

# Kirkintilloch Town Centre Masterplan



forging the future together



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Council Leader

## Foreword

This Masterplan sets out a strategy to continue the transformation of Kirkintilloch Town Centre to meet the needs of those who live here. Over the course of the last five years, East Dunbartonshire Council and its partners have worked to deliver improvements across Kirkintilloch. Highlights of this work include; the redevelopment of Kirkintilloch's Marina, the new Kirkintilloch Link Road, Kirkintilloch Leisure Centre, the redevelopment of the Auld Kirk Museum and the opening of the first Community Hub.

Town centres are of huge importance to our communities, providing an identity and the means to undertake a range of activities required to support and enjoy everyday life.

Kirkintilloch has a range of historic assets and is one of East Dunbartonshire's major economic and retail centres; however, like other town centres in Scotland, it is not immune to the challenges of changing retail patterns and current economic uncertainty.

Ensuring Kirkintilloch's success has a number of benefits for local residents and businesses across East Dunbartonshire more broadly. Kirkintilloch provides a centre for employment, retail and services for residents, a home for the Council, a place to live and facilities for recreation, entertainment, culture and tourism.

This masterplan seeks to build on the success of recent work by providing a range of actions and proposals to create a vibrant and sustainable town centre. This work cannot be achieved overnight or on our own. It is essential that we continue to work with the local champions, interest groups, business community, residents, private sector and other public delivery agencies to implement this masterplan. As Chair of the Kirkintilloch Town Centre Champions Group, I have been delighted with the commitment the group has shown in developing the masterplan. We have also carried out extensive consultations with the local community through workshops, traders' events, questionnaires, schools and meetings and their views are reflected in this document.

We will continue to nurture these relationships as we implement this masterplan in order to deliver the best possible town centre for the residents, visitors and the businesses of Kirkintilloch.

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# 1. Introduction



## 1 Introduction

Kirkintilloch has a town centre steeped in history from the Romans to the building of the Canal and the associated growth of heavy industry. Today it is East Dunbartonshire's premier town centre, but, like so many, faces a number of challenges relating to its physical environment, access and its modern identity and role.

Recent studies have shown it to be the area's poorest performing centre and in the most need of regeneration intervention. It has experienced decline in the latter part of the century due to a range of factors including: the loss of core traditional industries; changes in retail patterns; increased mobility of residents; and poor quality post-war development. The changes that have taken place over time have left a legacy of issues which must be overcome if the town centre is to be sustained as a vibrant and well used place.

The declining performance of town centres is currently receiving significant media attention, largely as a result of high profile retail closures, together with studies such as the Government commissioned Portas Review (2011). Retailing trends are changing to such an extent that many businesses can no longer justify operating in town centres. The balance of retail channels is shifting towards a combination of online and offline sources, often based on mobile internet technology. This has generated widespread debate about the future role and function of town centres. There is a clear consensus that the traditional strategy of focusing on retail competitiveness is no longer effective and that a bolder vision of the high street is required.

In this context, the Scottish Government has undertaken a comprehensive review of town centres in Scotland, with the aim of breathing new life into failing and struggling town centres. The Review is being led by a panel of experts from a wide range of public and private sector organisations and will address issues associated with planning, rents and rates, competition and vacant properties.

Despite the challenges, Kirkintilloch town centre has many assets and with those come opportunities. As a place, it must now look forward and establish a vision to shape change, to ensure it remains an important town centre, whilst improving and redefining itself to attract more local user, visitors and inward investment.





## Aim of the masterplan process

The masterplan document presents the findings of a process, which has aimed to establish a shared deliverable vision and strategy for regeneration in the town centre.

This document will provide a context for long term change and guidance to accompany the Council's adopted Local Plan 2.

In October 2011 the masterplan process began and was undertaken against the following objectives:

- Identify the potential and how this can be realised over the long term
- Engage the community to build a consensus over the future of the town centre and identify realistic and deliverable priorities for action
- Provide a context for local people, business and stakeholders to take control of their town centre and set further initiatives and proposals
- Identify a range of short, medium and long term proposals to realise a shared vision
- Set a design context within which projects and proposals come forward
- Promote high quality placemaking which takes recognition of the unique qualities of the town centre
- Unlock development opportunities and attract investment
- Increase certainty over the requirements for any future development in the town centre
- Link with and guide existing and emerging relevant Council strategies, policy, guidance and initiatives to achieve the town centre vision.

To ensure the final masterplan reflects the views and aspirations of the community, the work undertaken has been driven by an extensive programme of engagement and consultations. This has run in parallel to a range of analysis undertaken to look at the physical environment and economic profile of the town centre.

The masterplan process has identified possible future physical and spatial changes, along with other actions required to drive change and achieve the long term vision, which is:

“Create a reinvigorated heart for Kirkintilloch that is vibrant, welcoming, and attractive, and encourages healthy and sustainable patterns of behaviour.

Become a town centre that celebrates its key assets such as the Forth & Clyde Canal and Antonine Wall, and is also forward looking and modern, providing a balance of leisure, civic, retail, business and tourism facilities. It must provide opportunities for young enterprise, new investment and act as a gateway to the natural attractions of the surrounding areas.

*The vision and proposals are set out in Chapters 5 and 6.*



2 Why have a Masterplan?





## 2.1 Why have a Masterplan?

Where large scale changes are proposed, a masterplan can provide a tool to manage this process, respond to local needs and promote opportunities and high quality outcomes.

A range of policy and strategy from national to local level has established the need for the development of this masterplan, and has helped shape many of the proposals and recommendations coming from this process.

At a national level, Scottish Government policy and advice on town centres, in Scottish Planning Policy (2010), PAN 59 Improving Town Centres (1998), and PAN 52 Planning and Small Towns (1997), encourages local authorities to identify opportunities to improve town centres.

“Town centres are a key element of the economic and social fabric of Scotland, acting as centres of employment and services for local communities and a focus for civic activity, and make an important contribution to sustainable economic growth. Town centres should be the focus for a mix of uses including retail, leisure, entertainment, recreation, cultural and community facilities, as well as homes and businesses.” (Scottish Planning Policy, 2010).

Scottish Government design policy is contained in Designing Places (2001) and Designing Streets (2010), which sets out six qualities of successful places: distinctive; safe and pleasant spaces; ease of movement; a sense of welcome; adaptability; and good use of resources. These policies explain the need for and value of good urban design, and outline how a strategy should be created.

The Glasgow and Clyde Valley Strategic Development Plan (SDP) (2012) provides strategic planning policy for the city region and forms part of the development plan for East Dunbartonshire. It sets out a Network of Strategic Centres which includes Kirkintilloch. It expects Local Development Plans to take forward the management and development of these centres, in particular with provisions to arrest the decline of traditional town centres.

