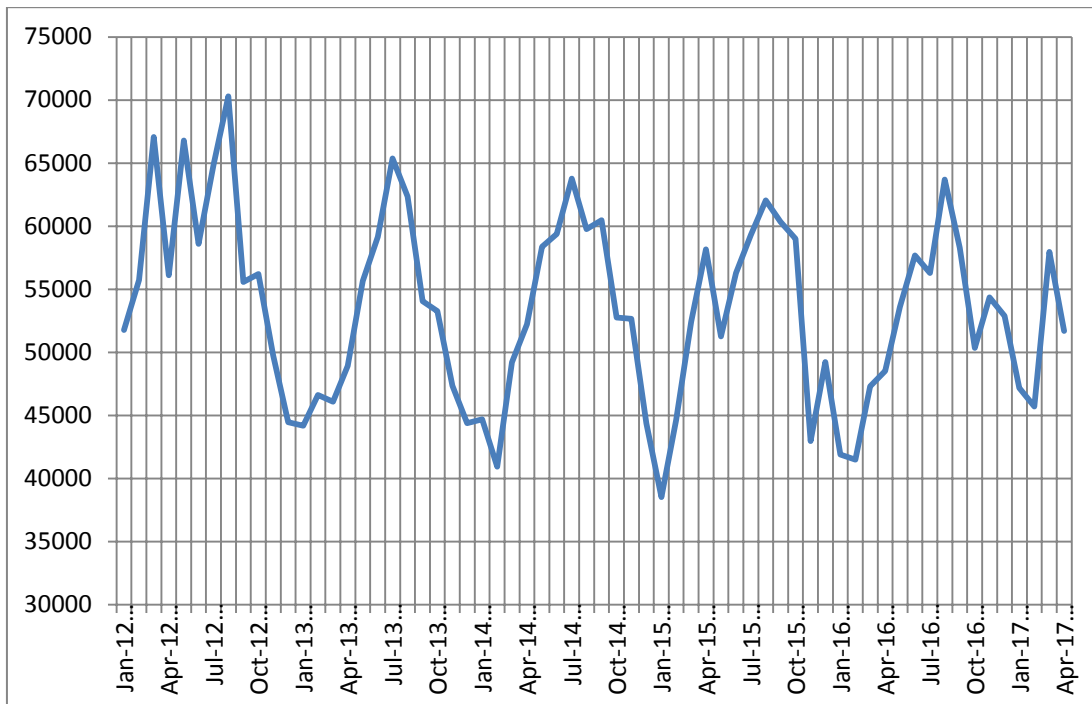
Bishopbriggs is a vehicle dominated town centre, with the wide A803 (Kirkintilloch Road) carriageway requiring most pedestrians to use signalised crossing points. However, these are well located. While access to and from the railway station is convenient for town centre users, there is limited pavement space in the vicinity of the station and a high amount of street clutter. Pedestrian movement at the junction between Crowhill Road and Kirkintilloch Road in particular tends to become congested, with the fast moving traffic entering Crowhill Rd restricting accessibility. This also has the effect of making disabled access difficult in places.

### **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.

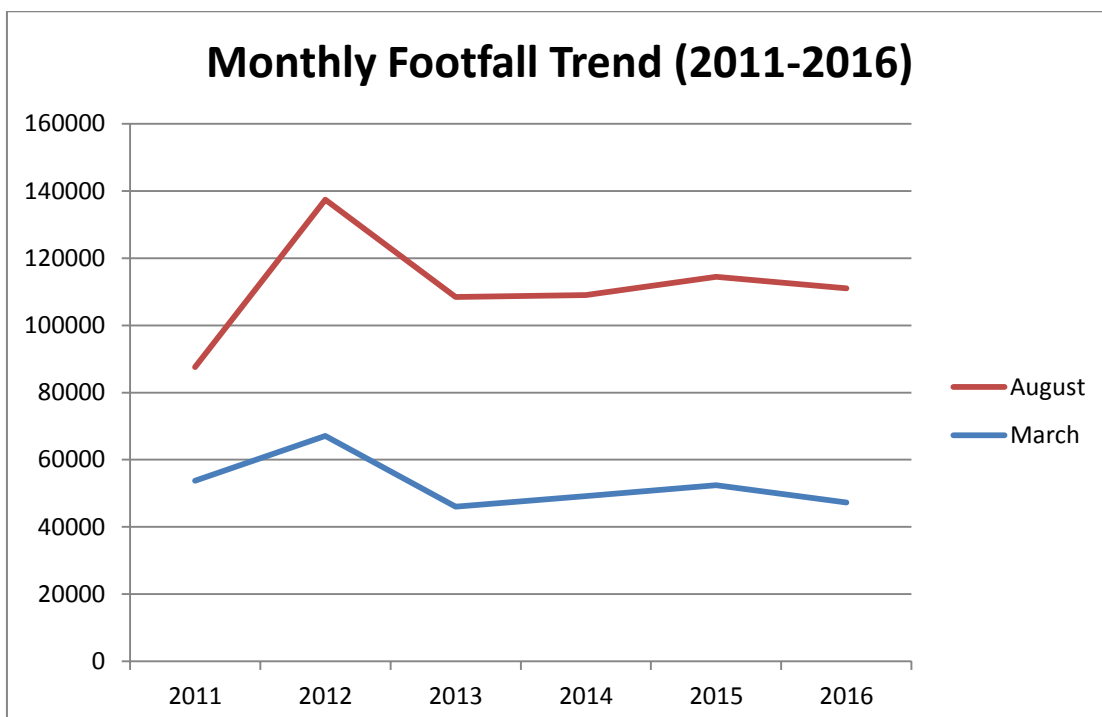
The graphs below illustrate the monthly footfall data recorded since 2012, including an overall graph and another one showing two separate base dates (March and August) to illustrate any seasonal trends.

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



The data recorded indicates a slight downward overall trend from January 2012, as can be seen from the declining summer ‘peaks’. July 2016 is however, higher than July 2015, suggesting a recent upturn in footfall.

Looking at the data in more detail, footfall recorded in the month of March 2017 (57,949) shows a slight increase on March 2011 (53,805), although the period 2013-2016 was markedly lower with an average of 48,755 (below).





Within the August of each year, there was a sharp increase from 2011-2012, although footfall has remained relatively steady at just over 60,000 from 2013 onwards, with signs of a slight upward trend in the early part of 2017.

#### **4.3 Cycling Infrastructure**

There are currently no cycle lanes within the town centre, meaning cyclists are required to share the busy carriageway way with vehicular traffic. There is a reasonably good amount of cycle storage, including a sheltered facility at Bishopbriggs station and uncovered stands at the library.

#### **4.4 Signage and navigation**

Signage is present throughout the centre. This includes signposts to key community facilities and tourism locations, situated at the library and Kenmure Avenue. However, these are attached to street furniture and may be difficult for some to read.



There are no significant visitor or tourism assets within the centre, although signposting to nearby assets such as the Forth and Clyde Canal and Thomas Muir trail is present throughout.

#### **4.5 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. There are a small number of known issues with safety, mainly concerning traffic and hidden areas. The underpass at the northern end of the centre is a potentially unsafe area, especially at night. Whilst the entry to this underpass is monitored by CCTV, the underpass itself is not, making it an unappealing and sometimes intimidating area for users.

The A803 Kirkintilloch Road, which bisects the centre, forms a key route to/from Glasgow and is extremely busy at most times of the day. This creates a noisy and intimidating atmosphere for pedestrians. Signalised pedestrian crossing points are available in two locations, although waiting times can be



lengthy which can often lead to people crossing the road in other non-signalised locations (comprising four road lanes).

#### **4.6 Street Lighting**

The street installation within Bishopbriggs was largely replaced some 15 years ago and comprises modern, decorative, contemporary style equipment with integral facilities for the annual Christmas Lighting displays. The installation provides a modern white coloured light. 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 complaints / issues in terms of performance, safety or perception of crime.

#### **4.7 Historic Environment**

The town centre is known as 'The Bishopbriggs Cross' and contains the town's war memorial at Cross Court. Bishopbriggs shares certain elements of its history with Kirkintilloch and others with Lenzie. Like Kirkintilloch it was a roadside village on a major highway from Glasgow to the east, the line of which is preserved by Crowhill Road, and the 'Low Road' north of Bishopbriggs Cross (less clearly seen since the building of The Triangle).



Like Lenzie, it enjoyed the benefit of a railway station from 1842, when the main Edinburgh and Glasgow Railway was opened. As at Lenzie, free "villa tickets" were granted to persons building large houses near the station during the 1850s (in Springfield Road). Unlike Lenzie, however, Bishopbriggs also had a fairly large working-class population during the nineteenth century, employed in the extensive quarries at Crowhill, Huntershill and Kenmure, which provided the City of Glasgow with sandstone for its tenements and other buildings.

The town is strongly associated with 18th century political reformer Thomas Muir, who is widely regarded as the 'father' of Scottish democracy. Bishopbriggs Library hosts a permanent exhibition to Muir. This includes a specially commissioned bust of the reformer by celebrated Scottish sculptor Alexander Stoddart.

