



Bishopbriggs Town Centre Stage 2 Concept Design Executive Summary Report

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Executive Summary Report

prepared by:



on behalf of:



sustainable thriving achieving

East Dunbartonshire Council

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in partnership with:



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1 Introduction

Introduction

Bishopbriggs Town Centre Regeneration project is an infrastructure investment project that will see improvements to the public realm and physical environment, the provision of new business space and more enhanced connections in a people focused town centre, acting as a catalyst for economic growth and further investment.

The objectives for the Bishopbriggs Town Centre Regeneration Project are based on the aims, aspirations and objectives set out in the two strategic Bishopbriggs documents: Bishopbriggs Town Centre Strategy 2018, and Bishopbriggs Town Centre Public Realm Plan 2022. They also align with national, regional and local strategies for business and economic development, infrastructure, and spatial planning and the City Deal Programme.

The nine project objectives are:

- Objective 1 - Creation of a new civic area at the preferred location within the town centre.
- Objective 2 - Attract visitors and tourists.
- Objective 3 - Improve design of town centre gateways/points of entry, street-scape and connections.
- Objective 4 - Attract investment and reduce vacancy rate.
- Objective 5 - Enhancing image and civic pride.
- Objective 6 - Increase land and property values.
- Objective 7 - Surface water is sustainably managed by rain gardens, planting and retention areas.
- Objective 8 - Encourage modal shift.
- Objective 9 - Job creation.

Given the significance of enabling environmental improvements and enhancing regional and local economic opportunity as set out within the 'Place and Growth Programme', an important outcome of the project is establishing opportunities to improve networks across the town's existing commerce, industry and environmental assets.

Additionally, the creation of new business incubation space in the town centre will encourage inward investment and help local businesses and budding entrepreneurs to success, by giving them access to space they need to establish and grow. A feasibility study for such has been undertaken by East Dunbartonshire Council, and the City Deal team are currently focussing on the recommendations in relation to progressing business incubation space.

In doing the above, the Bishopbriggs Town Centre Regeneration project will create opportunities for an enhanced physical and socio-economic network between Glasgow City Centre, Bishopbriggs and the wider East Dunbartonshire area, in line with wider City Deal objectives.

In August 2022, East Dunbartonshire Council appointed Triskelion, a collaboration between consultants Arcadis UK & Sweco UK through the Scape Framework, to form a design team for professional services to develop the RIBA Stage 2 Concept Design and RIBA Stage 3 Developed Design for the Bishopbriggs Town Centre Regeneration project.

Sweco have led the design process outlined in this report over the past eight months. The design team have worked closely with East Dunbartonshire Council's City Deal Team to develop the approach and outputs undertaken to complete the RIBA Stage 2 Concept Design.

The project scope included the development of concept designs for the most critical projects and sub-projects developed as part of the Bishopbriggs Town Centre Public Realm Plan 2022.

These are:

- the new public civic space between The Triangle Shopping Centre and St Matthew's Church;
- the A803 through the town centre and;
- the train station gateway area at Springfield Road/Crowhill Road.

Bishopbriggs Park is a significant greenspace asset to the town which is currently under utilised. Connectivity to the park from the town centre will be improved. A project seeking to regenerate the whole of the park and improve physical and visual links as part of the regeneration of the town is being developed in tandem by Arcadis. This will be delivered in a separate report document.

Currently, the A803 dissects the town and creates a barrier to development. The project endeavours to overcome this by uniting and linking the town across the A803, as well as developing a seamless connection between active travel and public transport.

The project has been informed by:

- Baseline review of the Bishopbriggs Town Centre Public Realm Plan 2022, East Dunbartonshire (EDC) planning policy and relevant strategies.
- Detailed analysis to understand the constraints, including the commission of a topographic survey; and analysis of the streetscape elements within the town centre and their quality.
- Coordination with the other City Deal project elements (namely the A803 Corridor Improvements) and other anticipated changes within Bishopbriggs.
- Stakeholder meetings with key council officers including representatives from; greenspace, streetscene, roads and transport, flooding and drainage, planning and sustainability.
- Consultation with key stakeholders within the town centre including; Morrisons, St. Mathews Church, local community groups, the Community Council and East Dunbartonshire Access Panel.

This information was used to inform the development of the concept design options. A series of plans and visualisations showing the options were presented to the community and stakeholders in a consultation process at a face to face community drop-in event, workshops and a bespoke online consultation webpage. The Community Consultation survey attracted 196 responses on the town centre concept design options.

The feedback gained from the consultation will be used to inform the second stage of the study and the development of the preferred option at RIBA Stage 3 Developed Design.







2 Executive Summary







Key Analysis Findings

As part of the initial design process a standard Strengths, Weaknesses, Opportunities and Threats (S.W.O.T) analysis was undertaken for the project area as a whole. This helped to focus early design observations, outline thinking, and the generation of conceptual ideas. Furthermore, this analysis helped to either identify, or reinforce the decision to look at key areas which would have a substantial impact upon the perception of Bishopbriggs as part of this regeneration project.




Strengths

- Proximity to Bishopbriggs Park 
- Area available for the Civic Space 
- Good public transport links 
- A range of bars, restaurants and shops 



Opportunities

- Wide road corridor along Southern Approach 
- Greater prominence of the war memorial 
- Upgrade of Cross Court space 
- Café Culture break out space 
- Wayfinding and sense of place 
- Entrance of train station 

Weaknesses

- Underpass 
- Bridges at Springfield Road and Crowhill Road 
- Paving and kerb conditions
- Lack of town centre greenspace
- Street clutter
- Narrow footway widths
- Building quality and vacant units
- Pedestrian congestion at train station 

Threats

- Traffic volumes/vehicle numbers 
- Junction constraints 
- Landownership

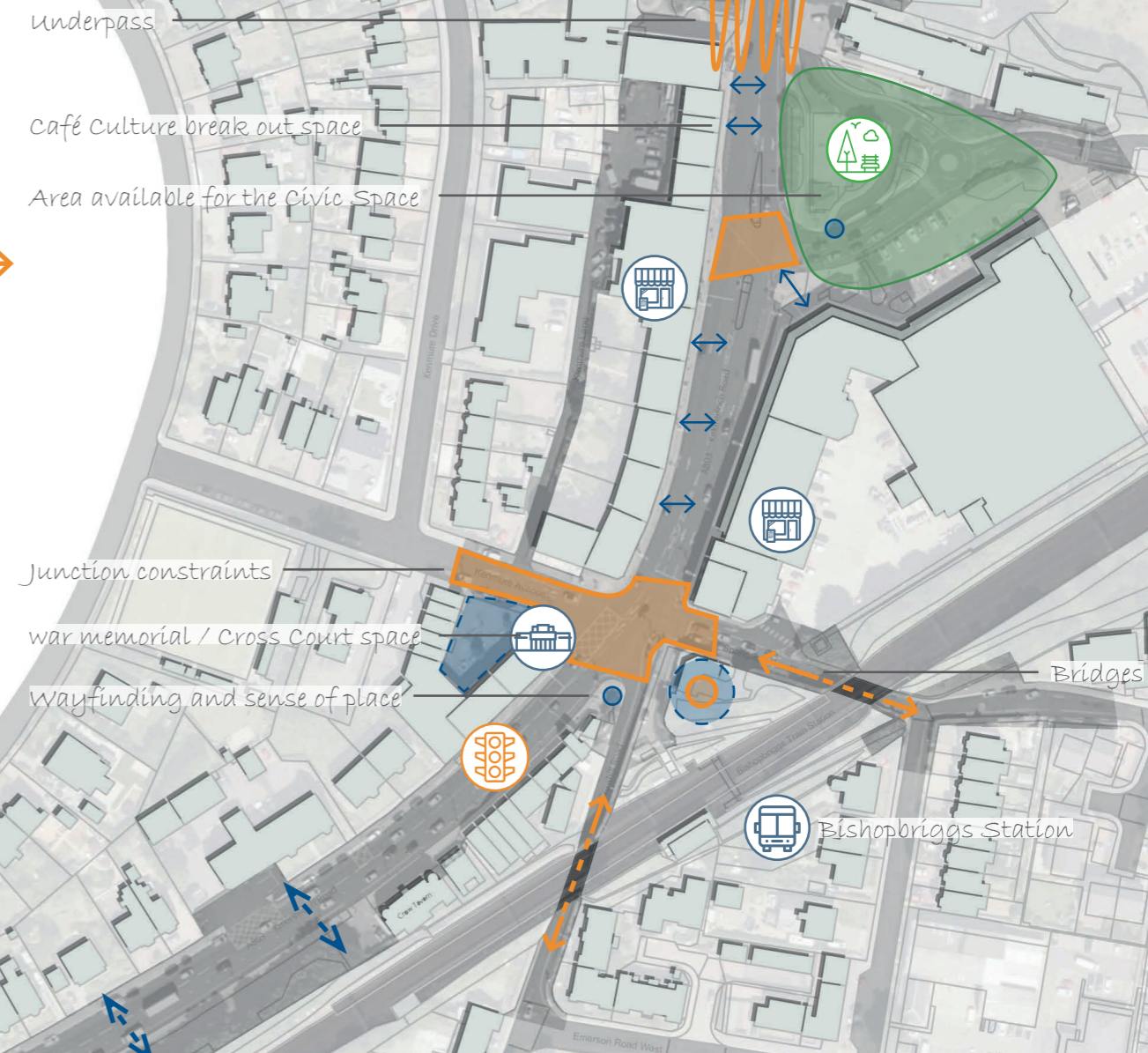


Figure 1: This image illustrates the headline outcomes of the SWOT analysis.