Kirkintilloch is identified as being a historic town centre with strong civic, community, cultural and visitor functions. The SDP notes that Kirkintilloch suffers from competition from larger retail locations and states that there is an opportunity to deliver regeneration through investment in the quality of the public realm and significantly improve the range and quality of the retail offer.

East Dunbartonshire Council has a clear commitment to town centres and the regeneration of Kirkintilloch in its policies and strategies. The Single Outcome Agreement includes a local outcome stating ‘East Dunbartonshire has an expanding economy with a competitive and diverse business and retail base’. It also identifies the need to ensure the built environment is attractive for residents and visitors.

The East Dunbartonshire Local Plan 2 provides planning policy for retail and town centres, and provides a number of policies specifically focused on Kirkintilloch. In particular, Policy TCR 6D states the ‘Council’s aim to create strong place identity for Kirkintilloch town centre, increase visitor and local footfall, and attract higher levels of inward investment’.

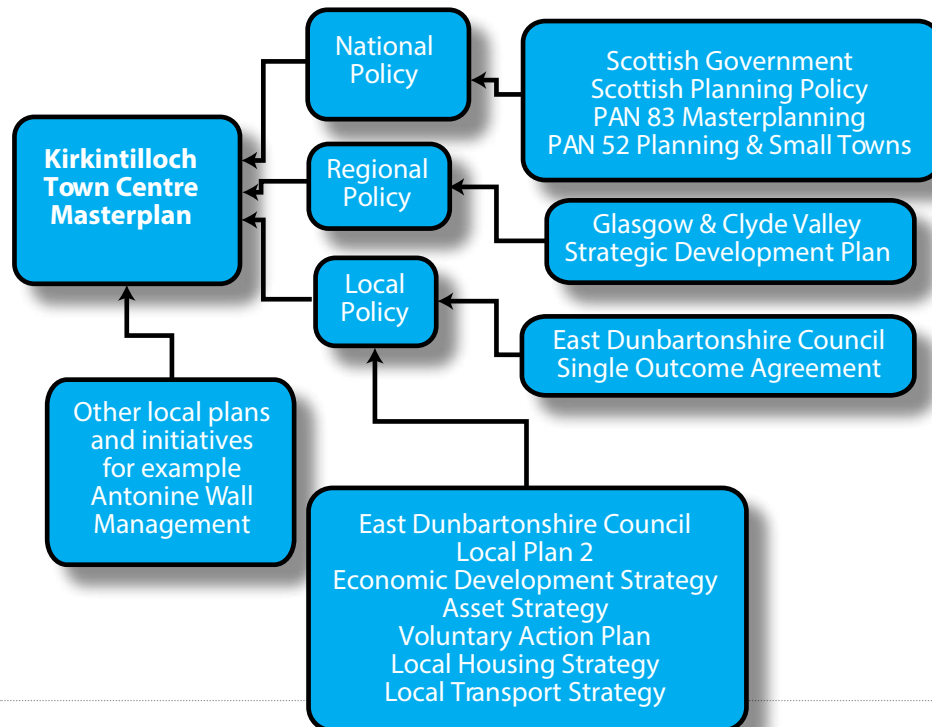


The Masterplan has been developed alongside these documents and is consistent with a number of other strategies in order to ensure the most effective regeneration of the town centre. These include:

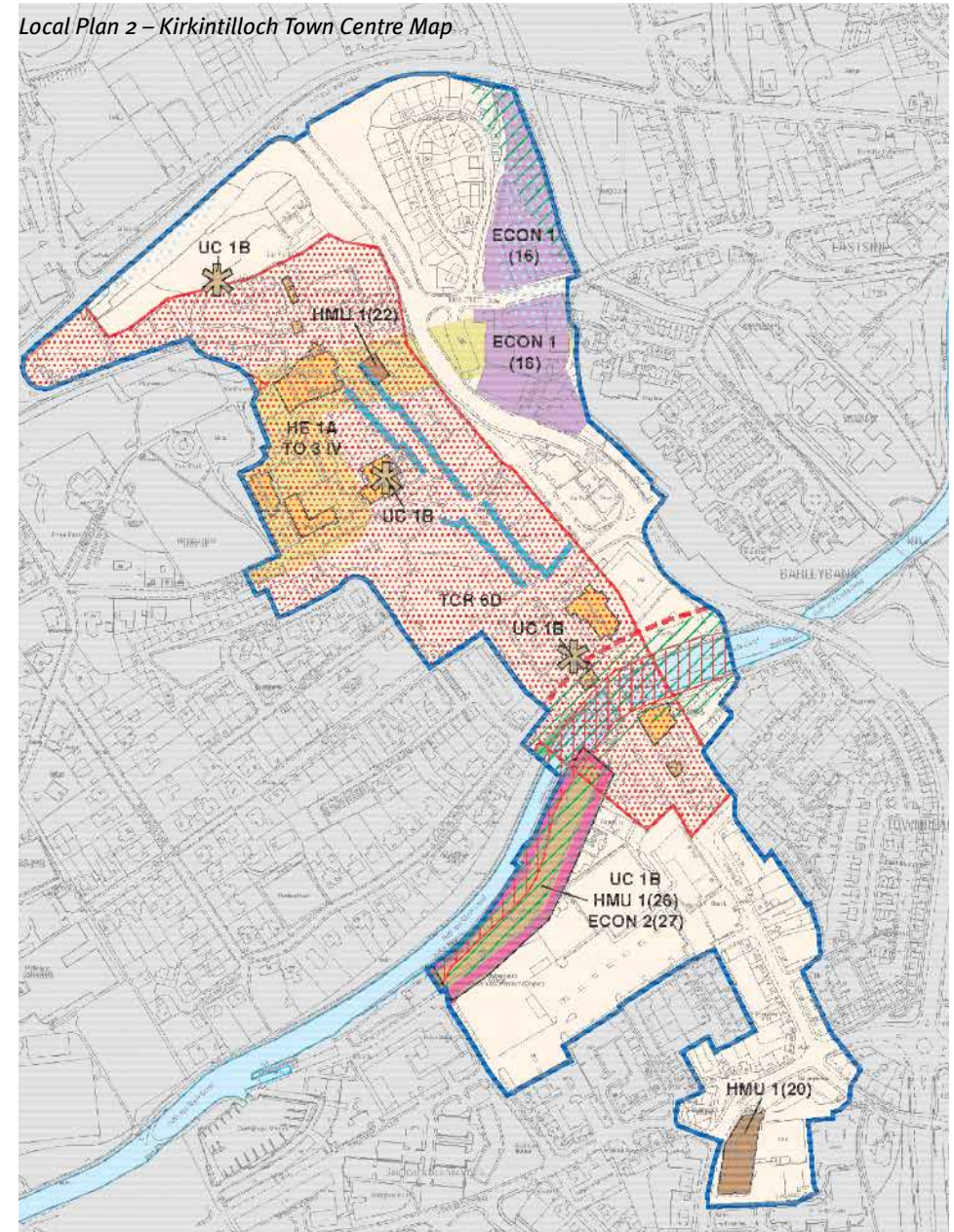
- Local Transport Strategy
- Economic Development Strategy
- Local Development Plan
- Housing, Asset and Infrastructure Strategies

The vision of the masterplan must also link well with other initiatives, for example heritage and branding initiatives being led by East Dunbartonshire Leisure & Culture Trust and the Antonine Wall Management Group.