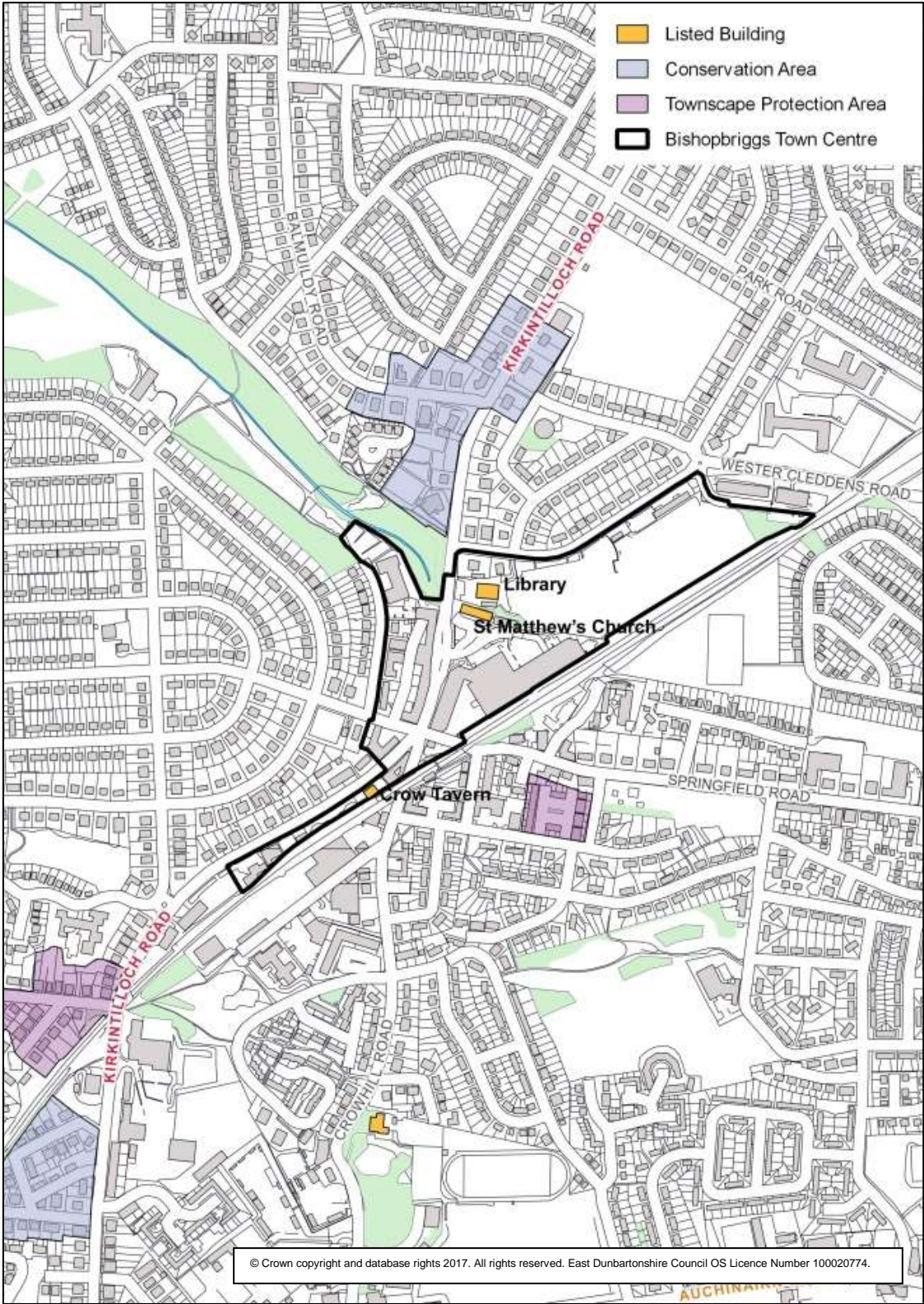


There are three listed buildings within the town centre – Bishopbriggs Library, Crow Tavern and St Matthews Church. There is a Conservation Area (Kirkintilloch Road/Balmuildy Road) located just north of the town centre and a Townscape Protection Area (Ruskin Square) to the south (See figure 11). [Thomas Muir](#)

**Summary:** Bishopbriggs town centre is highly accessible by car, bus and train. However, pedestrian access – and disabled access in particular - to the town centre from the Bishopbriggs railway station is not of a high standard. Footfall has remained relatively stable since 2013, after a number of turbulent years following the economic downturn in 2008-2009. As the town lies on the main route from Glasgow to Kirkintilloch (A803), it is very much a vehicle dominated town centre, which contributes to a noisy environment, and one where pedestrian movement is restricted. The quality of the public realm is variable. Street lighting is good overall, although other forms of street furniture, including bins and seating, are showing signs of wear. Notably, the town centre lacks an obvious focal point, such as a public square or civic space.



Figure 11 – Historic Environment designations



## **5. Access to Community Facilities**

The remodelling and refurbishment of the Bishopbriggs Community Hub and the refurbishment of the Bishopbriggs War Memorial Hall are identified in the Council's 10-year Capital Investment Programme. These two projects represent an investment of £3.1million into the Bishopbriggs community.

### **5.1 Bishopbriggs Hub**

At present, Bishopbriggs Library is the main community facility, with space for exhibitions, consultations and public displays. The Council is however seeking to improve access to a range of services for its customers through its network of Community Hubs, from an easily accessed location, in an environment which:

- Welcomes customers
- Delivers services which match the expectations of customers
- Promotes a mutual sense of civic pride in both customers and employees
- Reflects the vision and ethos of East Dunbartonshire Council as a progressive organisation in tune with its customers

The aim is that most customers will be able to complete their business in a single visit and when a return visit, or more specialised advice, is required an appointment will be made for a time suitable to the customer. Appointments will be conducted in the Community Hub where specialists will have access to interview rooms and computer systems in order to provide their service to the customer. The Community Hubs will provide the following services:

- Reception and customer service facilities
- Library services
- Booking and payment facilities
- Meeting rooms
- Community e-learning
- A multi-purpose room for children's activities and reading groups
- An enhanced heritage space

One of the principal aims of the Community Hub is to modernise and re-organise existing Library Services. After the William Patrick Library, Bishopbriggs has the highest business levels across the district and offers a wide range of resources and activities to the community. Working with community stakeholders, East Dunbartonshire Leisure and Culture Trust supports wider initiatives and priorities for literacy, digital inclusion and wellbeing. The library will provide similar facilities to other Community Hub projects such



as Kirkintilloch, Bearsden and Lennoxton. Renovation work is expected to be completed by December 2017.

## **5.2 Bishopbriggs Memorial Hall**

The Bishopbriggs War Memorial Hall was recently the subject of a refurbishment programme to modernise aspects of the building including its toilet facilities, entrance lobby, and function spaces. Work was completed in June 2017. The refurbishment will assist in promoting the Council's objectives of:

- Maximising the hire of the building by groups and individuals for private and community use
- Promoting the usage of the hall more widely and expand the range of hirers
- Encouraging the widest possible use of the hall for community activities
- Offering a varied and thriving multi-purpose venue to the community

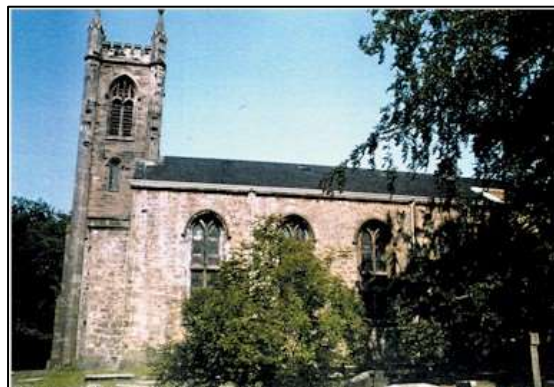
The War Memorial Hall has been a feature of the life, the history and the landscape of Bishopbriggs since it was built in 1961. It has unique selling points. It is the largest venue in the town and is considered by regular hirers to be superior to the other nearby venues. The central location makes it very accessible, with easy access to the main routes. Having the adjacent Council car park for some 25 to 30 vehicles makes it even more attractive. With, for example, an enhanced main entrance, a refurbished Main and Lesser Hall, a refurbished cloakroom and toilets and a new finishing standard kitchen, the whole package will have a great deal to offer.

## **5.3 St. Matthews Church**

An application to refurbish the Church, including public realm upgrades in the area surrounding the Church, was submitted in April 2017 and is currently under consideration. The proposal also includes the construction of an extension to the south elevation with associated external paved landscaping. The application has been prepared and submitted by Page/Park Architects, who also prepared a Masterplan for the town centre in 2012 on behalf of the 'Bishopbriggs Town Team' community group.