Streetscape Quality Audit

A Streetscape Quality Audit of the town centre was undertaken at the start of the project. The results played a significant role in understanding the challenges involved with the regeneration of the town centre and informed the direction and development of the concept design thinking and the levels of intervention required in each area.

The audit assessed all parts of the site lying within the study boundary (see Figure 2), and reviewed all elements including Planting & trees, Street Clutter, Pavement surfaces, Utilities, Drainage, Street furniture, Tactile and kerbs, Buildings quality, Safety, Cleanliness and Lighting.

In order to make the Audit more manageable and allow the data gathered to be more easily reviewed and interpreted, the project extents were divided into six distinct areas.

- High Street West
- High Street East
- Kenmure Lane
- Bishopbriggs Cross
- Springfield Road
- Southern Approach

The division of the project area was undertaken based on the knowledge gathered from the initial desk top research and analysis. The division of the project in this way worked well for the audit and was very useful in shaping the thinking and approach taken by the design team in the later stages of site interrogation and concept development.

Each of the six areas were surveyed and the streetscape elements recorded and photographed before being evaluated in a scoring matrix. This matrix scored each of the elements listed in Section 4.1 and attributed them a score based on a sliding scale: 1=Very Poor, 2=Poor, 3=Average, 4=Good, 5=Very Good.

The scoring enabled the audit to determine the overall quality of the elements within each of the areas, identify any potential issues as well as any good quality elements that should be retained or that would help to inform design development.

The Streetscape Quality Audit found that the majority of areas within the project study boundary scored either as 'Poor', or 'Average'. Only the High Street East scored well overall with noteworthy 'Very Good' scores for cleanliness, street clutter and utilities. Four out of the six areas did not score above average for any of the factors considered under the audit methodology.

It was concluded that for most elements, replacement would be the preferred approach to streetscape furniture and other physical elements, whilst a focus on the general appearance / cleanliness of the streetscape would be required.

The Streetscape Quality Audit is contained in Appendix A of the Bishopbriggs Town Centre Stage 2 Concept Design Full Report.

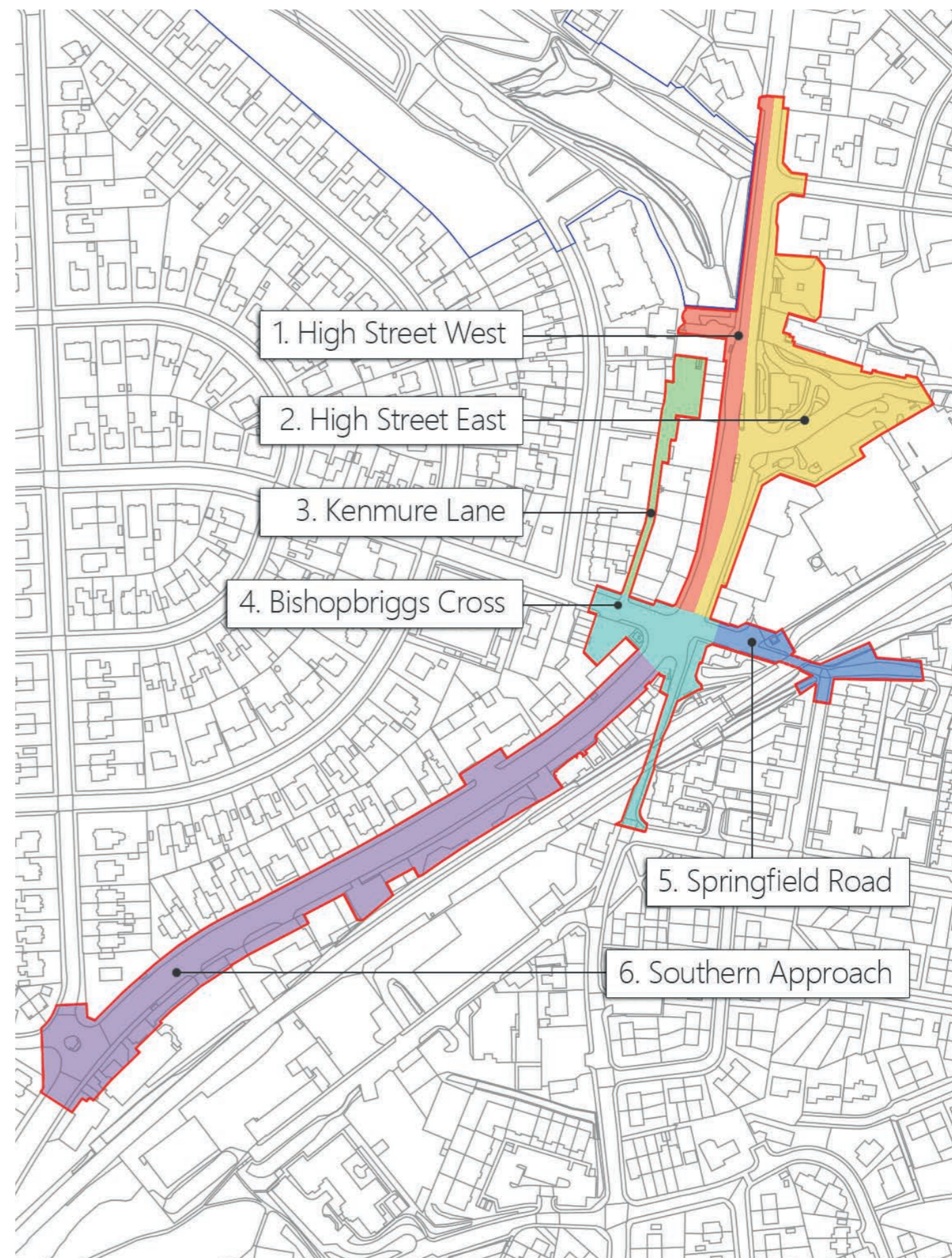


Figure 2: Plan showing the division of the site extents into smaller areas for the purposes of this audit

Concept Development

Conceptual development of ideas for the project looked to draw upon the experiences and lessons learned in the research and analysis stages, as well as exemplar projects and best practice approaches, to address the many and varied challenges presented within the project study area.

Solutions and ideas were sought that were innovative, practical and inspirational, whether simple or complex. These were discussed within the design team, applied, tested and interrogated before deciding whether there was merit in applying these to one or more of the masterplan option being developed.

As a consequence of the scale and complexity of the masterplan area the project was subdivided into distinct areas. These areas were defined by various factors including physical attributes or boundaries, problem areas, opportunities, trends or environment.

Whilst this process subdivided the project extents into smaller areas, a holistic approach was taken in parallel to ensure that the wider issues, such as connectivity, access, wayfinding etc. were not ignored and would prevent a disjointed or biased approach from developing towards certain areas at the detriment of others, or the scheme as a whole.

The various concept design ideas were rationalised in order to find solutions that could be carried forward into one or more of the masterplan options. Section 6.0 of the Bishopbriggs Town Centre Stage 2 Concept Design full report considers and describe those options and how they have been integrated into one or more of the various masterplans.

Masterplan Options Approach

Following on from development of conceptual ideas, it was evident that there were distinct levels of intervention required with several concepts requiring significant changes to the physical character of the town, and others which were much more subtle and nuanced.

Rationalisation of the conceptual ideas generated an approach to the masterplan options that in broad terms would see the concepts organised by scale of intervention into three categories. By default, this created a separation of masterplan options based not only physical intervention but also anticipated cost. This meant that there was a sliding scale of cost associated with the three masterplan options as well as the do-nothing option that led to the following categories of masterplan:

- **Option A: Comprehensive Regeneration:** This has the greatest level of intervention and aspiration across the whole study area.
- **Option B: Focused Regeneration:** Interventions that require less physical change and are focussed more closely on the core of the town centre.
- **Option C: Targeted Regeneration:** Interventions that do not require whole scale change and are targeted to areas where relatively more minor interventions will make significant change.
- **Option D: Do-nothing:** For clarification, this option is not discussed in any detail within this document as there is no design intervention. It is noted here for understanding of the holistic approach to the other masterplan options development and how this links to the development and testing within the City Deal Outline Business Case.

During the testing of concepts, it was clear that due to various constraining factors, workable concepts were limited, and potential solutions had to be discounted. As such, some areas of the masterplan options are similar across, one, two or even all three options. In any, and all masterplan options though, the transition between these spaces and those with differing solutions were developed to ensure a cohesive masterplan that could be carried forward in its own right.

This highlighted that several of the conceptual solutions could ‘stand-alone’ and be integrated into any of the masterplan options. Consequently, as the masterplan options were carried forward for development, consultation, and appraisal, it was important that the concepts and interventions for specific areas were tested on their own merit, and not wedded to the masterplan option as a whole.

This affords the client, the consultees and the design team the greatest flexibility to blend the masterplan options at the developed design stage. This ensures that the best solutions for each area of the town is achieved, and an intervention for an area which may not have achieved the best outcomes during testing, is carried forward because it has been included in a certain preferred masterplan option. It is considered critical to embed this flexibility of approach to achieve the best possible outcomes for both individual areas and as a result all of Bishopbriggs Town Centre.