The role of the third sector and the community is central to long term meaningful change in the town centre. Key themes of the East Dunbartonshire Voluntary Action Business Development Plan 2012-14 should be engaged to support the delivery of many of the proposals and help develop capacity within the local community to take control of their town centre.



Local Plan 2 – Kirkintilloch Town Centre Map





## 2.2 Place Making & Urban Design

The sense or feeling of 'place' is at the core of successful urban environments.

How identifiable a place is, how a place feels and is physically understood impacts hugely on the user's experience and ultimately how desirable somewhere is to live, visit, and even invest in.

### Role of the masterplan

The importance of good 'Place Making' in new development is reinforced through a range of national policy and guidance and is a key thread of this masterplan. Key national policy documents are:

- Designing Places
- Designing Streets: A Policy Statement for Scotland
- Creating Places: A policy statement for Architecture and Place in Scotland
- New Design in Historic Settings

Local planning policy and guidance for East Dunbartonshire also supports and promotes the key messages set out in these documents. All of these and the masterplan are material considerations in the determination of planning applications.

A large area of the town centre also falls within the designated Central Kirkintilloch Conservation Area and the design of new development should also be sensitive to this and follow relevant local planning policy and guidance.

Understanding and analysing the various components of a place – for example its human and physical history, urban structures, streets and spaces is essential when creating design responses for new development.

The masterplan presents a range of analysis of the town centre which provides context and a good starting point for the development of the proposals identified in this document. The masterplan provides guidance and criteria for some of the identified proposals and this is expanded upon later under proposal description. In bringing forward any proposal in the town centre, good urban design principles must be applied to ensure all new developments and improvements are distinctive and appropriate for the area.



*Above: Culross  
Right: Venice*



### Success Places – Key Criteria

Places which are most successful tend to have certain qualities in common. National policy identifies six qualities of place which new development must provide, these are:

1. **Identity**
2. **Safe and pleasant spaces**
3. **Ease of movement**
4. **Welcoming**
5. **Adaptable**
6. **Good use of resources**

The following expands on each of these six qualities.

#### 1 Identity

New buildings and projects in the town centre should retain historical connections and a sense of place and to do so be inspired by the local context, namely:

- distinctive landscapes
- local features
- buildings, streets
- street patterns and spaces
- skylines
- building forms
- materials

#### 2 Safe and pleasant spaces

The town centre should have lively streets and spaces which feel safe, by having:

- windows and doors overlooking streets and spaces,
- living over shops to provide inhabited rooms overlooking streets and to encourage evening activity
- streets designed with pedestrians first over other forms of transport
- distinction between public or private space made clear
- a sense of enclosure by enclosing streets, squares, parks and other spaces by buildings or trees of a scale that feels right
- large single uses should be wrapped with other uses such as flats, cafés and small shop units

*Integration with existing block structure*



*Vauban in Freiburg - plot and building variety*



*Blank Elevations - to be avoided*



*Above shop living*



### 3 Ease of movement

The town centre should have good permeability and be easy to move around, ensuring:

- density of development is highest where access to public transport
- bus stops are located conveniently
- roads or footpaths connected into well used routes
- public spaces are well linked into routes already well used by people on foot is good
- opportunities are created to encourage cycling
- prevailing building heights in the locality should be considered and taller structures used to define central and corner points, meeting places, terminate vistas and act as orientation points for users

### 4 Welcoming

The town centre should feel welcoming and be legible to users, by having:

- landmarks to create views and help people find their way around
- views and vistas responding to its key features, assets and landmarks
- gateways to particular areas
- key elevations and gables that incorporate architectural elements to express their importance
- good lighting to improve safety, help people find their way around, highlight landmarks, show off attractive buildings or disguise eyesores
- distinctive works of art and craft to reinforce local identity

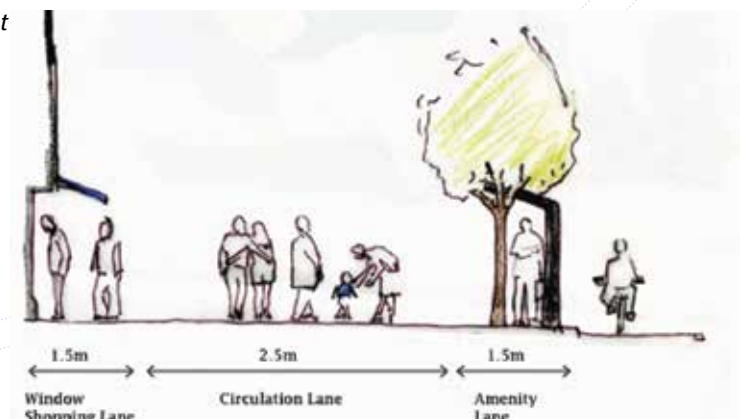


Chatsworth - Example of new landmark

Street Activity



Street Movement



## 5 Adaptability

For the town centre to be successful over time it must be able to adapt to changing circumstances, and ensure:

- new development or other improvements support a mix of compatible uses and tenures, helping to make the place one where people live, work and play, rather than having a single use and being dead after hours
- buildings and areas are adaptable to a variety of future uses, by ensuring that they are not tightly designed to a particular use
- wherever possible, important and significant historic buildings are reused
- affordable housing is incorporated with private in new developments rather than segregating the two

## 6 Good use of resources

The town centre should be sustainable, promote greener lifestyles and make good use of resource, and it therefore should:

- facilitate healthy lifestyle choices like walking and cycling
- have buildings that minimise use of energy through their orientation, how they are sheltered from the wind through the slope of the land, trees and other buildings
- vacant and derelict buildings and sites should be reused
- building materials used from local or sustainable sources where possible
- conserve and emphasise natural features
- provide green space and waterway networks that are good quality
- use green infrastructure and planting to provide natural shelter and habitats



*Auld Kirk Museum*



*New Road Brighton*





3 Consultation

### 3 Consultation

Through the masterplan process contact has been made with over 3000 people from members of the community to local businesses. Ongoing consultation has informed the vision for the town centre and the range of projects and proposals.