## **5.4 Cadder Parish Church**

Although just outside the town centre, Cadder Parish is one of two local churches along with St Matthews. Its origins date back to the 12<sup>th</sup> century, although the current building was built between 1825 and 1829. The Church has a rich history, with strong connections with the political



reformer Thomas Muir of Huntershill who was an elder of the Church. In the 1970s and 1980s, Cadder Parish accommodated one of the largest congregations in the West of Scotland, serving a growing suburban population. The Church continues to play a valuable role within the local community and is home to a coffee shop (South Hall).

## **5.5 The Fort Theatre**

The Fort Theatre is home to the Antonine Theatre Group, and host venue to regular plays, youth groups, live music events and cabaret nights throughout the year. The venue can also be hired out for private bookings.

## **5.6 Bishopbriggs Bowling Club**

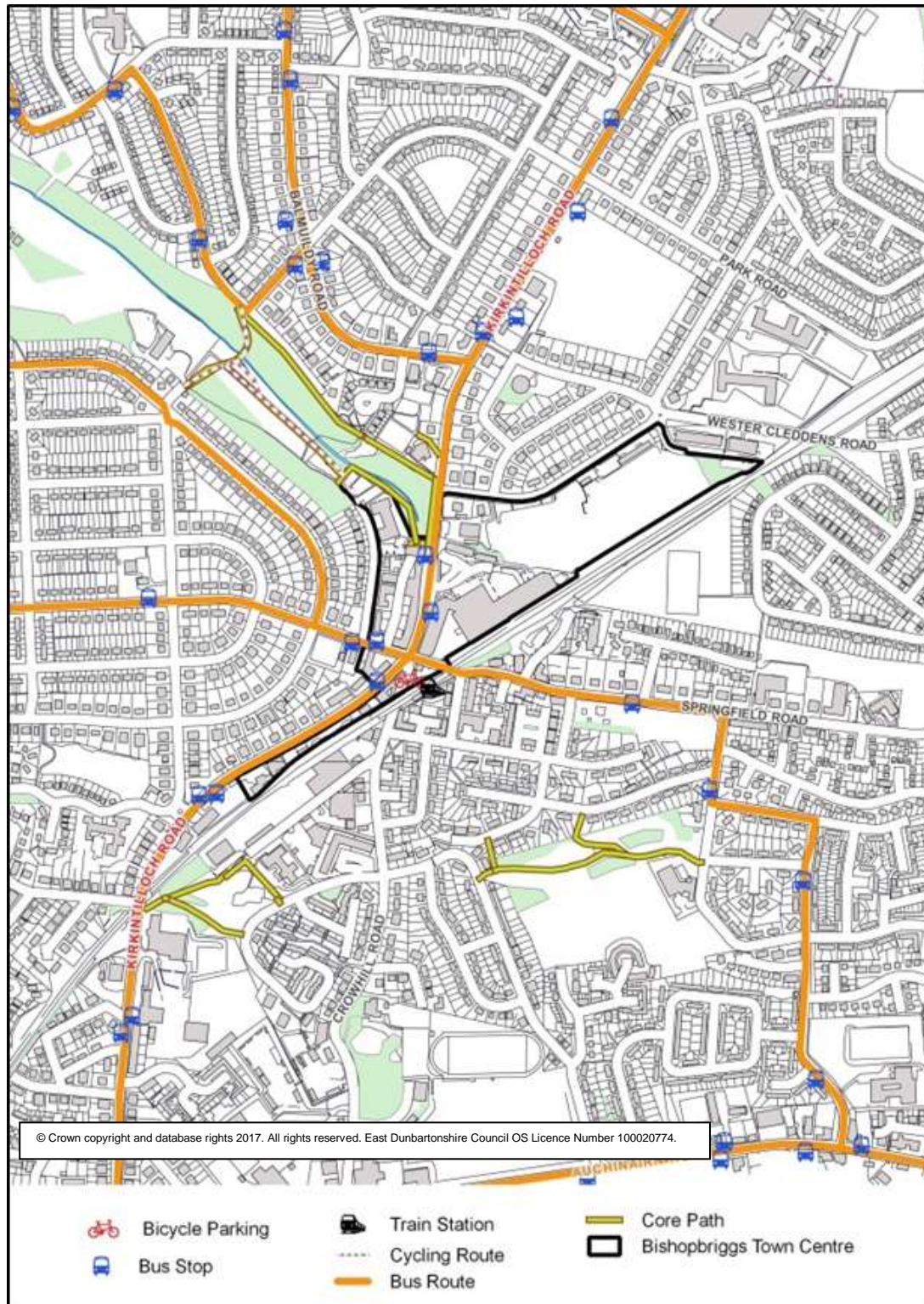
Since opening in 1906, Bishopbriggs Bowling Club has been a valued and thriving facility for Bishopbriggs and the wider area. It is located just outside the town centre on Kenmure Avenue and easily accessible by both bus and train.

**Summary:** Bishopbriggs library is the main community resource within the town centre and is the second most visited library in East Dunbartonshire. This will be supplemented by a much wider range of Council services once the Community Hub is established. The War Memorial Hall, which is located just outside the town centre to the north, is also a well-used community facility and is highly valued by the local community. Elsewhere, the Fort Theatre, Bowling Club and 175<sup>th</sup> Glasgow Scout Group make a valuable contribution to the level of social and leisure activity within the town.

## 6. Transport and Parking

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

Figure 12 - Transport Infrastructure within town centre and surrounding area



## 6.1 Public Transport Use and Accessibility

Access to public transport is very good overall. Regular bus services along Kirkintilloch road, with sheltered stops on both sides (but no real time information). Railway station centrally located, on the main Glasgow to Edinburgh line. The following tables provide a range of information on passenger use of Bishopbriggs Station.

### Mode of Access

Bus	Car/Van Driver	Car/Van Passenger	Cycle	Foot	Taxi
0.5%	21.6%	5.3%	0.5%	71.6%	0.5%

### Final Destination

City Centre	East End	Merchant City	Southside	West End	Other
80.3%	0.5%	1.0%	2.9%	4.8%	10.6%

### Mode of Egress

Bus	Car/Van Driver	Cycle	Foot	Other Train	Taxi
1.9%	0%	0%	79.3%	18.8%	0%

### Alternative Mode

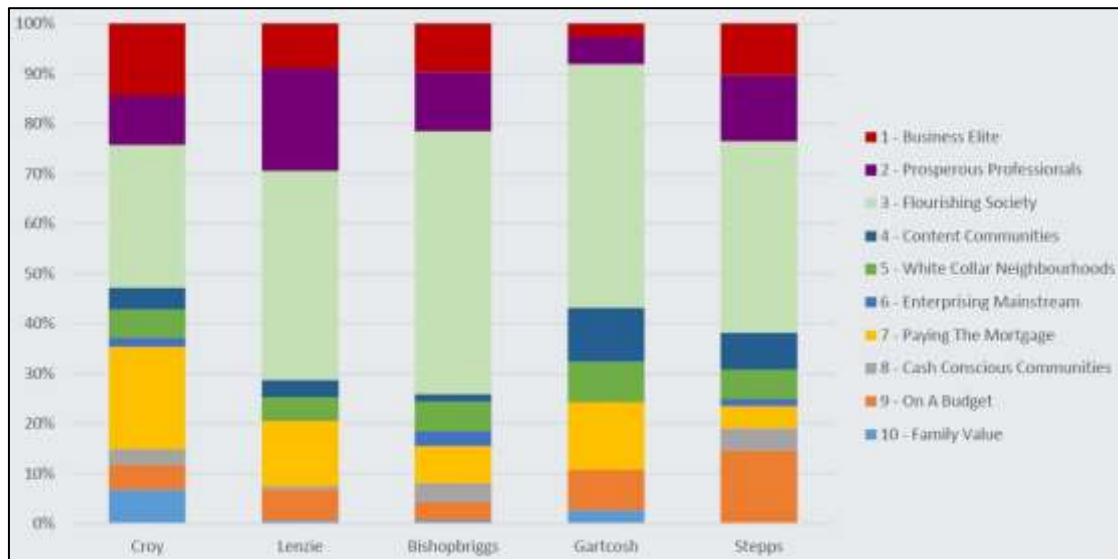
Bus	Car/Van Driver	Car/Van Passenger	Other train	Would not travel	Other Modes	Taxi
69%	17%	3%	1%	3%	3%	4%

### Ticket Type v Journey Frequency

	4+ times	2 3 times	Once	Rarely	Never	TOTAL
Monthly	21	0	0	0	0	21
Weekly	18	0	0	0	0	18
Annual	5	0	0	0	0	5
Return	40	33	6	21	2	102
Single	2	7	0	2	0	11
Concession	0	1	0	1	0	2
Staff Pass	0	2	1	0	0	3
SPT Zone Card	4	1	1	0	0	6
FlexiPass	33	7	0	0	0	40
TOTAL	123	51	8	24	2	n/a



#### Profile of Passengers (other stations included for comparison)



#### Summary

- The city centre is the predominant final destination
- On foot is the predominant mode of egress, followed by other train
- Bus is by far the preferable alternative mode of transport
- The majority of passengers travelled 4+ times per week
- Most passengers are using return tickets