Masterplan A

As discussed in Section 6.1, the concept for this masterplan option was for a comprehensive regeneration of all spaces within the study area boundary with the greatest level of aspiration in terms of design intervention, materials, quality and aesthetic. Set out below is a brief overview description of the various elements and interventions of this masterplan option. To the right is an illustration showing the masterplan in full .

Town centre:

Through the town centre the road carriageway will be narrowed to provide significantly more public pedestrian space. Street furniture clutter including signage, lighting columns, seating, litterbins and service cabinets will be removed from within the pedestrian footways and reorganised within a service strip which will act as a buffer between the road carriageway and the footway. This zone will also allow space for vehicular service deliveries to the businesses along the west side of the main street. Street furniture and street lighting within this masterplan option will be replaced with new elements with a co-ordinated style and materials palette.

Civic space:

A new civic space is proposed to the north east of the Morrisons junction of the A803 and situated in the former car park, south of St. Matthew's Church. See pages 16-21 for more detail on the design of the Civic Space.

Bishopbriggs Cross:

The road junction at Bishopbriggs Cross will be remodelled to narrow the carriageway lanes and extend the space available to pedestrians at each crossing point. This will increase the available space for volumes of pedestrians waiting to cross as well as easing conflicts between those navigating the streets and those waiting. The orientation of the pedestrian crossings will be amended in order to define a space with more focus on the pedestrian user than the vehicular user. This also affords the opportunity to create a more defined space and stronger sense of identity to the Cross area. The road carriageway and footway surfaces will be upgraded to high quality paving, assumed to be natural stone in this masterplan option.

On the opposite side of the road, the existing war memorial will be repositioned, with an enhanced landscape setting created with seating and planting befitting the memorial.

Train Station:

To the bottom of the ramp, which is the primary access to Bishopbriggs train station, the space available to pedestrians will be increased by reducing the extents of the existing retaining wall and remodelling the levels in this area.

Springfield Road & Crowhill Road:

Masterplan option A conveys the most challenging intervention with the widest associated impacts. A reversal of the current one way traffic system is proposed, which will have a knock on affect to the orientation and operation of the vehicular network to the east of Bishopbriggs. The benefit for pedestrian users is the ability to significantly increase the width of footway on the south side of the road, increasing the capacity for pedestrians at peak times when commuter trains arrive at the station in the evening. Raised table walkways provide uncontrolled crossing points with pedestrian priority.



Figure 3: Masterplan Option A

Gateways: New town centre gateways are proposed at either end of the town with the locations proposed within masterplan option A being at the furthest extents from the town centre. To the north the proposed new gateway will be located just north of the South Crosshill Junction, whilst at the southern extents, the gateway will be located opposite the vehicle maintenance premises at 100 Kirkintilloch Road. These gateways will consist of new town centre signage or artworks with improved lighting and a corridor width apron of improved surfacing.

Cycleway integration: At the southern extents of the town, the bi-directional cycleway terminates at a new Toucan crossing just south of the Police Station and the enhanced carriageway paving surfaces through the town.

At the northern extents of the town beyond South Crosshill Road, cyclists travelling north will re-join the bi-directional cycleway after negotiating the signals at this junction. Cyclists travelling south will be halted at signals integrated with the vehicular signals and released at an appropriate phase, to join the existing vehicular carriageway through the town centre.

Southern approach: The A803 carriageway reduced to single lanes north & south with bi-directional cycleway on the west side. To the east is a new landscape strip featuring SuDS elements in the form of a rain garden to attenuate surface run-off before discharge into the drainage network. Access to the residential properties is maintained throughout.

Park entrance: The infilling of the underpass within this masterplan option approach allows for a significantly increased public space at the entrance to the park, strengthening the connection to and presence of the park at almost the heart of the town centre.

Underpass: Masterplan option A illustrates the opportunities afforded from the infilling of the existing underpass. The footway level on the east side of the A803 would be raised to match the carriageway, thus allowing for the removal of the extended length of guardrail, would open up the road carriageway to create a spatial relationship between pedestrians and vehicular traffic which is more akin to the town centre setting rather than the current appearance which more resembles a distributor road corridor. Furthermore, it raises the footway in front of the library, and provides the opportunity to remove the steps and provide 'level' access to the library. To the west, infill of the underpass will provide significantly greater space at footway level adjacent to the A803 streetscape.