#### Methods of Engagement

People have taken part in a range of ways and there have been three main periods of consultation:

1. Initial analysis and ideas
2. Presentation of vision and proposals
3. Champions Group established and detailed consultation undertaken to develop projects

Initial consultation helped analyse and profile the town centre and understand how the community wants the town centre to change and progress.

Participants were asked for their views of what constituted the town centre; its current condition and functions; and their aspirations for the town centre in the short and longer term.

Information was gathered through:

- Resident questionnaires sent to every home in Kirkintilloch and Lenzie and business questionnaires to town centre operators.
- Community Workshops
- Pop-up Workshops
- Schools' Workshops
- Meeting stakeholders, business and interest groups

In June 2012, findings of the consultation and proposed projects were presented to Council Members. Approval was gained for further consultation and development, and the eventual implementation under the emerging strategy for the town centre.

Over this period findings and proposals were presented at events, busy town centre locations, online and forums, to local interest groups, to the Town Centre Steering Group and in the local press. Comments given were recorded to assist the development of projects.

*Masterplan Champions Group*



The Kirkintilloch Town Centre Masterplan Champions Group formed in August 2012 to assist the project team in the development of the masterplan and emerging projects. The group consists of representatives from a wide range of organisations, local community groups, businesses and includes: Action for Churches Across Scotland, Ashoka Brassiere, Chamber of Commerce, East Dunbartonshire Access Panel, East Dunbartonshire Council, East Dunbartonshire Leisure & Culture Trust, East Dunbartonshire Ethnic Forum, Forth & Clyde Society, JACCA Ltd, Kirkintilloch Community Council, Kirkintilloch Town Hall Restoration Trust, Kenwil, Regent Centre, St Ninian's School, Seagull Trust, Scottish Canals, St Mary's Church, SUSTRANS and Vijram Properties Ltd.

The group continues to meet regularly working together with the project team on the development of projects and their implementation.



### Overview of Findings

A number of issues and themes emerged from consultation work. Below is a summary of these:

#### 'Role of the Town Centre'

- Kirkintilloch is the district's main town centre however it does not feel like it is the premier centre
- Has lost its identity and is considered to be too big
- Lacks a civic core and a core area should be more defined
- Footfall is decreasing and many young people are choosing not to use the centre
- Retail is of low quality and more 'niche' independent and unique shops should be encouraged
- The role of the Town Centre should be diversified – culture and leisure, family restaurants, bars, cafés, cinema
- Built heritage and physical assets are not being used to their potential and they are not promoting the town centre
- Lack of community spaces and halls for groups to meet
- A multi-purpose venue for community use should be created at the Town Hall site
- A cinema should be brought back to the centre
- Assets like the Antonine Wall and Industry should be used to forge a stronger identity and promote the centre
- Be a place that is attractive to live, and adequately services its local people
- An evening economy is needed, with family restaurants, cafés and bars.

#### 'Built Environment & Uses'

- Built character and heritage is being lost due to buildings falling into disrepair and unsympathetic newer developments
- Some developments have created barriers and make the town unattractive e.g. the retaining wall along New Lairdsland Road, and the rear of the buildings at David Donnelly place
- Long term vacant units give a bad impression of the town centre
- Rates are a barrier to small businesses.



### 'Access & Movement'

- The streets are cluttered creating access issues
- Some footways are narrow
- The streets look tired and are in poor condition
- Needs better quality public realm and improved public spaces
- Roads are busy and vehicles feel like they dominate the town centre
- Pedestrianisation should not happen, if vehicles were taken out there would be no life after 5pm
- Green links should be made along the town centre, with more trees or planting along the street to connect green spaces
- Many parts of the town centre feel unsafe, in particular: New Lairdsland Road, David Donnelly Place, Broadcroft Lane, Canal towpath at the east side of Townhead Bridge and Cowgate after 5pm
- Parts of the centre feel disconnected – Townhead/Cowgate divide
- Capitalise on connections to the outdoors and walking routes
- Links from parks and walking routes to the town centre facilities should be improved
- Better and more parking is needed
- Concerns over impact of proposed future parking charges

### Taking control

It is evident from the consultation process that there are many people who are passionate about the future of Kirkintilloch Town Centre, but a lack of collaborative working between various interest groups, traders and users is hindering positive progress.

A key theme to emerge was the need for those with an interest in the town centre to work together to improve its profile. Voxpops from the consultations can be viewed electronically by clicking the links below:

Rahul's story - [www.youtu.be/qgKU-wkvt-Q](http://www.youtu.be/qgKU-wkvt-Q)  
 Gordon's story - [www.youtu.be/BprU5zJ4nVA](http://www.youtu.be/BprU5zJ4nVA)  
 Peter's story - [www.youtu.be/-4guMknzZtg](http://www.youtu.be/-4guMknzZtg)

Details of the range of consultations can be found in Appendix (i).



