

BISHOPBRIGGS ACTION PLAN UPDATE – REMAINING OUTSTANDING MEASURES

Table Error! No text of specified style in document..1 – Progress on Measures to Improve Air Quality Bishopbriggs Action Plan Update – Remaining Outstanding Measures

Measure No.	Measure	Category	Focus	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
4	Support the construction of phases 3 to 5 of the Bishopbriggs Relief Road (BRR) to the east of Bishopbriggs.	Traffic management	Construction of the Westerhill Development Road (WDR) (previously referred to as Bishopbriggs Relief Road (Phase 5)) is intended to support development sites at Westerhill, however would also be expected to attract vehicles currently using the A803 through Bishopbriggs as it provides a more direct link to the M80 and wider strategic road network. A reduction in trips on the A803 would be expected to reduce traffic congestion and the associated air quality impacts with queued traffic. In addition to the potential reduction in	EDC & Transport Scotland	Procurement process underway to appoint designers of WDR. A803 Corridor Improvements project has appointed designers for Feasibility Stage.	Phase 3 opened 2015. Phase 4 opened June 2018	Traffic levels on both WDR and A803 will provide an indication of success of measure. Mode shift from private car to bus/rail and cycling/walking will also provide an indication of performance.	Medium	Procurement process underway to appoint designers of WDR. A803 Corridor Improvements designers have been appointed to undertake Feasibility Design.	2026	With City Deal funding approved, the City deal team are currently preparing for procurement of design consultants for WDR and have appointed design consultants for the Feasibility design stage of the A803 Corridor Improvements project.

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			traffic on the A803 due to the WDR, the City Deal plans also include improvements to the A803 corridor from Torrance Roundabout to Glasgow to increase sustainable travel on the route. This will include measures to encourage a shift from private car to bus and active travel, with subsequent benefits to health and the environment.								
7	Investigation of options in Bishopbriggs town centre to improve access to Bishopbriggs station and opportunities for active travel.	Promoting travel alternatives	As part of the A803 Corridor Improvements and the Bishopbriggs Town Centre (BTC) regeneration design work (both City Deal projects), walking and cycling to/from the town centre will be promoted. It is expected that completion of the Relief Road (Westerhill Development Road WDR) (previously referred to as BRR Phase 5) will assist in reducing traffic levels	Network Rail & EDC	Procurement process underway to appoint designers for the WDR. Public realm designs are being developed by appointed consultants for the BTC project.		Increased walking and cycling provision in the town centre to encourage active travel. Reduced levels of car trips through the town centre. Increase in footfall through the TC.	Small			

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			on the route through the town centre, which will combine with these projects to improve opportunities for active travel. To be tested through the business case process.								
8	Investigate options for a Bishopbriggs East/ Westerhill transport hub comprising a bus terminal, rail halt and park and ride facility.	Promoting travel alternatives	City Deal funding was approved to advance the Outline Business Cases for transport infrastructure improvements in Bishopbriggs. Work is underway to appoint designers for the BRR Phase 5 (including Westerhill masterplan) and sustainable travel improvements on the A803 corridor. These are likely to include measures such as bus lanes and bus priority at junctions, along with increased active travel provision. The likely impacts of rail improvements and park and ride options were considered as part of the Strategic Business Case development, and will be further considered	EDC, SPT & Transport Scotland							The benefits of a Bus Park and Ride at or near the BRR/Westerhill were assessed as part of the Strategic Business Case development, and will be further tested as part of the OBC process to determine whether they will form part of the sustainable transport improvements as part of the City Deal projects

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			as part of the OBC process to determine whether they will form part of the sustainable transport improvements as part of the City Deal projects.								
9	Where possible encourage the establishment of partnerships between public transports to provide more joined up inter-modal transport options.	Promoting travel alternatives	As Programme partner SPT are engaging with transport providers to determine viability of inter-modal options, although there is limited interest.	EDC, SPT & local bus operators					Ongoing		A sustainable transport bus corridor is planned as part of the City Deal funding package
11	Produce a public transport access map.	Public information	This can be investigated in coordination with SPT, but may not form part of the City Deal work.	EDC,SPT				Small	A public transport map would be best undertaken by SPT given their database of registered bus services etc. SPT		

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									currently has no funding available for such an undertaking		