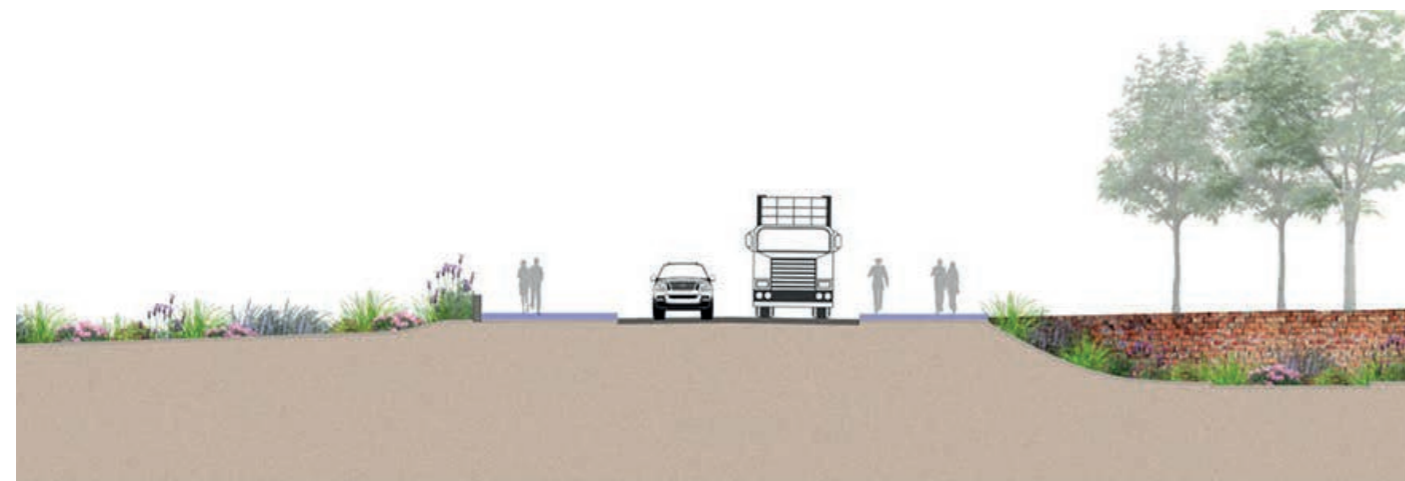


Figure 4: Section through infilled underpass



Figure 5: Exemplar images

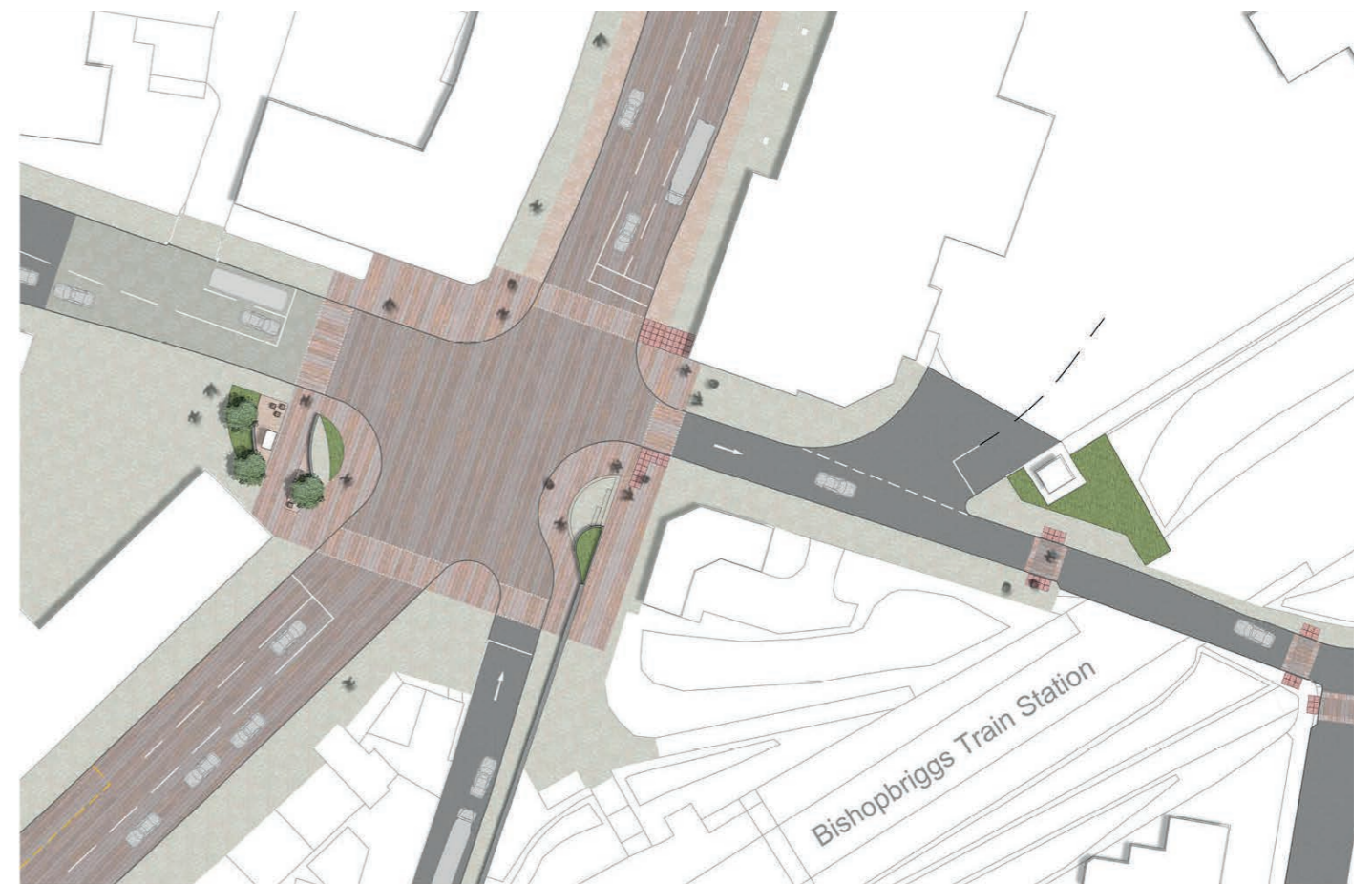


Figure 6: Bishopbriggs Cross option A

Masterplan B

The overall concept strategy for Masterplan Option B was for a focussed regeneration of spaces within the study area boundary. This concept sought to maintain a high level of aspiration in terms design intervention, quality and aesthetic, but with the focussed use of higher specification materials within the core of the town centre and at key locations where the most significant enhancements would be perceived. This attempted to bring down overall cost and disruption to the town during any regeneration construction works.

Set out below is a brief overview description of the various elements and interventions of this masterplan option. To the right is an illustration showing the masterplan in full.

Town centre:

Through the town centre the road carriageway will be narrowed to provide significantly more public pedestrian space. Street furniture clutter including signage, lighting columns, bins and service cabinets will be removed from the pedestrian footways and reorganised within a service strip which will act as a buffer between the road carriageway and the footway. All bus service provision will be from 'in-carriageway' bus stops. This serves to act as a traffic calming measure whilst increasing priority and service reliability for the buses.

Street lighting and selected street furniture within this masterplan option will be replaced with new elements with a co-ordinated style and materials palette whilst some street furniture elements such as control cabinets will be retained.

Civic space: (see Section 7.3)

A new civic space is proposed to the north east of the Morrisons junction of the A803 and situated in the former car park, south of St. Matthew's Church. See pages 16-21 for more detail on the design of the Civic Space.

Library:

The footway to the frontage of the library is to be widened with the retaining wall to the south removed and the existing ground level reduced. This will improve pedestrian access and safety along what is a narrow and enclosed space with high sides and a pinch point adjacent to the underpass steps. The ground level to the east will be terraced with new landscape planting to match the proposed new civic space assisting with visual as well as physical connection between the library and the town.

Gateways:

New gateway features are proposed at each side of the town along the A803. The gateway to the north will align with the library entrance whilst to the south, a gateway will be located adjacent to the police station. The gateways align with the most southern and northern historic public buildings in Bishopbriggs, using them to 'bookend' the town centre.

Cycleway integration:

The bi-directional cycleway terminates at Bishopbriggs Cross just south of the town centre, and at the Morrisons road junction to the immediate north of the town centre.



Figure 7: Masterplan Option B

Underpass:

Option B illustrates the partial infilling of the underpass. This option provides opportunity to increase the footway width to the east of the A803 between the new civic space and the library creating a much more attractive space. Levels to the south and north of the underpass would remain as existing with the only infill occurring at the eastern entrance. To the west, the underpass approach will be retained and provide the opportunity to install a kiosk or portable unit serving drinks and snacks. The existing planting area adjacent to the underpass entrance will be opened up to create a more prominent park entrance with terracing provided for seating and congregation. The wall to the north will be opened up and the levels amended to provide more open views and create an attractive space to the entrance to the park.

Bishopbriggs Cross:

At Bishopbriggs Cross the footway widening and associated kerbing alignments mean narrower carriageway widths in these areas. The realignment of crossing points and high quality surfacing matches the proposals in option A. The landscape detail at both the War Memorial and Train Station entrance are redesigned to match Masterplan option A although the more angular design aesthetic of the Civic Space is applied (See Section 7.3 for detail).

Springfield Road & Crowhill Road:

The existing one-way system at Springfield Road and Crowhill Road is retained in this masterplan option. The vehicular lanes on approach to Bishopbriggs Cross are however reduced to a single lane in order to return priority to the pedestrians using Springfield Road by providing wider and safer footways. This increased width will increase the capacity of pedestrians able to use the footways safely at peak hours.

Southern approach:

Road carriageway reduced to single lanes north & south with bi-directional cycleway on the west side. To the east is a new landscape strip featuring SuDS elements in the form of a rain garden to attenuate surface run-off before discharge into the drainage network. Access to the residential properties is maintained throughout.