*Right: Stalls at the Kirkintilloch Canal Festival 2012*



*Local Schools Consultation session*





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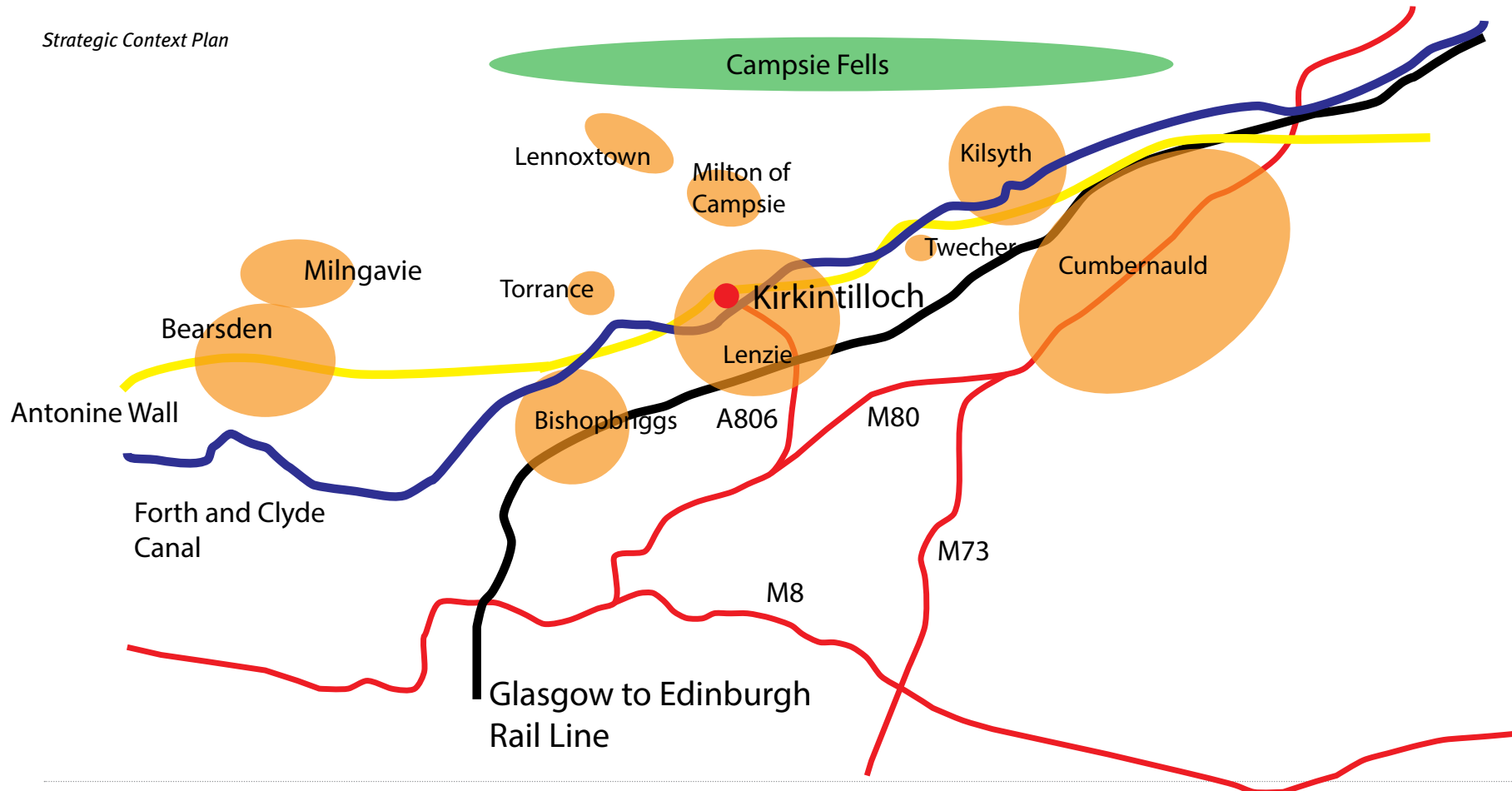
## 4. Place Analysis

### 4.1 Location

Kirkintilloch lies to the north east of Glasgow, on the river Luggie, just south of its junction with the river Kelvin. It derived strategic and economic importance from its proximity to coal and iron fields, and its position on historically significant east-west routes through Central Scotland (the Antonine Wall and Military Way, the Forth and Clyde Canal and mid – Victorian regional rail network). The Campsie Fells, rising to

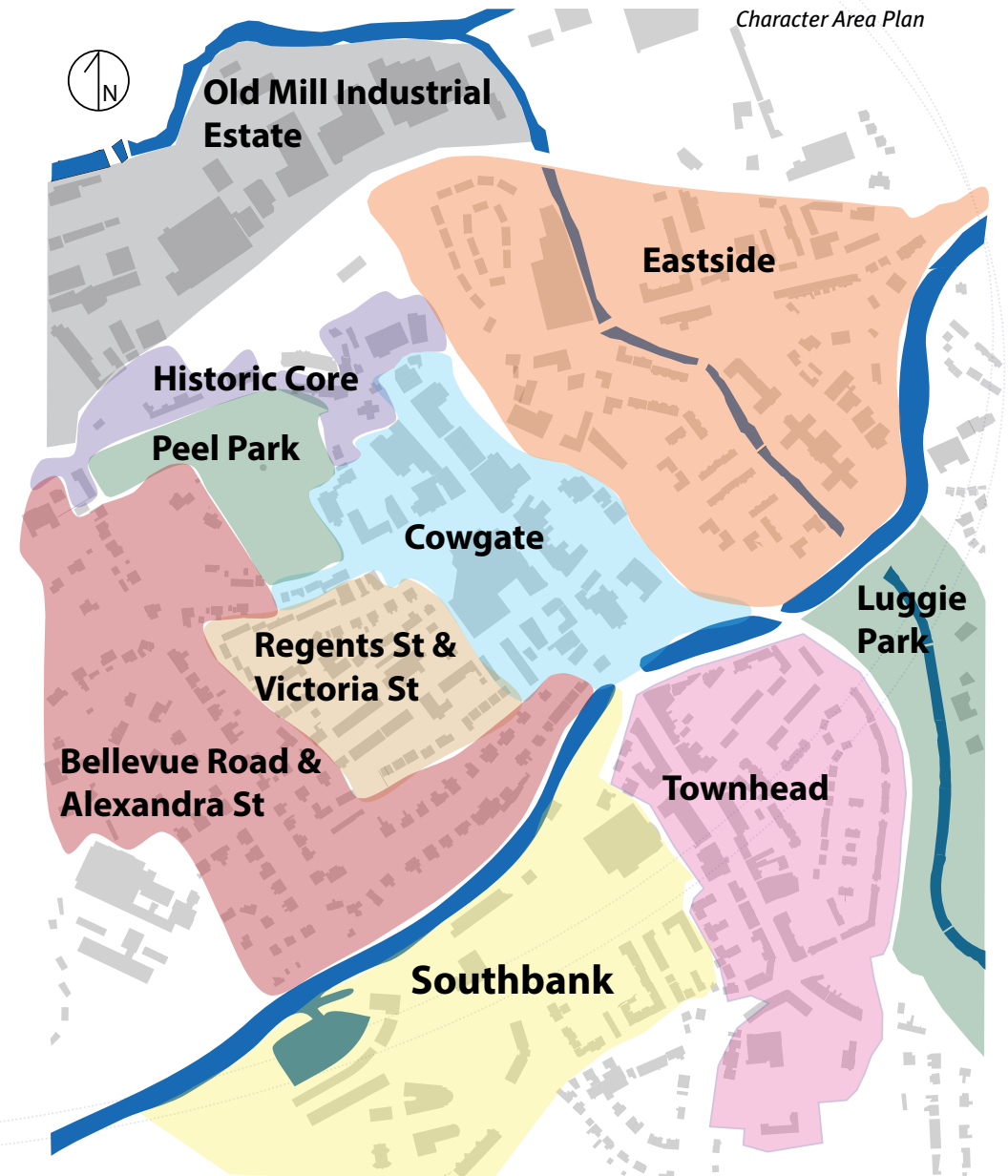
the north, form a striking backdrop to views from the town centre. Today the town still remains of importance. It is the principal town in East Dunbartonshire and has a continuing civic service and retail function with connections to the villages in the low lying areas between the town and the Campsie Fells to the north, including Twechar, Torrance, Milton of Campsie and Lennoxton.