Source: Abellio

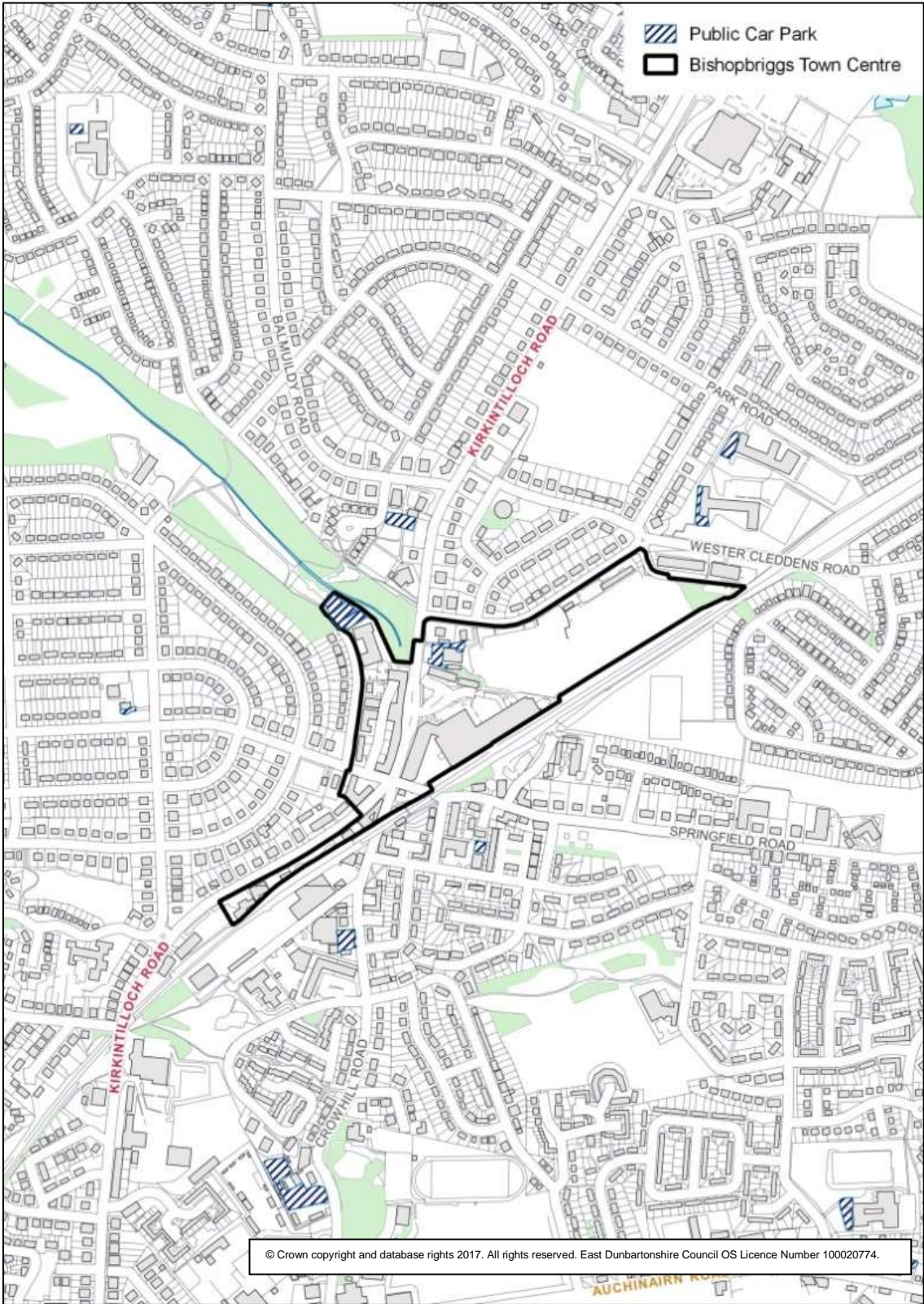
## 6.2 Car Park Provision

Within the town centre, there are no car parks currently operating under the Council's charging scheme. Short stay parking is available at Morrison's, although this is restricted to customers of the store, for a maximum of 2 hours. Alternative parking is also available at the end of Kenmure Drive, although this is usually fully occupied from early on during weekdays. There is currently no long-stay parking available for commuters and users of the railway station in general. A limited number of parking spaces are available at Bishopbriggs Library.

Name	Address	Regular spaces	Disabled spaces
Kenmure	Kenmure Drive	56	0
Bishopbriggs Library	170 Kirkintilloch Road	11	2



Figure 13 – Car Park Provision



### 6.3 Bus Services and Timetables

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

#### Service 142 – Bishopbriggs Circular: Operator – Glasgow Citybus

St.Marys Road -> Bishopbriggs Cross -> Mavis Valley, Hilton Road -> Mavis Valley, Meadowburn Road -> Cadder, Kirkintilloch Road -> Auchinairn, Angus Avenue, Bishopbriggs Cross, Kirkintilloch Road -> Bishopbriggs, St.Marys Road.

Frequency (Mon Friday, from St.Mary s Road)	Timeslot	Route
<b>1 every 50 minutes</b>	0910 – 1140	Circular
<b>1 every 50 minutes</b>	1400 – 1540	Circular
<b>1 bus</b>	1320	Circular leaving from B Cross

No weekend service

#### Service ED1 – Bishopbriggs – Westerhill Industrial Estate: Operator – Western Buses

Bishopbriggs, Wester Cleddens Road -> Kirkintilloch Road -> Westerhill Turning Circle

Frequency (Mon Friday, from WC Road)	Timeslot	Route
<b>Every 20 minutes</b>	0610 – 0730	All stops
<b>Every 10 minutes</b>	0740 – 1110	All stops
<b>Every 20 minutes</b>	1130 – 1310	All stops
<b>Every 20 minutes</b>	1430 – 1650	All stops
<b>Every 20 minutes</b>	1720 – 1920	All stops

Service then returns from Westerhill Turning circle back to Wester Cleddens Road.

No weekend service

#### Services 89/89A/89B: Operator – First Glasgow

Glasgow – Kilsyth Northfield (89), Torrance (89A), Cadder or Torrance or Lennoxton (89B)

Buchanan Bus Station (BBS) -> Bishopbriggs, opp Bishopbriggs Stn, Kirkintilloch Road -> Kilsyth/Torrance/Lennoxton

#### Monday to Friday Outbound (from BBS) timetable

Frequency (Mon Friday)	Timeslot (Leaving BBS with (Bishopbriggs 2 <sup>nd</sup> main stop)	Route (Start Terminus)
<b>2 buses per hour</b>	0547 – 0835	BBS – Kilsyth
<b>4 buses per hour</b>	0900 – 1800	BBS – Kilsyth/Lennoxton
<b>2 buses per hour</b>	1800 – 1900	BBS – Kilsyth/Torrance
<b>Last bus</b>	1915 (Leaves Bishopbriggs at 1931)	BBS – Kilsyth

Monday to Friday Inbound (from Kilsyth) timetable

Frequency (Mon Friday)	Timeslot (Leaving Bishopbriggs)	Route (Start Terminus)
<b>3 buses per hour</b>	0700 – 0740	Kilsyth/Lennoxtown – BBS
<b>4 buses per hour</b>	0800 – 1700	Kilsyth/Lennoxtown/Torrance – BBS
<b>3 buses per hour</b>	1701 – 1746	Kilsyth/Torrance – BBS
<b>One bus per hour</b>	1852 – 2052 (Last bus)	Kilsyth – BBS

Saturday Outbound (from BBS) timetable

Frequency (Saturday)	Timeslot (Leaving BBS with (Bishopbriggs 2 <sup>nd</sup> main stop)	Route (Start Terminus)
<b>1 bus per hour</b>	0710 – 0810	BBS – Kilsyth
<b>4 buses per hour</b>	0900 – 1753	BBS – Kilsyth/Torrance
<b>2 buses per hour</b>	1813 – 1823	BBS – Kilsyth/Torrance
<b>Last bus</b>	1915 (Leaves Bishopbriggs at 1931)	BBS – Kilsyth

Saturday Inbound (from Kilsyth/Torrance) timetable

Frequency (Saturday)	Timeslot (Leaving Bishopbriggs)	Route (Start Terminus)
<b>1 bus per hour</b>	0648 – 0748	Kilsyth/Torrance – BBS
<b>2 buses per hour</b>	0808 – 0946	Torrance/Kilsyth – BBS
<b>4 buses per hour</b>	1001 – 1846	Torrance/Kilsyth – BBS
<b>3 buses per hour</b>	1701 – 1746	Torrance/Kilsyth – BBS
<b>One bus per hour</b>	1852 – 2052 (Last bus)	Kilsyth – BBS