Figure 8: Section through partially infilled underpass

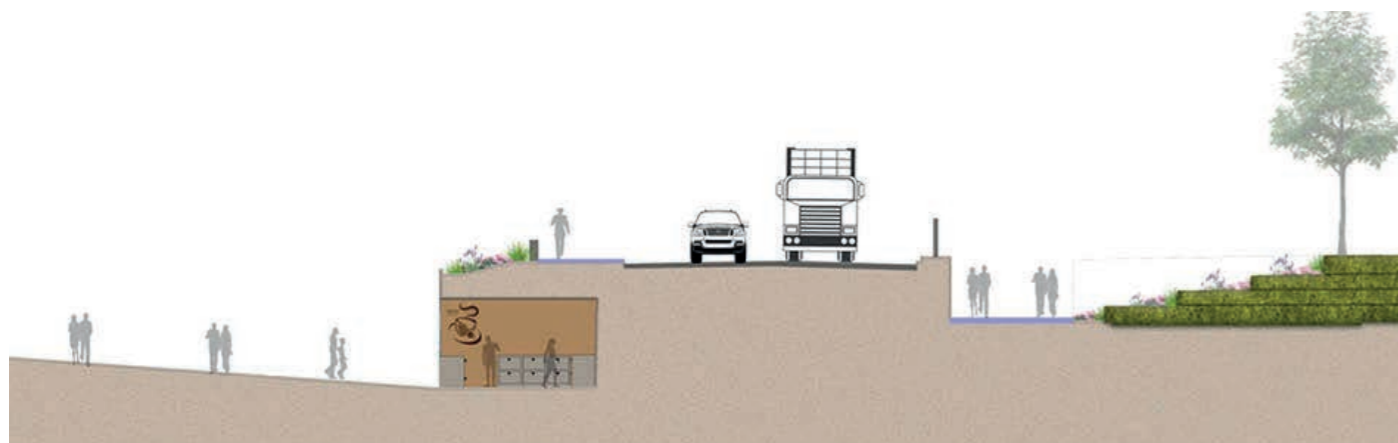


Figure 9: Bishopbriggs Cross visualisation

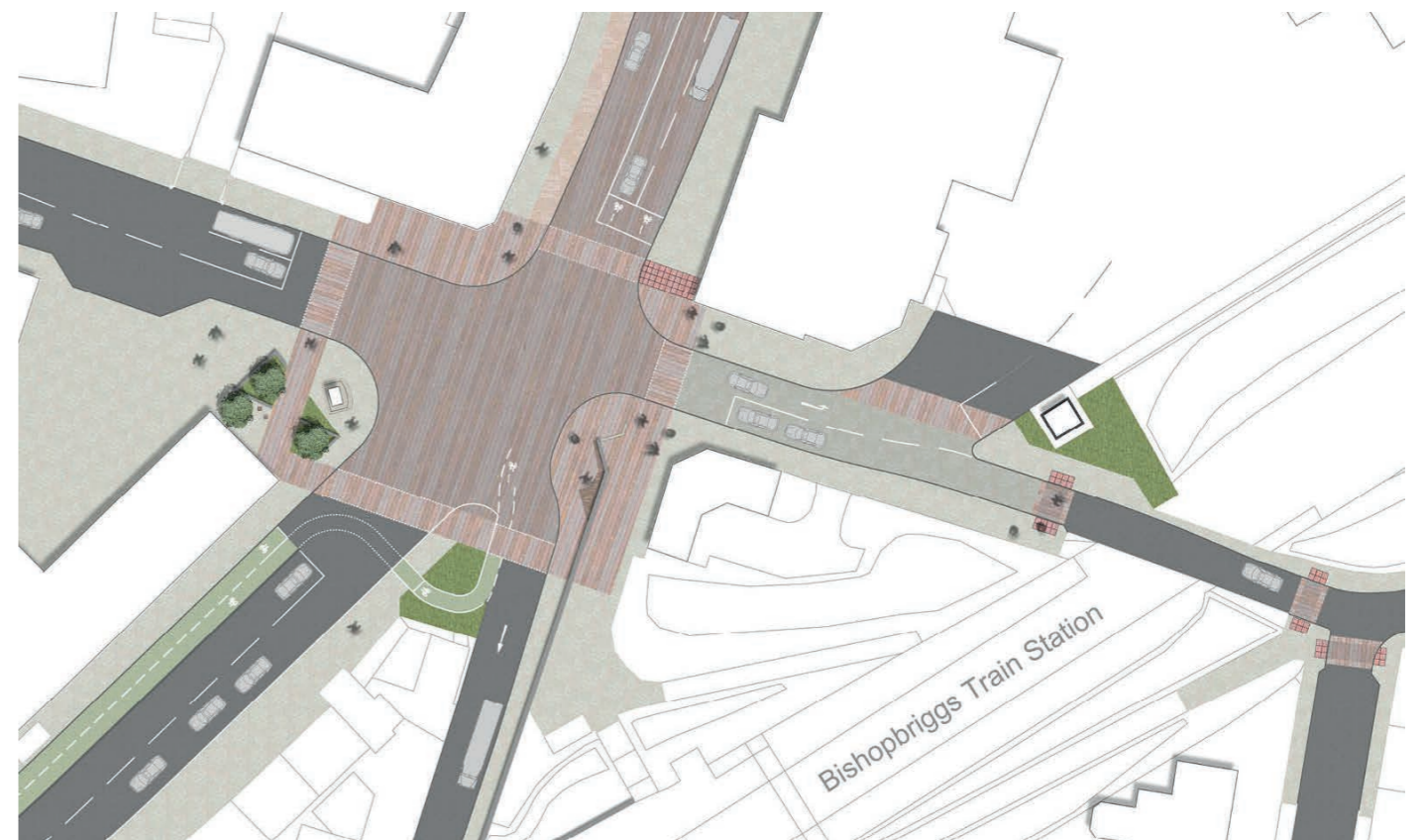


Figure 10: Bishopbriggs Cross option B

5.4 Masterplan C

The overall concept strategy for Masterplan Option C was for a targeted regeneration of certain key spaces within the study area boundary. This concept sought to deliver a high level of aspiration in terms of design, quality and aesthetic, but with minimal intervention to the existing fabric of the public realm in most locations. This approach was undertaken to illustrate what could be achieved on a more modest budget and with the least disruption to the town during any regeneration construction works.

Set out below is a brief overview description of the various elements and interventions of this masterplan option. To the right is an illustration showing the masterplan in full.

Town centre:

As with options A & B the road carriageway width is propose to be reduced through the town centre in masterplan options C. The difference with this option however, is that the bi-directional cycleway that travels the length of the A803 corridor is integrated through the town. This space required for the cycleway and buffer from the road carriageway, significantly reduces the opportunity to increase the space available for the pedestrian footways and public realm. The footway to the west side does not increase in width, whilst the footway to the east side of the A803 sees a marginal increase along it's length. All bus service provision will be from 'in-carriageway' bus stops. This serves to act as a traffic calming measure whilst increasing priority and service reliability for the buses. Street lighting columns and luminaires will be replaced throughout the town centre but will remain in the same locations in order to retain the underground ducts and cables and minimise the disturbance associated with this. Street furniture will be retained and cleaned / repaired where necessary with replacement furniture sourced to match or compliment the existing furniture either where additional furniture is required or where the existing furniture is beyond repair or does not have an acceptable anticipated lifespan.

Civic space: (see Section 7.4)

A new civic space is proposed to the north east of the Morrisons junction of the A803 and situated in the former car park, south of St. Matthew's Church. See pages 16-21 for more detail on the design of the Civic Space.

Library:

As proposed in masterplan option B, the footway to the frontage of the library is to be widened with the retaining wall to the south removed and the existing ground level reduced. This will improve pedestrian access and safety along what is a narrow and enclosed space with high sides and a pinch point adjacent to the underpass steps.

Gateways:

New gateway features are proposed at each side of the town along the A803 and closely match the proposals of masterplan option B.

Cycleway integration:

As part of masterplan option C the bi-directional cycleway extends through the town centre to provide a continuous cycleway from one end of the study area to the other.

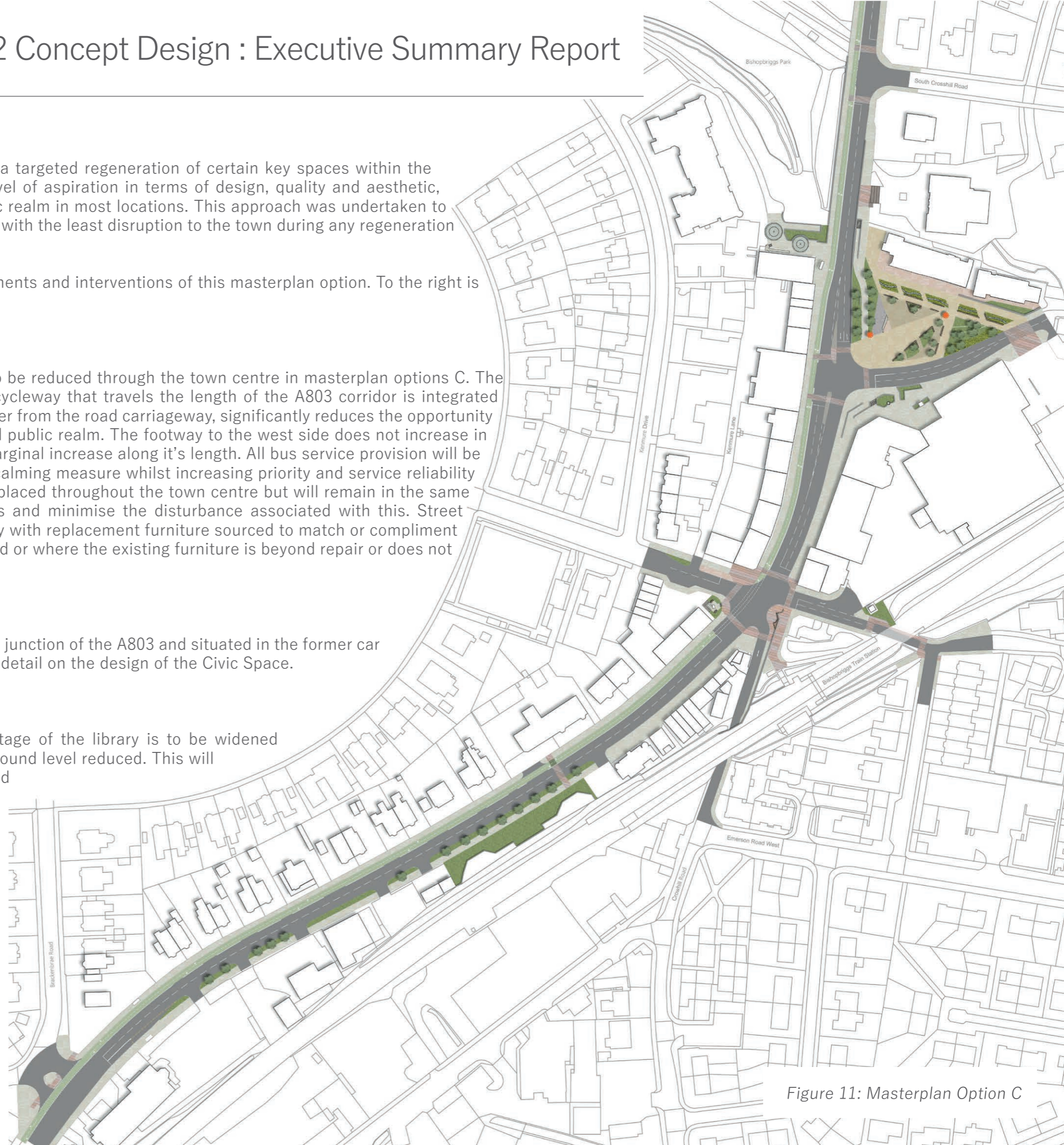


Figure 11: Masterplan Option C

Underpass:

The underpass is retained in its current form in this option with the north wall of the Park entrance removed and the land regraded to open up the views on this side of the underpass.

Park Entrance:

The park entrance area will benefit from some environmental improvements in the form of shrub removal and replanting and pruning works to the larger species that provide structure. Cleaning of surface materials, walls and street furniture will help to reinvigorate this space.

Bishopbriggs Cross:

At Bishopbriggs Cross the existing pedestrian crossings are retained in their current alignment with enhanced surface materials intended to elevate their perceived priority to both drivers and pedestrians. Limited footway widening has been implemented to improve the space afforded for waiting at crossing points. Some carriageway lanes have been removed with stop lines moved back from the junction helping to reduce the presence of vehicles in and around the Cross.

Train Station:

Due to the limited space and constrained levels at the entrance to the train station, and given that this is one of the priority areas, the proposals in option C match those of option A & B. The principals of widening the footway at the foot of the ramp and crossing points to help ease congestion is applied.

Springfield Road & Crowhill Road:

Springfield Road and Crowhill Road remain largely unchanged with the exception of new crossing points and raised tables on Springfield Road to aid pedestrian access to the southbound platform of the station and residential area to the east of the railway.

Southern approach:

The proposals for masterplan option C closely match those of option B. The road carriageway reduced to single lanes north & south with bi-directional cycleway on the west side. To the east is a new landscape strip featuring SuDS elements in the form of a rain garden to attenuate surface run-off before discharge into the drainage network. Access to the residential properties is maintained throughout.