*Strategic Context Plan*





The town centre area in its widest sense relates to several neighbourhoods, anchored by the spine of Cowgate and Townhead. Cowgate has been identified, through consultation and analysis work, as the core area with a larger presence of commercial floorspace, civic spaces and facilities. Areas like Townhead and Eastside also play an important role in the wider town centre. As adjoining streets, they have a range of commercial uses and a residential population. They also provide key routes of travel, for all modes of travel, to the various different parts of the town centre.



## 4.2 History and evolution of the town centre

The town's name reflects its setting, with its Latin name 'Caerpentalloch' meaning fort at the head of the ridge.

The settlement grew into a market town, with the focus of the town shifting towards the marketplace and main road.

As a result, during the Middle Ages Kirkintilloch grew eastwards towards the Luggie Bridge, accounting for the East and West High street alignment.

The opening of the Forth & Clyde Canal in 1773 revolutionised the transport of goods and people within Scotland and overseas, and the development of the town.



*Canal at Southbank in the late 1800's*

The town became Scotland's first inland port; a thriving centre for the export of many goods including coal and fine cottons which was further facilitated by the opening of the Monkland & Kirkintilloch Railway in 1826. Iron foundries developed along the Canal, including the famous Lion Foundry.

The Barony Chambers, containing council chambers, jail and schoolroom, replaced the old tollbooth in the early 1800's and Cowgate very quickly became important as the link between the canal and the historic centre. During the 19th Century purpose-built shops began to be developed, and Cowgate has been the principal shopping street since this time.

During the 19th Century the population increased fivefold, and the town's infrastructure was gradually improved. The opening of the Edinburgh & Glasgow railway station at Eastside in 1848 increased the possibility of commuting to work. Several schools and churches were also built during the century.

The late 19th Century was a time of slum clearances and redevelopment, and Kirkintilloch was no exception, with demolition of properties in all the older parts of the town. Many weaving shops were converted to housing.

At the end of the century a villa suburb for middle class residents was built in the Westermains and Bellfield areas of the town; the field patterns are still visible in road layout and property boundaries.

The Peel area remained in agricultural use until 1897 when it was converted to a public park with a bandstand and drinking fountain. The early 20th Century remained a prosperous period. St Mary's Church, opened in 1914, replacing the Auld Kirk, and the 1906 Town Hall took over the civic functions of the Barony Chambers.

Heavy industry declined throughout the 20th Century, and brought about the closure of the canal in 1963 and the last remaining large scale foundry in the 1970s.

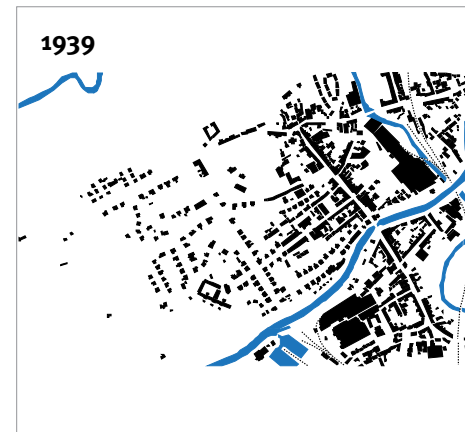
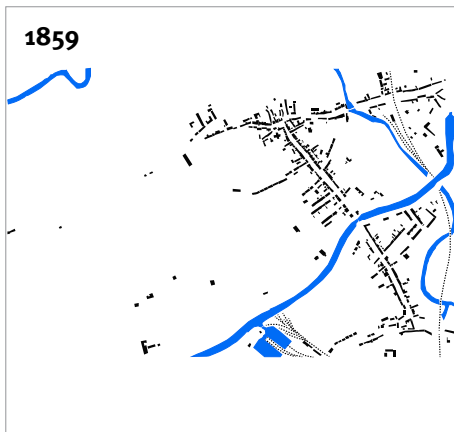
During the 1960's Kirkintilloch formed part of the Glasgow Overspill project, resulting in large amounts of house building and 'improvements' and rebuilding of shops in Cowgate, continuing into the 1990's with the large Regent Centre development and the William Patrick library at the Cross.



The construction of the town centre Relief Road in the 1980s (New Lairdsland Road) joined Glasgow Road to Lenzie Road by cutting across the historic line of East High Street and resulted in the loss of the historic townscape to the northeast of Cowgate. Severance by the Relief Road and ad hoc infill development have weakened the relationship between this area and the rest of the town centre.

In recent years there have been several key events earmarking positive change for Kirkintilloch including the restoration and re-opening of the Forth and Clyde Canal

in 2001 and the completion of the new Southbank Marina in 2008. The recent designation of the Antonine Wall as a UNESCO World Heritage site has also been an important development, along with modern facilities and infrastructure delivered through the regeneration organisation – Kirkintilloch's Initiative. These include the Kirkintilloch Link Road, the Leisure Centre and Integrated Care Centre which have further regenerated the town.



*Plans showing development of the town's urban form*

### 4.3 Present day built environment and form

The Cowgate functions as the core of the town centre, anchored by the Regent Centre. The long linear main street is intersected by the Forth & Clyde Canal, which creates an axis at the northern part of Townhead. The line of the Antonine Wall runs through the oldest part of the town centre almost parallel with East High Street and West High Street – two main gateways into the centre. The sloping topography towards Glasgow Road and the well defined industrial area provides a clear physical boundary to the north.

The layout within the town centre area has changed during the 20th Century, with the reduction of junctions on Cowgate creating wider urban blocks between the



*Cowgate looking north, present day*

Canal and Union Street. The original narrow block design allowed direct access from residential areas to the main shopping street and also provided regular, tightly defined punctuation in the consistent building line of the Cowgate.

The tightly developed corridors of Cowgate/Townhead and East High Street & West High Streets have become disturbed and fragmented in areas by road development and loss/change of street front buildings. However, Cowgate and Townhead, however, have largely retained continuity of enclosure.

The northern section of Cowgate was largely redeveloped post-war, exceptions include Auld Kirk and Barony Chambers. The rear elevations of many of these blocks are highly visible from the Relief Road and provide a poor image for the town centre on approach.

The neighbourhoods to the east of the town centre have been severed by the development of the Relief Road (New Lairdland Road) in the 1980's, creating a physical barrier to the main streets of the town centre.

Neighbourhoods to the West of the Cowgate are covered largely by a conservation area, and hold much merit and quality in terms of their streetscapes and buildings. Cowgate and Townhead are now covered by an extended conservation area. Despite some disruption to the urban blocks through the development of the Regent Centre, these neighbourhoods still remain well connected to the core town centre area.

The Regent Centre occupies the frontage of two original blocks developed over the eastern sections of Queen Street and Regent Street. Physical imposition of the Regent Centre has left few features of interest except overlooking Cowgate, with blank elevations on surrounding streets and over part of the Regent Gardens.