Sunday Outbound (from BBS) timetable

Frequency (Sunday)	Timeslot (Leaving BBS with (Bishopbriggs 2 <sup>nd</sup> main stop)	Route (Start Terminus)
<b>1 bus per hour</b>	0911	BBS – Kilsyth
<b>2 buses per hour</b>	1011 – 1741	BBS – Torrance/Kilsyth
<b>1 bus per hour</b>	1815 – 1915 (Last bus)	BBS – Kilsyth

Sunday Inbound (from Kilsyth) timetable

Frequency (Sunday)	Timeslot (Leaving Bishopbriggs)	Route (Start Terminus)
<b>1 bus per hour</b>	0857 & 0957	Kilsyth – BBS
<b>2 buses per hour</b>	1020 – 1750	Kilsyth/Torrance – BBS
<b>1 bus per hour</b>	1848 - 1848 - 2048 (Last bus)	Kilsyth – BBS

Services 71/71A – Glasgow – Bishopbriggs – Torrance

Monday – Saturday Torrance to BBS

Frequency (Mon Saturday)	Timeslot (Leaving Bishopbriggs)	Route (Start Terminus)
<b>1 bus (71)</b>	0742	Torrance – BBS
<b>1 bus per hour (71A)</b>	1812 – 2252 (Last bus)	Torrance – BBS

Monday – Saturday BBS to Torrance

Frequency (Mon Saturday)	Timeslot (Leaving Bishopbriggs going to Torrance)	Route (Start Terminus)
<b>1 bus (71)</b>	0742	BBS - Torrance
<b>1 bus per hour (71A)</b>	1812 – 2252 (Last bus)	BBS - Torrance

Sunday – Torrance to BBS

Frequency (Mon Saturday)	Timeslot (Leaving Bishopbriggs)	Route (Start Terminus)
<b>1 bus (71)</b>	1002	Torrance – BBS
<b>1 bus per hour (71A)</b>	1812 – 2252 (Last bus)	Torrance – BBS

Sunday – BBS to Torrance

Frequency (Mon Saturday)	Timeslot (Leaving Bishopbriggs going to Torrance)	Route (Start Terminus)
<b>1 bus (71)</b>	1043	BBS - Torrance
<b>1 bus per hour (71A)</b>	1853 – 2333 (Last bus)	BBS - Torrance



## Service 27 – Kilsyth – Kirkintilloch – Bishopbriggs – Glasgow

### Monday to Friday: Kilsyth - Glasgow

Frequency (Mon Friday)	Timeslot (Leaving Bishopbriggs going to BBS)	Route (Start Terminus)
1 bus	0623	Kilsyth – BBS

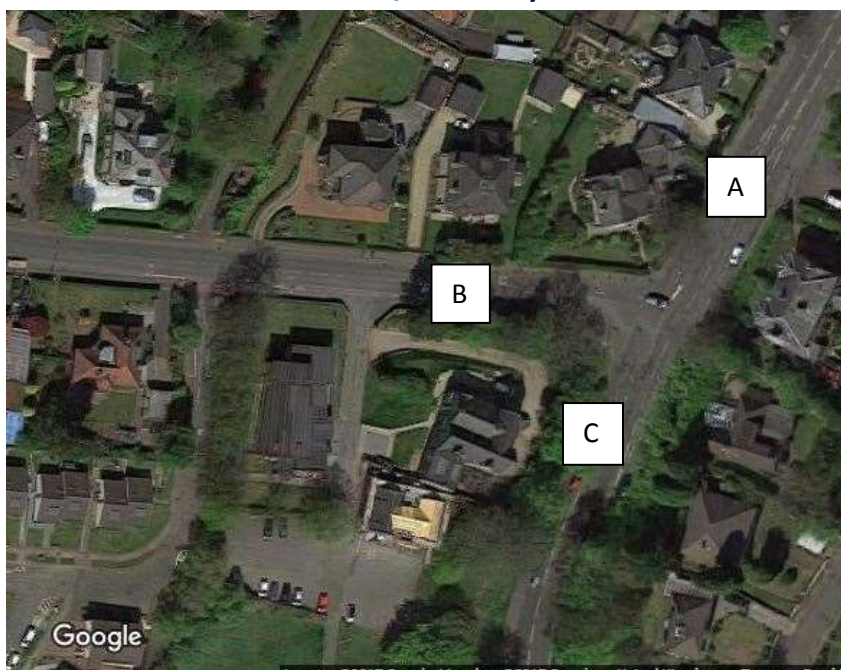
### Monday to Friday: Glasgow - Kilsyth

Frequency (Mon Friday)	Timeslot (Leaving Bishopbriggs going to Kilsyth)	Route (Start Terminus)
1 bus	0700	Kilsyth – BBS

## 6.4 Junction Turning Counts

The following data shows the amount of road traffic recorded by automatic counters at four key junctions within or around the town centre. To account for differences between normal weekday ‘commuter’ traffic and weekend traffic, data was recorded at peak times on a Thursday and Saturday in April 2017.

### **Location 1: Kirkintilloch Road/Balmuirdy Road**

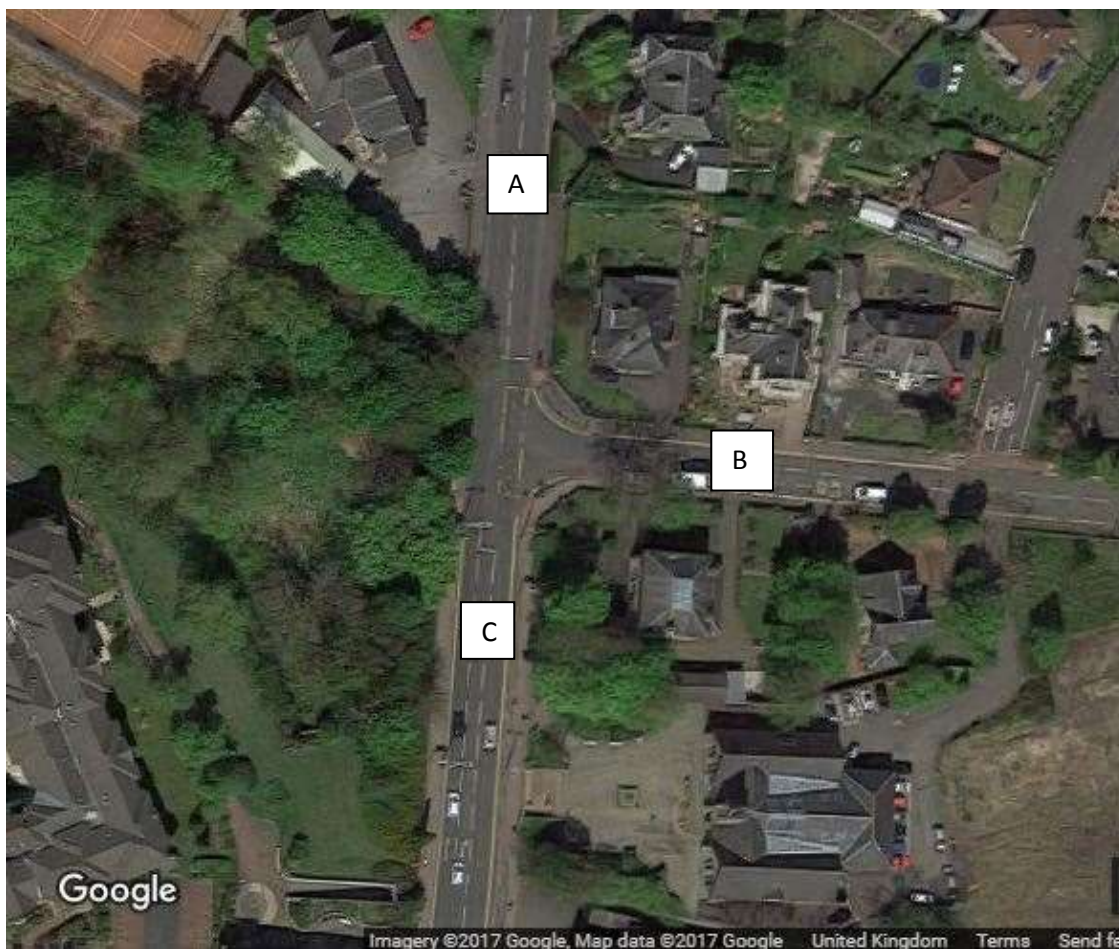


A =	A803 Kirkintilloch Road (North)		
B =	A803 Kirkintilloch Road (South)		
C =	Balmuirdy Road		



	Hour	A>B	A>C	B>A	B>C	C>A	C>B	TOTAL
Thursday	07:00-08:00	947	6	356	178	9	155	1651
	08:00-09:00	1034	6	595	265	5	248	2153
	09:00-10:00	863	4	386	286	15	245	1799
	AM TOTAL	2844	16	1337	729	29	648	5603
	16:00-17:00	907	2	696	178	9	155	1947
	17:00-18:00	933	3	698	265	5	248	2152
	18:00-19:00	825	7	596	286	15	245	1974
	PM TOTAL	2665	12	1990	729	29	648	6073
	<b>TOTAL</b>	<b>5509</b>	<b>28</b>	<b>3327</b>	<b>1458</b>	<b>58</b>	<b>1296</b>	<b>11676</b>
Saturday	12:00-13:00	816	6	707	297	10	155	1991
	13:00-14:00	737	7	760	304	13	140	1961
	14:00-15:00	867	6	619	317	14	147	1970
	15:00-16:00	926	5	773	288	9	126	2127
	<b>TOTAL</b>	<b>3346</b>	<b>24</b>	<b>2859</b>	<b>1206</b>	<b>46</b>	<b>568</b>	<b>8049</b>