Figure 12: Section through existing underpass

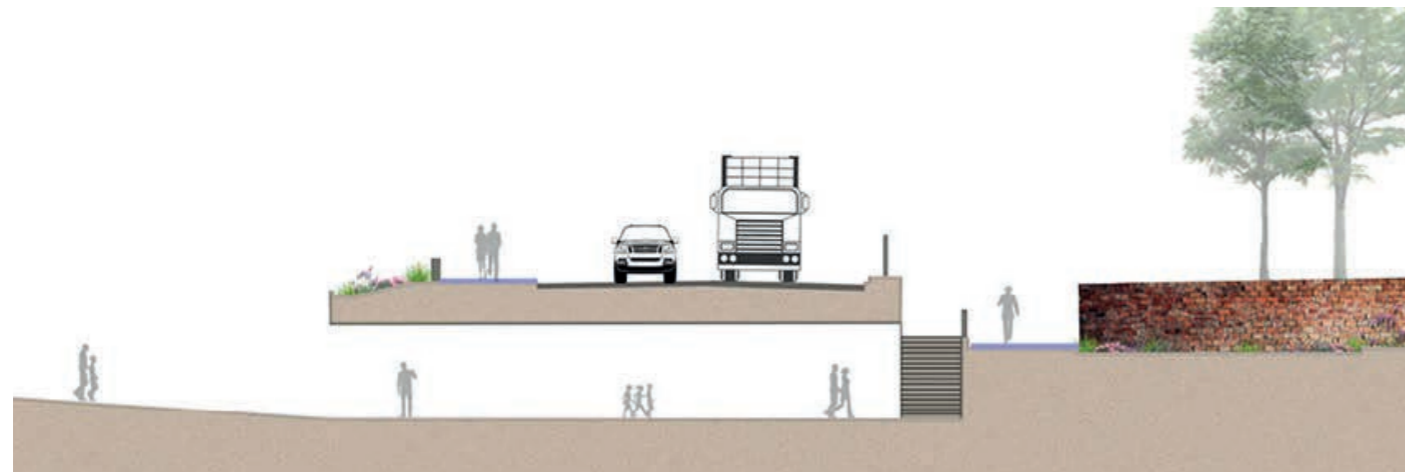


Figure 13: Exemplar images



Figure 14: Civic Space Option A Visualisation

6.1 Civic Area A

The proposed new Civic Space Option A has a sinuous flowing landscape feature sunken beneath ground level and linking the east and west extents of the space. This feature doubles as a SuDS feature helping to attenuate storm water run-off during rainfall events. The flowing nature of this feature is designed to subdivide the space into more intimate pockets of passive and active space whilst maintaining openness and visibility throughout the area. A central raised stage space can be used for impromptu seating as well as for organised performances or events. A series of 'bridges' cross the SuDS feature to create a linked walkway from the east to west as well as providing access to passive and active areas. In-built bespoke seating follows the flowing edges of the space, and a shelter provides a meeting and focal point. Vehicular access to the church is maintained and the space surrounding the neighbouring church hall is opened up to create a more useable space for events associated with the hall.

Stepped access is provided up to street level on the western side of the space. The levels difference to the western edge of the space provides opportunity for strong planting influence upon the perception of the space, with tree planting defining the western edge of the space. Planting within the sunken areas will be mixed with areas of maintained grass. A tall artwork feature in the southwestern corner will serve as a visual focal point when viewed from the main street.

Elements of informal natural play are incorporated at the eastern end of the space within the sunken landscape areas. This area is linked via a pedestrian crossing to the front of the superstore. The design geometry of the civic space is continued to the south of the access road, linking it to the Triangle Shopping Centre and integrating the public realm space associated with the east side of the main street.

Market space:

Civic area option A has the least area available of the three options for a formal market. The main open space has in the region of 250sqm of flexible space into which approximately 10nr, 7.5sqm sized market stalls can be accommodated, allowing for visitor access, movements and circulation. If required, this space could be increased through the relocation of the canopy and realignment of the meandering SuDS feature.

Events:

A 25sqm raised stage or podium area is provided within one of the feature 'meanders' with clear views of the stage area possible from the main flexible space and majority of the civic space.

Gatherings:

A canopy is featured within the main open space which echoes the curvy, flowing style of the space. Adjacent seating curves around the canopy providing for interaction between gathered persons sitting opposite and within a group.



Figure 15: Civic Space Option A Plan



Figure 16: Civic Space Option B Visualisation

6.2 Civic Space B

The creation of a new civic space with strong linear edges and angular geometry. This design responds to the partial infilling of the underpass to the northwest of the civic space and as such retains levels close to existing. An access path links to the footway in the northwest facilitating pedestrian movement between the library and the civic space. This route continues through the space where it is highlighted by a flush artworks feature, and connects to a road crossing linking to the new Morrisons store entrance. The artwork following this route at one end connects to the Morrisons store, and at the other a feature canopy covering an elevated performance area. This stage front a large open space which will be used for the community to gather for performances, or to host other events within the open flexible space. To the south this space is bounded by raised seating walls with planting between the walls and the footway adjacent to the access road to the Morrisons car park. A similar treatment of seating walls and planting bound the northern part of the space where there is greater permeability to facilitate access to St Matthew's Church and church hall.

SuDS elements are limited on the surface to a small raingarden in the eastern part of the space which is intended to deal with the surface run-off of the civic space. Storage crates are proposed for beneath the surfacing to attenuate surface run-off from adjacent roads where appropriate.

To the east of the civic space, a more greenspace space is proposed to accommodate informal play and provide screening from the car park area beyond. This proposal also facilitates improved access and break out space for the church hall which is situated to the north.

The detail and style of the civic space extends across the Morrisons access road and is applied to the space to the north of the Triangle Shopping Centre, where the levels are simplified and new raised planters and amenity planting is proposed.

The main elements of the civic space are described below in greater detail;

Market space:

Civic space option B has a significant area available for a formal market or other events. The main open space has in the region of 300sqm of flexible space into which approximately 18nr, 7.5sqm sized market stalls can be accommodated, allowing for visitor access, movements and circulation.

Events:

A 55sqm raised stage area is provided with a bespoke feature canopy covering the space. Clear views of the stage area is possible from the main flexible space and majority of the civic space.

Gatherings:

Informal gatherings are facilitated in the flexible open space or under the on the stage under the canopy which for large periods of time will be open to the public for their recreational use.