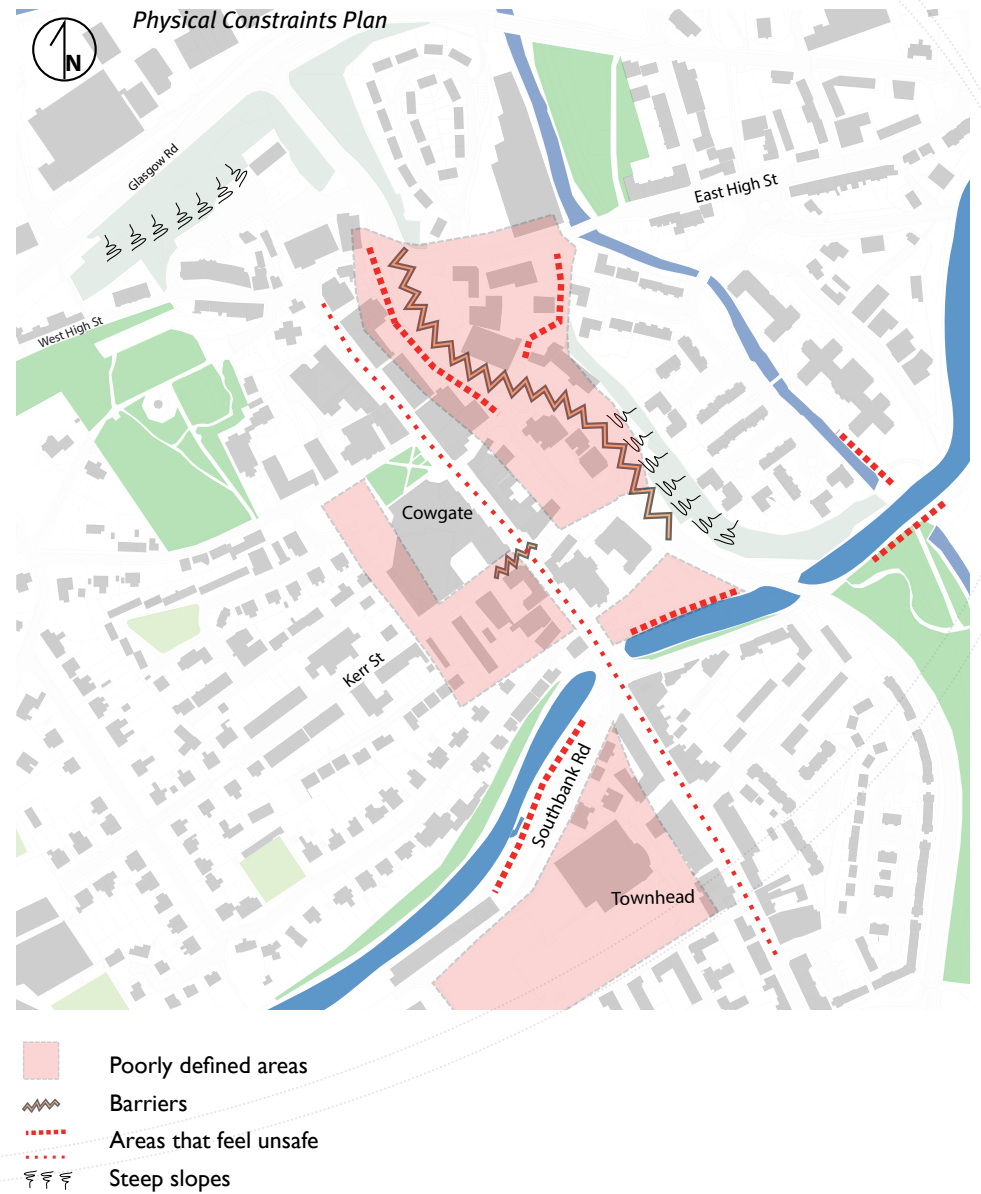
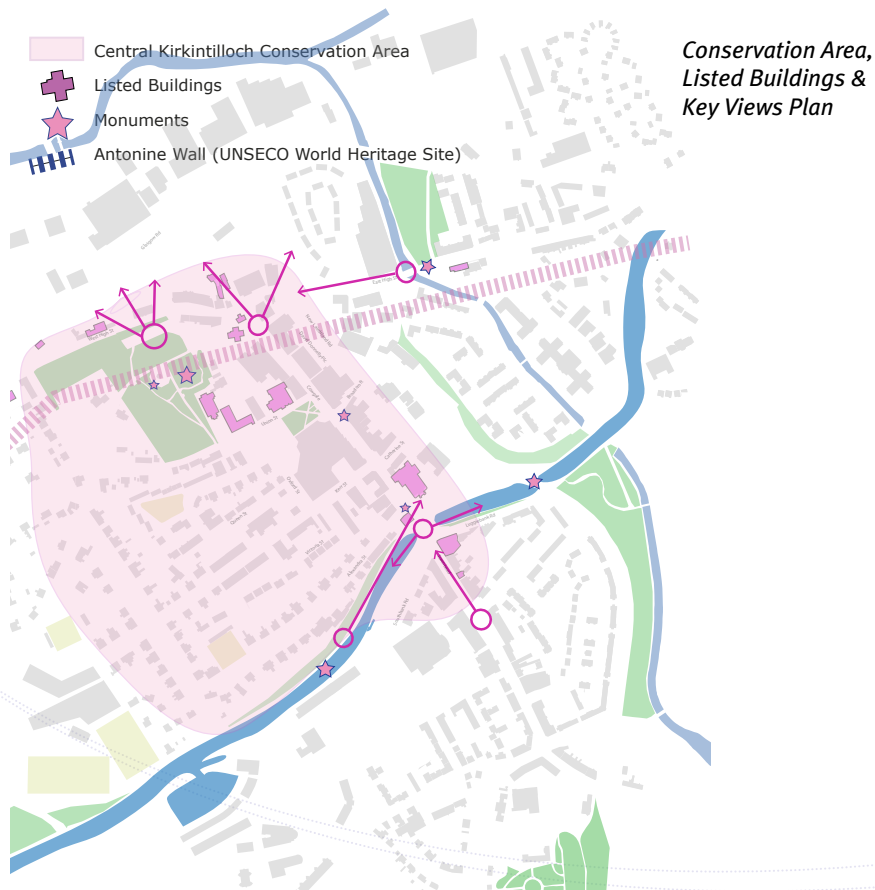
St Mary's Church sits adjacent to the Canal and provides a key link area between Cowgate and the Canal.

Townhead has largely retained the integrity of its building layout and spatial patterns through infill development and retention of 19th century buildings, however there are examples of poor quality development and neglected sites which negatively affect the appearance of this part of the town .