## Location 2: Kirkintilloch Road/South Crosshill Road

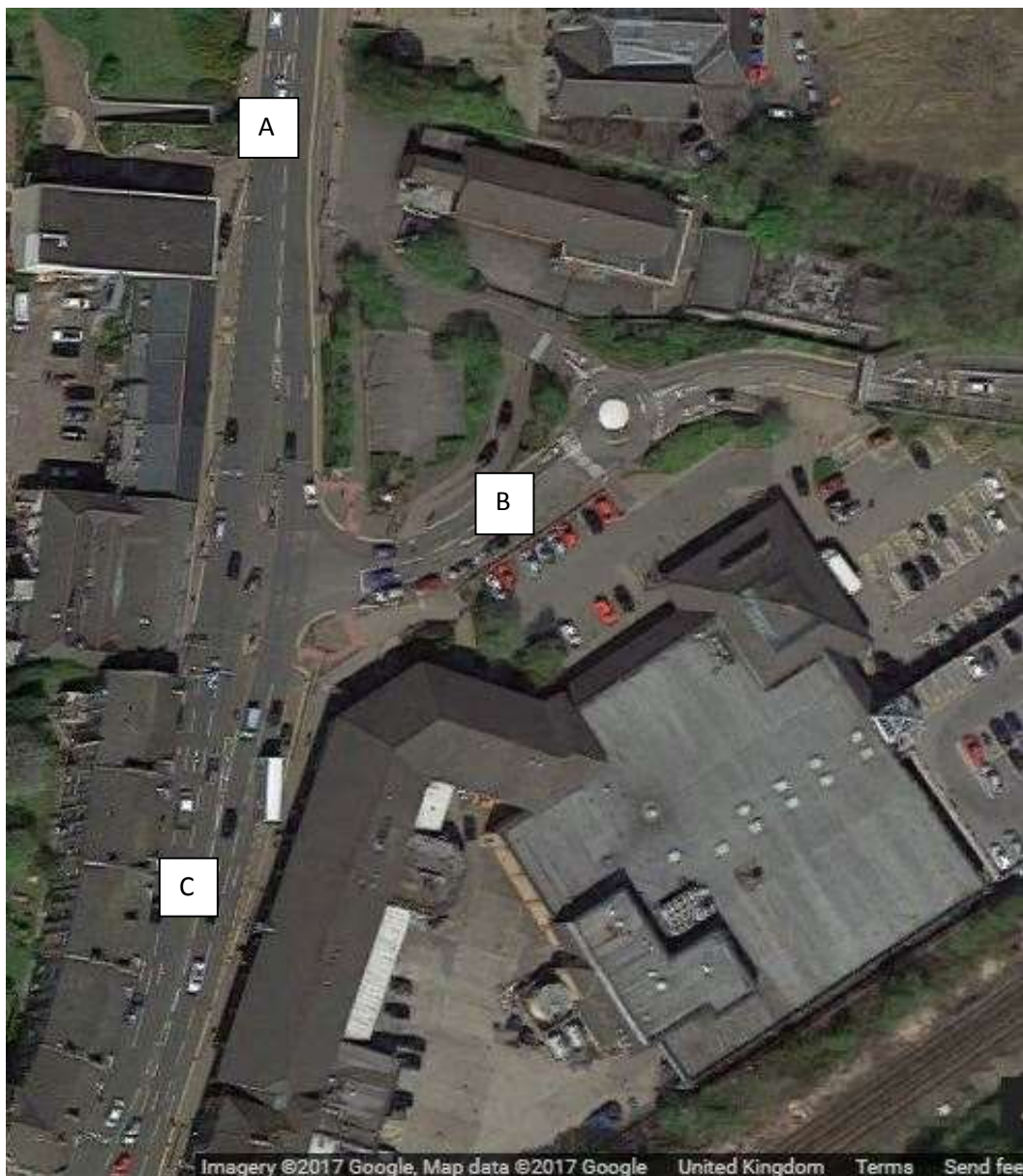


A =	A803 Kirkintilloch Road (North)
B =	South Crosshill Road
C =	A803 Kirkintilloch Road (South)

	Hour	A>B	A>C	B>A	B>C	C>A	C>B	TOTAL
Thursday	07:00-08:00	30	1091	102	84	432	33	1772
	08:00-09:00	42	1271	200	159	661	145	2478
	09:00-10:00	46	1100	143	125	529	74	2017
	AM TOTAL	118	3460.9	445	368	1622	252	6265.9
	16:00-17:00	42	974	165	84	432	33	1730
	17:00-18:00	59	1029	181	159	661	145	2234
	18:00-19:00	71	885	145	125	529	74	1829
	PM TOTAL	172	2888	491	368	1622	252	5793
	TOTAL	290	6349	936	736	3244	504	12059

Saturday	12:00-13:00	61	910	135	88	869	107	2170
	13:00-14:00	50	828	113	111	951	104	2157
	14:00-15:00	45	969	99	93	838	99	2143
	15:00-16:00	48	1004	110	62	702	100	2026
	<b>TOTAL</b>	<b>204</b>	<b>3711</b>	<b>457</b>	<b>354</b>	<b>3360</b>	<b>410</b>	<b>8496</b>

### Location 3: Kirkintilloch Road/Triangle Shopping Centre

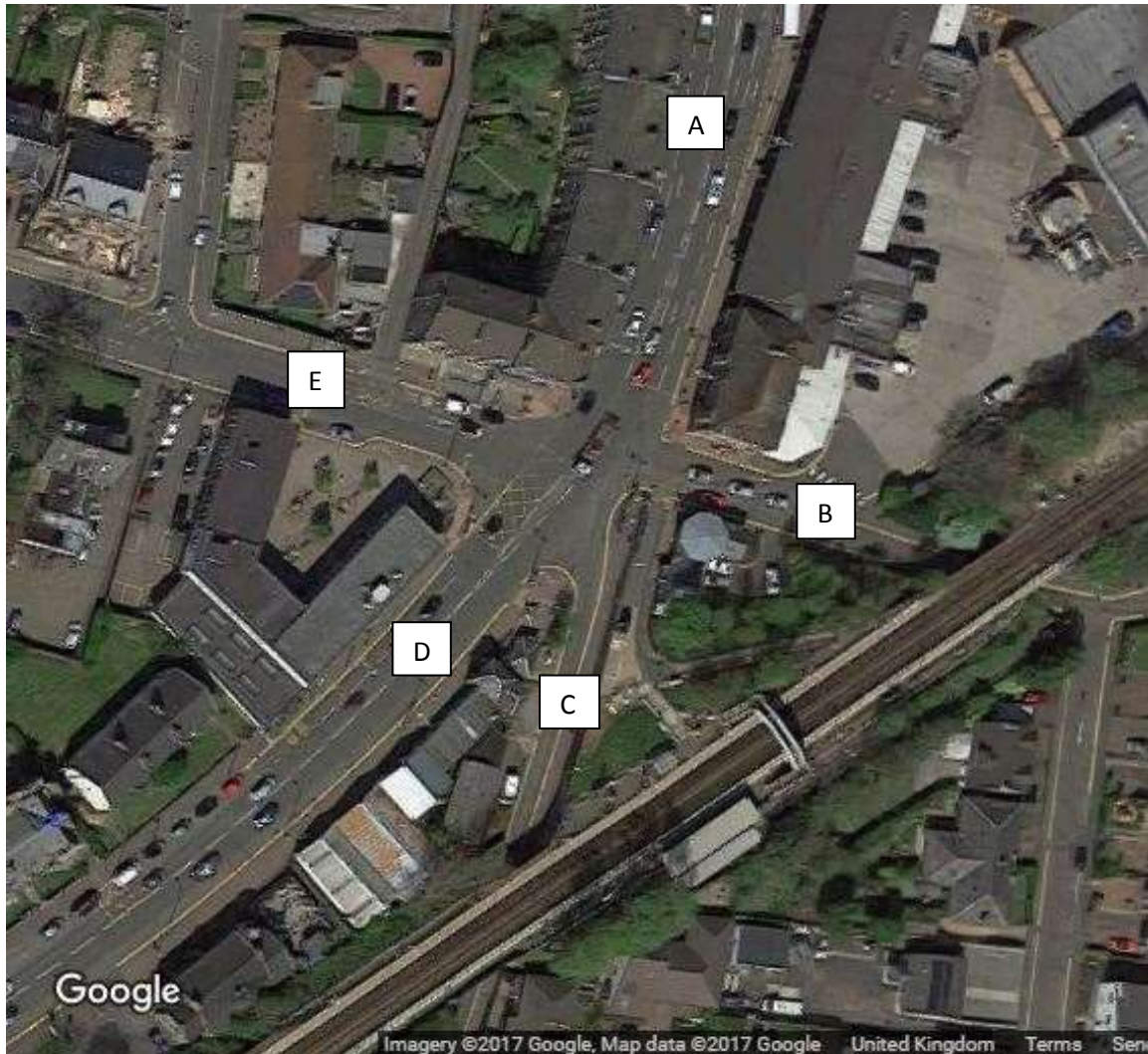


A =	A803 Kirkintilloch Road (North)
B =	Triangle Shopping Centre
C =	A803 Kirkintilloch Road (South)