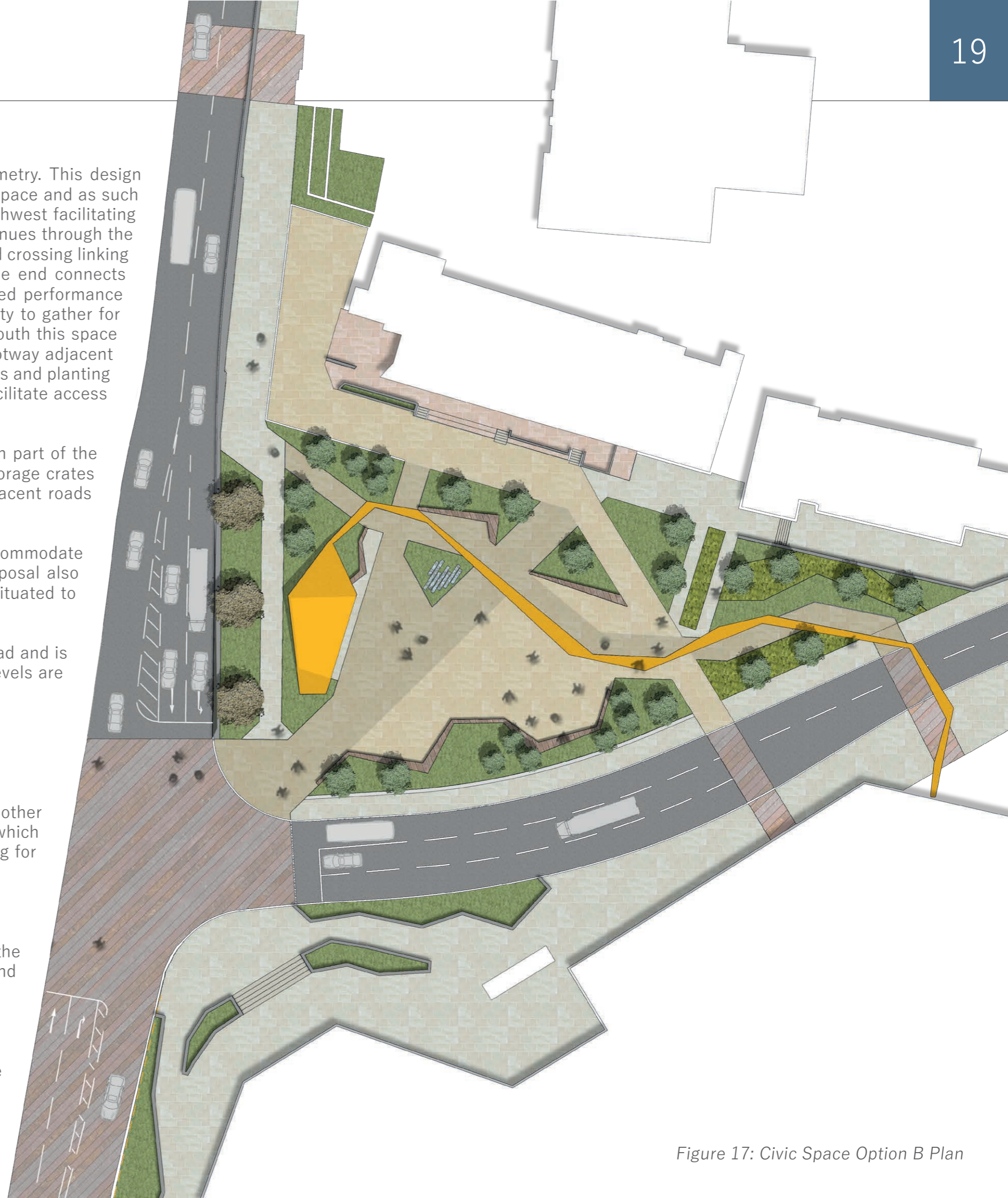


Figure 17: Civic Space Option B Plan



Figure 18: Civic Space Option C Visualisation

6.3 Civic Space C

This design creates a civic space with a central focal point to which most of the geometry orientates. The option C civic space develops a proposal where the underpass is retained in its current form with the civic space and the design is oriented around a central artworks feature from which the geometry of the space aligns. A linear sunken rain garden SuDS feature with pedestrian crossings creates a distinct space responding to the access and break out requirements of St Matthew's Church and the church hall. This space also provides the pedestrian link to the crossing point linking to the new Morrisons store entrance.

Seating walls and paving material changes create a distinction between this rain garden space and the main flexible space of the civic space. This open area of paving has a stage located to the west and some planting areas defining the space to the east. These planting areas divide the occasional vehicular route to the church.

The eastern portion of the space again has a greenspace focus with opportunity for incidental play, tree planting and an area of shrub planting that provides a level of separation from the access road.

At the centre of the civic space and to the western edge of the space are proposed totemic artworks that will act as a visual reference from within the town and act as a landmark feature on the journey along the A803.

The main elements of the civic space are described below in greater detail;

Market space:

Civic space option A has the largest area available for a formal market. The main open space has in the region of 350sqm of open space. This space is more limiting than the space in option B due to the geometry of the performance space and as such cannot accommodate as many market stalls as the slightly smaller space in option B. Approximately 15nr, 7.5sqm sized market stalls can be accommodated, allowing for visitor access, movements and circulation.

Events:

A 79sqm raised stage or podium area is provided to the westerns edge of the flexible space for performances or gatherings.

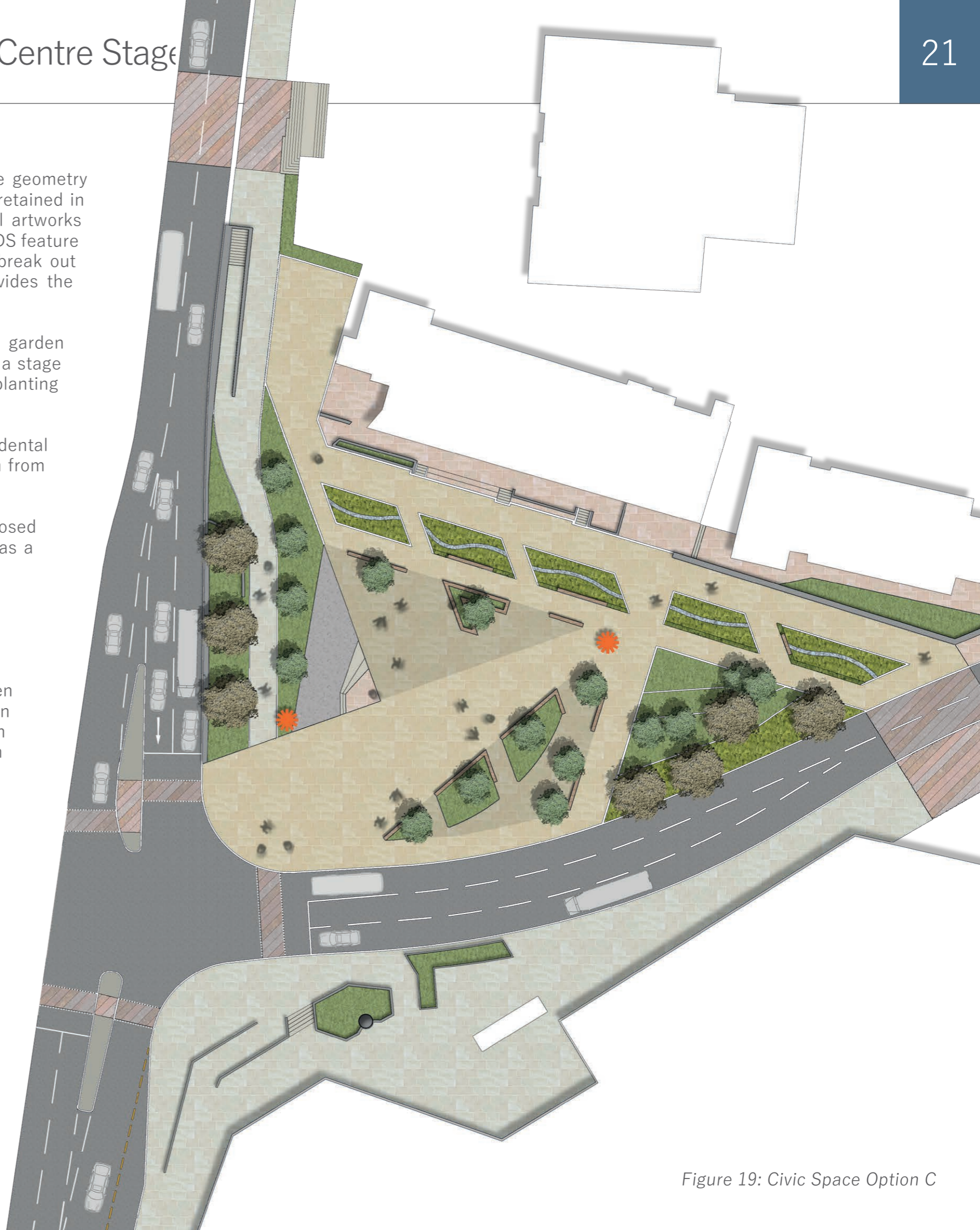


Figure 19: Civic Space Option C

7.2 Design Elements: Paving materials palette

For the concept design stage, surface material choices were approached using a hierarchical structure of Primary, Secondary and Tertiary paving types. This allowed outline designs to develop whereby quality and finish of materials are attributed based on location and function and the relationship between the various spaces.

- **Primary Paving**
Considered to be natural stone (granite / porphyry / Caithness) but could similarly be a premium concrete product.
- **Secondary Paving**
Could be complimentary natural stone in some areas such as the Civic Space. Generally considered to be a premium concrete product in most areas, but could also be a standard concrete product especially in masterplan Option C.
- **Tertiary paving**
Assumed to be a standard concrete paving product or asphalt surfacing.

The unit sizing and texture of paving will be used to differentiate zones and spaces within single paving types and to delineate edges / boundaries. All paving types will require a materials palette that includes contrast colours to assist visually impaired users navigate the townscape.



Figure 20: Natural stone porphyry sett and slab paving and in a streetscape

7.3 Design Elements: Soft landscape

The soft landscaping has been treated as broad planting types, used to indicated form and function rather than developing a species mix palettes for areas. The following categories have been identified for use in different concepts and areas within each masterplan option:

- **Specimen tree planting**
Tree species will be selected once final placement of trees is known within the Stage 3 Developed Design scheme in response to location, ground conditions and micro-climate.
- **Amenity planting areas**
These areas consist of woody shrubs which are appropriate for use in public realm settings. Hardy and easily maintained species which provide structure to the open spaces and can be used for screening or defining areas.
- **Specimen planting areas**
These areas will have a greater emphasis on the role the species play within a space, whether for form, function or aesthetic. These areas will consist of grasses and flowering species as well as perennials, bulbs and ground cover species.
- **SuDS planting areas**
Within the SuDS planting areas, species will be selected that are flood tolerant or for their hardiness to tolerate frequent inundation and damp conditions.



Figure 21: Specimen street tree planting, specimen grass and perennial planting

7.4 Design Elements: SuDS strategy

All masterplan options seek to improve the management of surface water run-off to alleviate potential flooding issues during storm water events by introducing various sustainable drainage elements into the fabric of the public realm proposals. These include:

- Raingardens
- Swales
- Check bars
- Underground storage crates
- Treatment planting

Within the area identified as the 'Southern Approach' it is proposed in all masterplan options to narrow the overall carriageway width and use a considerable proportion of the gained space to create a linear SuDS raingarden on the eastern side of the carriageway. This raingarden will collect surface run-off in a planted landscape strip where it will attenuate the flow.

Within the Civic Space, all three design options have a similar approach with large parts of the soft landscape treatments dedicated to attenuating and storing surface water run-off. Design Options A and C have significantly greater areas of SuDS where raingarden / swale features are incorporated within the core of the proposals and form a significant feature element within the space. The process of treatment, attenuation and storage as described above will also apply here, with discharge again to either the culverted watercourse or into the existing drainage network.



Figure 22: Raingarden SuDS feature, Sheffield

7.5 Design Elements: Lighting design & strategy

The aspiration in all masterplan options is for a replacement of the existing lighting columns. A different approach was taken towards the development of each masterplan option.