	Hour	A>B	A>C	B>A	B>C	C>A	C>B	TOTAL
Thursday	07:00-08:00	18	1156	12	2	453	23	1664
	08:00-09:00	32	1397	18	22	788	24	2281
	09:00-10:00	85	1141	43	41	560	74	1944
	AM TOTAL	135	3693.5	73	65	1801	121	5888.5
	16:00-17:00	98	964	152	120	819	107	2260
	17:00-18:00	109	1005	133	131	903	113	2394
	18:00-19:00	85	900	99	125	803	94	2106
	PM TOTAL	292	2869	384	376	2525	314	6760
	<b>TOTAL</b>	<b>427</b>	<b>6563</b>	<b>457</b>	<b>441</b>	<b>4326</b>	<b>435</b>	<b>12649</b>
Saturday	12:00-13:00	129	869	145	175	831	129	2278
	13:00-14:00	118	822	135	174	920	122	2291
	14:00-15:00	125	937	154	168	783	104	2271
	15:00-16:00	103	963	114	137	688	95	2100
	<b>TOTAL</b>	<b>475</b>	<b>3591</b>	<b>548</b>	<b>654</b>	<b>3222</b>	<b>450</b>	<b>8940</b>



**Location 4: Kirkintilloch Road / Springfield Road / Crowhill Road / Kenmure Ave**



A =	A803 Kirkintilloch Road (North)			
B =	Springfield Road			
C =	Crowhill Road (No Exit, SO NO FIGURES SHOWN)			
D =	A803 Kirkintilloch Road (South)			
E =	Kenmure Avenue			

	Hour	A>B	A>C	A>D	A>E	B>A	B>C	B>D	B>E	D>A	D>B	D>C	D>E	E>A	E>B	E>C	E>D	TOTAL
Thursday	07:00-08:00	0	86	1018	38	86	3	76	24	337	1	10	15	53	1	27	8	1783
	08:00-09:00	2	154	1080	155	84	6	85	142	531	3	6	11	199	1	40	13	2511.6
	09:00-10:00	2	191	835	121	124	5	78	76	400	3	7	29	111	1	37	21	2041.3
	AM TOTAL	4	430.9	2933	314	294	14	239	242	1268	7	23	55	363	3	104	42	6335.9
	16:00-17:00	1	165	771	150	134	8	53	73	666	1	25	36	126	1	39	22	2271
	17:00-18:00	0	217	780	142	127	3	63	88	730	1	22	18	159	0	34	11	2395
	18:00-19:00	0	203	658	165	163	4	68	106	563	0	36	14	171	0	44	20	2215
	PM TOTAL	1	585	2209	457	424	15	184	267	1959	2	83	68	456	1	117	53	6881
	TOTAL	5	1016	5142	771	718	29	423	509	3227	9	106	123	819	4	221	95	13217
Saturday	12:00-13:00	2	184	725	134	152	15	31	58	677	1	17	37	132	0	41	37	2243
	13:00-14:00	3	196	636	161	127	1	60	66	790	0	20	43	125	0	32	23	2283
	14:00-15:00	1	191	794	119	131	15	69	54	651	0	28	28	105	0	35	22	2243
	15:00-16:00	3	199	763	135	143	5	44	47	538	0	19	22	102	1	32	15	2068
	TOTAL	9	770	2918	549	553	36	204	225	2656	1	84	130	464	1	140	97	8837

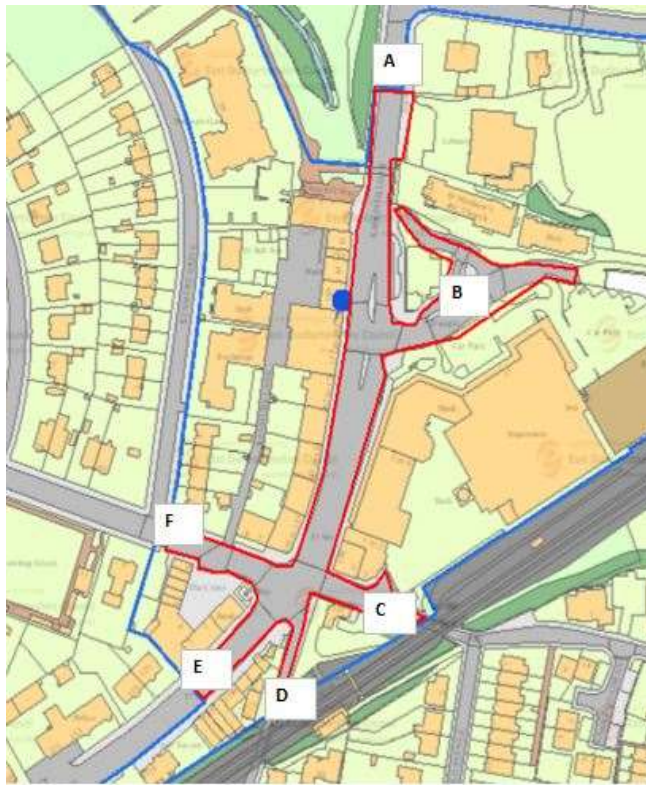


## 6.5 Pedestrian Movement

The following data was collected in April 2017 to gain data on the movement of pedestrians within the town centre at morning, afternoon and evening peak times. Data was collected manually in 15 minutes intervals, allowing for hourly totals to be calculated. The busiest periods for each location are highlighted in yellow. From this data, we can see that movement is greatest between the following locations:

- From Kirkintilloch Road North and Kenmure Avenue between 0845 and 0900
- From the Triangle Centre to Kirkintilloch Road between 0830 and 0845
- From Crowhill Road to Kirkintilloch Road North between 0830 and 0845
- From Kenmure Avenue to Crowhill Road between 0845 and 0900
- From Kenmure Avenue to Kirkintilloch Road North btw 1600 and 1615
- From Kenmure Avenue to Crowhill Road btw 1600 and 1615

**Bishopbriggs Town Centre Pedestrian Movement Survey, Thursday 20th April 2017**



- A = Kirkintilloch Road North**  
**B = Triangle Centre**  
**C = Springfield Road**  
**D = Crowhill Road**  
**E = Kirkintilloch Road South**  
**F = Kenmure Avenue**

TIME	A – Kirkintilloch Road North						B – Triangle Centre					
	A - B	A - C	A - D	A - E	A - F	Total	B - A	B - C	B - D	B - E	B - F	Total
0830 - 0845	3	1	2	4	11	21	20	1	1	2	6	30
0845 - 0900	4	1	0	4	15	24	8	2	1	2	7	20
0900 - 0915	3	0	1	2	7	13	4	2	0	3	4	13
0915 - 0930	3	3	2	5	2	15	4	4	2	3	4	17
<b>Hourly Total</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>15</b>	<b>35</b>	<b>73</b>	<b>36</b>	<b>9</b>	<b>4</b>	<b>10</b>	<b>21</b>	<b>80</b>

1230 - 1245	4	0	0	7	3	14	5	4	0	2	6	17
1245 - 1300	5	1	0	6	9	21	7	2	1	4	11	25
1300 - 1315	3	0	1	2	5	11	6	1	0	3	10	20
1315 - 1330	3	3	0	5	14	25	6	3	1	4	12	26
Hourly Total	15	4	1	20	31	71	24	10	2	13	39	88

1530 - 1545	13	3	0	7	7	30	8	2	1	4	12	27
1545 - 1600	14	3	3	8	10	38	9	3	1	2	10	25
1600 - 1615	13	1	0	7	13	34	7	1	0	3	13	24
1615 - 1630	12	2	1	7	11	33	7	1	0	3	12	23
Hourly Total	52	9	4	29	41	135	31	7	2	12	47	99

TOTAL	40	11	7	42	77	177	67	20	6	26	72	191
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	C – Springfield Road						D – Crowhill Road					
TIME	C - A	C - B	C - D	C - E	C - F	Total	D - A	D - B	D - C	D - E	D - F	Total
0830 - 0845	12	6	2	1	5	26	15	4	1	5	2	27
0845 - 0900	3	1	1	1	6	12	5	4	1	3	2	15
0900 - 0915	1	0	0	0	8	9	3	3	0	12	0	18
0915 - 0930	1	2	0	0	3	6	4	1	1	8	1	15
Hourly Total	17	9	3	2	22	53	27	12	3	28	5	75

1230 - 1245	1	1	2	1	2	7	7	0	1	5	1	14
1245 - 1300	2	2	0	1	5	10	1	7	0	8	1	17
1300 - 1315	1	2	4	0	2	9	1	0	1	13	1	16
1315 - 1330	1	0	2	0	4	7	3	3	2	8	2	18
Hourly Total	5	5	8	2	13	33	12	10	4	34	5	65

1530 - 1545	2	1	1	0	7	11	4	4	0	9	2	19
1545 - 1600	2	1	0	0	4	7	4	4	2	11	0	21
1600 - 1615	2	2	0	1	4	9	3	2	0	9	3	17
1615 - 1630	0	0	0	0	5	5	3	2	1	14	0	20
Hourly Total	6	4	1	1	20	32	14	12	3	43	5	77

TOTAL	22	14	11	4	40	91	42	24	8	76	10	160
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	E – Kirkintilloch Road South						F – Kenmure Avenue					
TIME	E - A	E - B	E - C	E - D	E - F	Total	F - A	F - B	F - C	F - D	F - E	Total
0830 - 0845	10	5	2	2	0	19	1	3	1	13	2	20
0845 - 0900	8	8	3	3	0	22	2	1	1	18	0	22
0900 - 0915	6	5	2	1	0	14	4	0	1	11	0	16
0915 - 0930	6	6	1	1	0	14	6	8	1	8	0	23
Hourly Total	30	24	8	7	0	69	13	12	4	50	2	81

1230 - 1245	7	8	4	3	0	22	7	5	1	12	2	27
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1245 - 1300	5	5	2	6	0	18	11	14	4	2	1	32
1300 - 1315	5	10	5	10	0	30	10	8	4	14	2	38
1315 - 1330	11	7	1	4	0	23	10	7	4	15	2	38
Hourly Total	28	30	12	23	0	93	38	34	13	43	7	135

1530 - 1545	10	9	5	4	0	28	12	0	2	9	0	23
1545 - 1600	11	9	1	7	0	28	10	9	0	11	1	31
1600 - 1615	15	16	3	2	0	36	19	5	11	54	5	94
1615 - 1630	14	21	1	2	0	38	7	5	1	14	2	29
Hourly Total	50	55	10	15	0	130	48	19	14	88	8	177

TOTAL	72	75	21	32	0	200	58	51	18	107	11	245
Green denotes large group of school pupils												

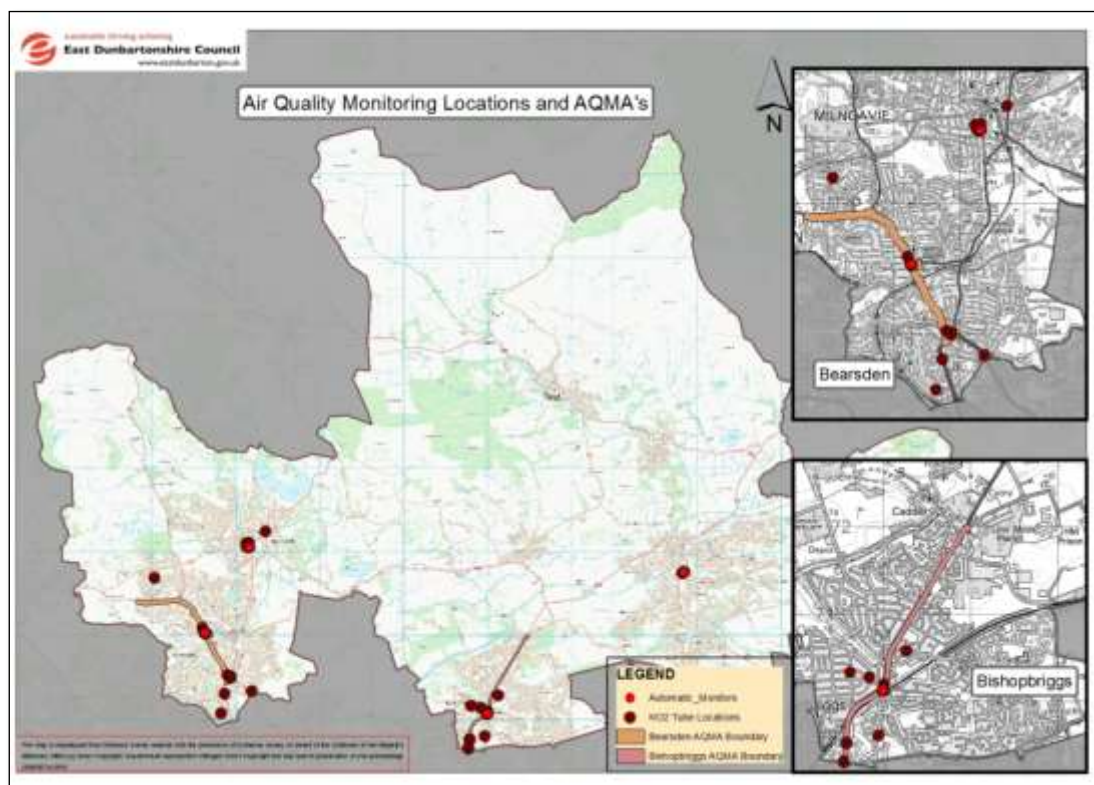
## 6.6 Air Quality

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 Bishopbriggs monitor is located just south of the Cross.

Figure 14 – Air Quality Monitoring



Levels of NO<sub>2</sub> and PM<sub>10</sub> in Bishopbriggs have decreased overall in recent years, as shown in the figures below. Monitoring will continue until a clear downward trend in both pollutants is observed, however the necessity for the Bishopbriggs AQMA will be investigated and may be revoked. This would represent a positive outcome for the town centre considering the majority of measures in the Bishopbriggs Air Quality Action Plan and the Update to the Action Plan have been implemented.

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

Location	PM10 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
<b>Objective</b>	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	42	36	37	34
Bishopbriggs	R	Automatic	99	99	n/a	30	31	29	27
Kirkintilloch	R	Automatic	95	95	43	34	32	29	29
Milngavie	R	Automatic	94	94	n/a	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:** Bishopbriggs benefits from a high level of public transport availability, largely thanks to its close proximity to Glasgow and the main Glasgow-Edinburgh railway line. Research on passenger usage carried out by Abellio as part of the Edinburgh to Glasgow Improvement Programme found that Bishopbriggs has a much higher proportion of professional and high income commuters than other stations in the locality such as Croy, Lenzie, Gartcosh and Stepps. Bus patronage is also relatively high, with five different routes serving the town centre. These provide links to much of the wider area including Glasgow, Kilsyth, Torrance, Kirkintilloch and Lenzie. In terms of traffic flow, there is a high amount of traffic travelling southbound along the Kirkintilloch Road (A803), as would be expected. The data also indicates that Balmuildy Road junction is an extremely busy junction, both during the week and at weekends. There is also a relatively high amount of traffic moving from the Kirkintilloch Road onto Crowhill Road, especially in the peak morning period. Pedestrian movement data does not highlight any particular issues, although it illustrates the impact of school pupils walking to and from the town centre via Kenmure Avenue. Finally, levels of NO<sub>2</sub> and PM<sub>10</sub> in Bishopbriggs have decreased in recent years, meaning that air quality continues to improve. Although monitoring will continue until a clear downward trend in both pollutants is observed, it is possible that the Bishopbriggs AQMA may be revoked in the near future.



## 7. Green Infrastructure

- 7.1 Bishopbriggs is reasonably well provided for in terms of the quantity and accessibility of its open space. The amount of open space is above the East Dunbartonshire Council minimum standards of provision. However, the quality of provision is variable, with some residential areas having large expanses of open space of poor quality and functionality. This is particularly significant in the residential areas to the south of the main line railway that runs through the centre of the town.
- 7.2 With regard to the parks and open spaces to the north of the railway line, provision and quality is overall good. Bishopbriggs Public Park provides a multi-functional open space resource in the centre of the town. However, some of the facilities within the open spaces are beginning to show signs of wear and therefore the quality of open space provision and function should be upheld to ensure that high quality open space provision is met throughout the town. The open space assessment (2015) concluded that there is a lack of local park functions and informal play facilities in the east of the town, with the only types of open space being amenity greenspace. There is also a notable lack of formal and informal play facilities in this area.

**Summary:** Although there is no green or open space with the town centre itself, the wider area of Bishopbriggs does possess a relatively large amount of park and green space, particular to the south of the town. These are generally well integrated with surrounding neighbourhood areas, however the quality is variable. There are known issues with maintenance, access and flooding in places. The play parks at both Bishopbriggs Public Park and Woodhill Park are in poor condition and would benefit from upgrading or replacement. Springfield Park has long-standing issues with flooding, and Etive Park is currently restricted in terms of access. Overall, although the amount of open space is above the minimum standard, there are clearly a number of areas where significant improvements could be made.

Figure 15 – Green Infrastructure and Open Space