- **Masterplan Option A**
A full new street lighting design scheme with provision for all new cabling and ducting as required to reflect an improved streetscape aesthetic.
- **Masterplan Option B**
Through the core of the town centre a new street lighting scheme with the freedom to select an appropriate approved lighting column and luminaire. Out with the core of the town centre new street lighting columns and luminaires selected on a 'like for like' replacement, allowing for the retention and reuse of all existing cabling and ducting.
- **Masterplan Option C**
New street lighting columns and luminaires selected on a 'like for like' replacement, allowing for the retention and reuse of all existing cabling and ducting.

7.6 Smart city infrastructure

Simply put, smart cities are the way of the future. Data collection, analysis and distribution of all aspects of the city are monitored to find and implement real-time solutions to everyday challenges.

There are regarded to be eight components to a smart city;

- Environment (nature, pollution, waste)
- Infrastructure (sensors, grid, energy, buildings)
- Economy (business, growth, employment)
- Governance (safety, management)
- Services (health, education, tourism)
- People (health, safety, connectivity)
- Living (lifestyle, housing)
- Transportation (network, real-time monitoring & control)

Each of these components are applicable to Bishopbriggs to some degree, and there are opportunities within this project to address several aspects of these:

Whilst none of the masterplan options convey any detail regarding physical works associated with smart city infrastructure, the design team has considered them in the concept development thinking. Should this be something that is considered appropriate to be carried forward to Developed Design Stage 3, then any of the smart city infrastructure opportunities can be applied to any of the masterplan options with smart travel / real-time services information and street furniture the most appropriate applications.

7.7 Design Elements: Transport strategy

Active travel routes

All three masterplan options include for a cycle lanes provision along the A803 corridor.

Masterplan Option C incorporates the cycle route fully through the town centre, providing for a continuous active travel route along the entire length of the project area.

Masterplan Option B provides for bi-directional cycleway connections to both ends of the town centre. This concept treats Bishopbriggs town centre as a destination, rather than simply being an adjacent location on a through route. The enhancements to the town centre reduce vehicle density and speeds to make cycling on the main road carriageway safer and allow for greater flexibility for cycle movements in and around the town centre.

Masterplan Option A adopts a similar approach as option B; however, the greater extents of the town centre enhancement treatment increases the area where cycling is integrated within the main road carriageway.

Masterplan Options A & B provide for a new 'cycle hub' facility which could include cycle storage, basic cycle maintenance facilities as well as information on local active travel opportunities, sustainable transport initiatives and the wider network. Whilst Masterplan Option C does not specifically include for this facility, it can however be integrated should this concept intervention test well with the public and key stakeholders.

Public transport

Whilst this project cannot directly influence the public transport services provided, it seeks to improve the user experience of the public transport elements available within the town. This can be achieved by:

- Improving public access to Bishopbriggs train station;
- Reducing congestion at crossing points around Bishopbriggs Cross by increasing the space available for congregation at crossing points;
- Reducing congestion and increasing safety on approach by both pedestrians and cyclists by increasing footway widths and decreasing traffic speeds;
- Improving bus stop waiting areas, and (in some masterplan options) providing real-time integrated service information at bus-stops;
- Increased priority for bus-stops and bus services by creating in carriageway stops which provides for quicker journey times and increased reliability as buses can move off from stops with greater ease;
- Providing additional / renovated cycle storage at key locations adjacent to public transport.

Parking strategy

Public parking facilities within the town centre are managed as part of an authority wide parking strategy. This strategy will continue to manage all public parking facilities following the regeneration works.

- **Priority Bays**
All three Civic Space options provide for a minimum of two priority parking bays for church use, these are located at the western end of the of the St. Mathews Church building.
- **Off and On Road Public Parking**
The three Masterplan Options do not impact on, make changes to, or reduce designated parking in any way.
- **Taxi Ranks**
There are currently no taxi ranks within Bishopbriggs town centre and the East Dunbartonshire Council local authority area. Consultation is planned with the taxi licensing authority and this will feed into the subsequent Stage 3 work.

Consultation Findings

In the drop in consultation event and online community engagement a series of questions were asked to gauge respondent's opinion on options for the town centre. The Bishopbriggs Town Centre Regeneration Stage 3 Consultation Report (2023) sets out the consultation process undertaken, outcomes and the feedback received to date.

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

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

- The gateways will provide a greater sense of arrival and are a positive for the town.
- The three Civic Space options were all well received as being a great community space with scope for events.
- The public had mixed views with regard to the removal of the underpass with an approximate 50/50 split in favour/against.
- Improved entrance to Bishopbriggs train station and improved crossings, pavement space and new surfaces are needed and welcomed. Moving the war memorial to a quieter setting with more pedestrian circulation space.
- The improved and safer space for pedestrians and cyclists with wider pavements is welcomed.
- More greenspace and trees were welcomed.
- The Civic Space was chosen by the public as the project having the highest priority.
- There was a strong desire to see improvements to Bishopbriggs Park.

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

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

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

Headline figures:

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

196 survey responses

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

120 people attended the event

over **1526** page views

over **498** news article page views

over **1223** questions answered

over **1005** detailed comments provided

Figure 23: Consultation headlines

Option Appraisal Outcomes

The three masterplan options developed under the RIBA Stage 2 works were evaluated to determine which concept solutions meet the objectives of the Outline Business Case and the wider City Deal project. This evaluation will help to identify the best solutions to the issues facing Bishopbriggs and will generate a preferred masterplan, which will be developed at RIBA Stage 3 to become the blueprint for the regeneration of the Bishopbriggs Town Centre.

The stakeholders will also take into consideration the consultation and engagement feedback from all meetings and events and consider how the proposed solutions address this feedback.

The scoring from each of the stakeholders will be collated and the highest aggregate scores for each area will determine which concept designs are carried forward into the preferred masterplan to be developed at RIBA Stage 3.

The conclusion of the options assessment is that for the majority of the town centre area, a 'pick and mix' approach where certain measures and interventions from each of the proposed concept options are combined to reach a preferred option for Bishopbriggs Town Centre.

With regard to the new civic space area, Option B was the preferred overall concept that is to be taken forward to a developed design stage. In response to the assessment of the underpass and potential treatments that would see the infilling of the underpass, the Stakeholder Team believe this would have a transformational impact on the area as well as realising more of the objectives of the project. However, the specification of the changes to the underpass and the feasibility of doing such is underpinned by the changes along this section of A803 Kirkintilloch Road. As such no decision will be made on the filling of the underpass at this stage. The developed designs undertaken in the next stage of the project will be detailed in such a way that once the future of the A803 is known, the feasibility of the underpass can be appraised, and any designs can be adapted to accommodate any underpass treatment.

At Bishopbriggs Cross, both Options A and B somewhat meet the objectives, and a combination of measures will be required to form the preferred option for Bishopbriggs Cross. Similar to the issue with the underpass, the provision for cycling through the Cross will be shaped by the design of the A803 City Deal project element.

With regard to the gateways and town centre extents, Option A, the highest level of intervention is preferred. The Stakeholder Team also recommend the developed design to extend the surface treatment along under the railway bridge (Springfield Road) to the eastern entrance of the station to emphasise the extents of the town centre.

Agreeing a preferred option on the cycleways is difficult, as again, there is the need to understand the principles and priorities along the A803 through the town centre, therefore to progress to developed design we would prefer to see the cycleways follow the concept designs set out in Option A, although this will be taken forward by the A803 design team.

In summary, there is no definitive preferred option for each area. A combination of many of the Option A and Option B interventions are required to be carried forward to the developed design stage.

Conclusion

The RIBA Stage 2 Concept design process has developed numerous and varied conceptual ideas and designs to make improvements to the public realm and environment of Bishopbriggs town centre, whilst providing opportunities for business development and better connections to public and active travel.

The development of the three masterplan options revealed some consistent challenges that will be present as the design is developed through the RIBA Stage 3 Developed Design process. The most significant of these is the Springfield Road underbridge, where the narrow width constrains the ability to widen the footway to any acceptable width whilst maintaining vehicular access. Integration of the cycle lanes along the A803 corridor whilst improving pedestrian connectivity will also be a significant challenge and is to be developed in tandem with the A803 project due to the complexity of issues along the road corridor.

The RIBA Stage 2 Concept design development also revealed significant opportunities within the town and the developing concepts for the Civic Space tested well with both the public and statutory consultees during the consultation process. Associated public realm elements including the infilling of the underpass and relationship of the library-footway-A803 were also met with a positive response and these will be further developed and consulted on during RIBA Stage 3 Developed design.

Next Steps

Following the options appraisal process by EDC, a preferred set of design concepts have been identified, and the RIBA Stage 3 Developed design works will be undertaken commencing in May 2023.

The process will refine the concept designs proposed in the three masterplan options and a preferred masterplan for the public realm and environmental improvements of Bishopbriggs Town Centre will evolve.

A number of technical surveys will be commissioned including pavement surface, pedestrian, cycling and traffic analysis to ensure the developing design addresses any relevant technical issues and begins to form a detailed cost and risk analysis. This will establish what initial works can be undertaken with the current funding available to EDC and what are the subsequent priority areas for delivering on the long-term vision for the regeneration of Bishopbriggs town centre.