The area west of Townhead, along the Canal Corridor at Southbank Road, has vacant undeveloped sites to the rear of Sainsbury's and an area along the canal from Townhead Bridge to the College building. This results in limited built frontages onto Southbank and a poor quality route from the Canal axis west to the newly developed College and Southbank Marina area.

The town centre's urban fabric has a number of poor quality frontages, vacant units and buildings in a poor state of repair. This gives a poor impression and detracts from the overall quality of the built environment and the experience of using it.







## 4.4 Movement & Access

Kirkintilloch town centre sits at a convergence of a number of different routes and provides an important movement function for pedestrians and vehicles.

The town centre is connected into a wider network and rural areas through a series of walkways and cycle routes, including the Forth & Clyde Canal, Strathkelvin Walkway, John Muir Trail, Thomas Muir Way, and National Cycle Routes.

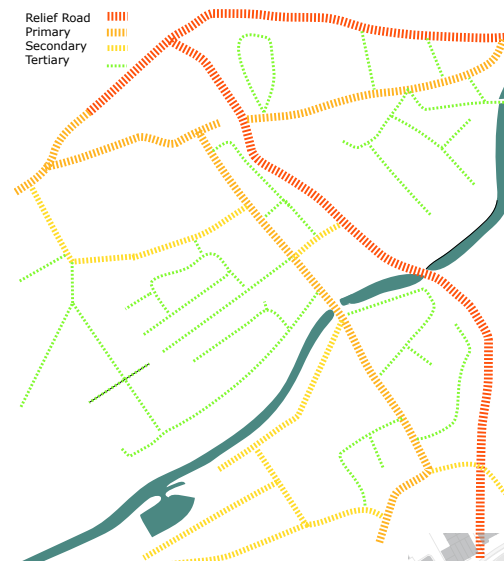
The centre is made up of a network of streets, many of which remain from original street pattern. However, the increase in the size of urban blocks and the development of New Lairdsland Road has reduced the number of streets from surrounding neighbourhoods that connect into Cowgate.

The main vehicular routes into the centre are from Glasgow Road, the Relief Road (New Lairdsland Road), which circles east and north of the centre, and Lenzie Road to the south of Townhead. The new Kirkintilloch Link Road, Initiative Road, has provided the town with its first direct link to the motorway network.

A number of bus stops are located around the town centre, which provides a location for local people to access essential goods and services by public transport.

Some servicing for ground floor commercial units is taken from street, particularly along Cowgate, but many units do have rear service access. Cowgate and Townhead are one of two possible north/south routes through this part of Kirkintilloch, with New Lairdsland Road offering an alternative running parallel to the east of the town centre. Vehicle movement through the town centre is recorded at around 5,000-5,500 vehicles per day.

Existing Street Hierarchy Plan



Town Centre Bus Stop locations



### Pedestrian Movement & Legibility

Two way pedestrian movements occur along each side of the Cowgate and regular informal crossings take place between either sides of the street. Concentrations of pedestrian movement occur at the Library/Hub, around where Regent Gardens fronts onto Cowgate, and the Catherine Street junction.

Formal crossing points on Cowgate are located at The Cross, Cowgate and then at Catherine Street. A further crossing is provided at Townhead Bridge, 80m south of Catherine Street crossings.

Consultation work with a range of town centre users, including the local Access Panel and Guide Dogs UK, has raised issues regarding obstacles on the street including; the width of pavements, positioning of tactile paving and a lack of dropped kerbs.

The presence of café seating outside should be greatly encouraged given its impact on vitality, but the width of pavements can lead to a conflict between the users of the seating and those trying to pass, which needs to be addressed.

There are notable points where physical obstacles and narrow pavements cause obstruction or congestion for pedestrian movement. This occurs in particular at:

- Area around the Watson Fountain due to the fountain, café furniture and presence of awkwardly placed street furniture and planting.
- The junction at Catherine Street which has narrow pavements and guard rail causing pedestrians to queue to get past, particularly on the west sides.
- The bus stop at the north end of Cowgate

Catherine Street junctions, as it currently operates, creates a physical barrier to movement and effectively splits Cowgate with the Townhead Bridge area.

The level of traffic and the associated traffic regulation equipment gives a strong impression that this area is primarily for vehicular movement and not for pedestrians.



*Pedestrian Movement Plan*



'The Cross' (junction of West High Street and Cowgate) still has the traffic regulating infrastructure which was in place before West High Street was cut off, again reinforcing the impression of a vehicle priority environment.

New Lairdsland Road and David Donnelly Place have been identified as a major physical and psychological barrier to pedestrian movement from Eastside into the core of the town centre. Whilst there are no longer streets linking Eastside to Cowgate, there are two pedestrian links, which are poor and uninviting. David Donnelly place is diminished by parked cars and also provides an obstacle to people moving on foot.

The junction at Townhead and Industry Street is heavily trafficked and is a main crossing point for people moving to and from the Townhead area. The junction is connected to the round-about linking the new Kirkintilloch Link Road, which deals with traffic coming to and from Lenzie and the Townhead area. It is an uninviting crossing point for pedestrians despite being a main route into the wider town centre area.

Currently the town centre has one main public space in the form of Regent Gardens and several smaller more informal spaces. Some recent improvements to the public realm have been undertaken at Regent Gardens and outside the Auld Kirk Museum. Other pockets of space include a small space next to the Canal at Barleybank and outside the banks next to Alexandria Street. The overall quality of these spaces is poor and analysis and consultation work has identified a real need to improve the quality and range of public space in the town centre.



*Catherine Street Junction 1970's and 2013*



**Parking**

Kirkintilloch town centre is currently served by a number of car parks, many of which are owned by the Council, although some are private. The need for improved parking was a common theme to come from consultations.

The overall quality and organisation of existing car parks has been poor, but some recent improvement works has led to better layouts and increased number of bays.

Some car parks will be subject to management and time restrictions under proposed East Dunbartonshire Parking Strategy, likely to be implemented in 2014/2015.

The provision of cycle parking within the town centre at present is limited. Proposed street design projects and improvements to public spaces should take in to account the need for high quality, sheltered cycle parking and integrate a greater provision.

**Open space and the wider green network**

Kirkintilloch is situated within the heart of Central Scotland Green Network and there are excellent opportunities to link the town centre more effectively into the local green space network, and in turn the wider network.

The town centre is surrounded by large greenspaces in the form of three large parks. Whilst each have many qualities these larger spaces are either physically disconnected or feel disconnected from the town centre.

The greenspace networks that surround the town centre should be well connected and focus should be placed on ensuring good links between these and the centre. The town centre itself has potential to provide a series of smaller green spaces which respond to key physical assets like the Canal and help to better integrate the town centre environment into the wider green network.



*Above: Forth & Clyde Canal, Canal Festival*

*Below: River Luggie at Eastside*



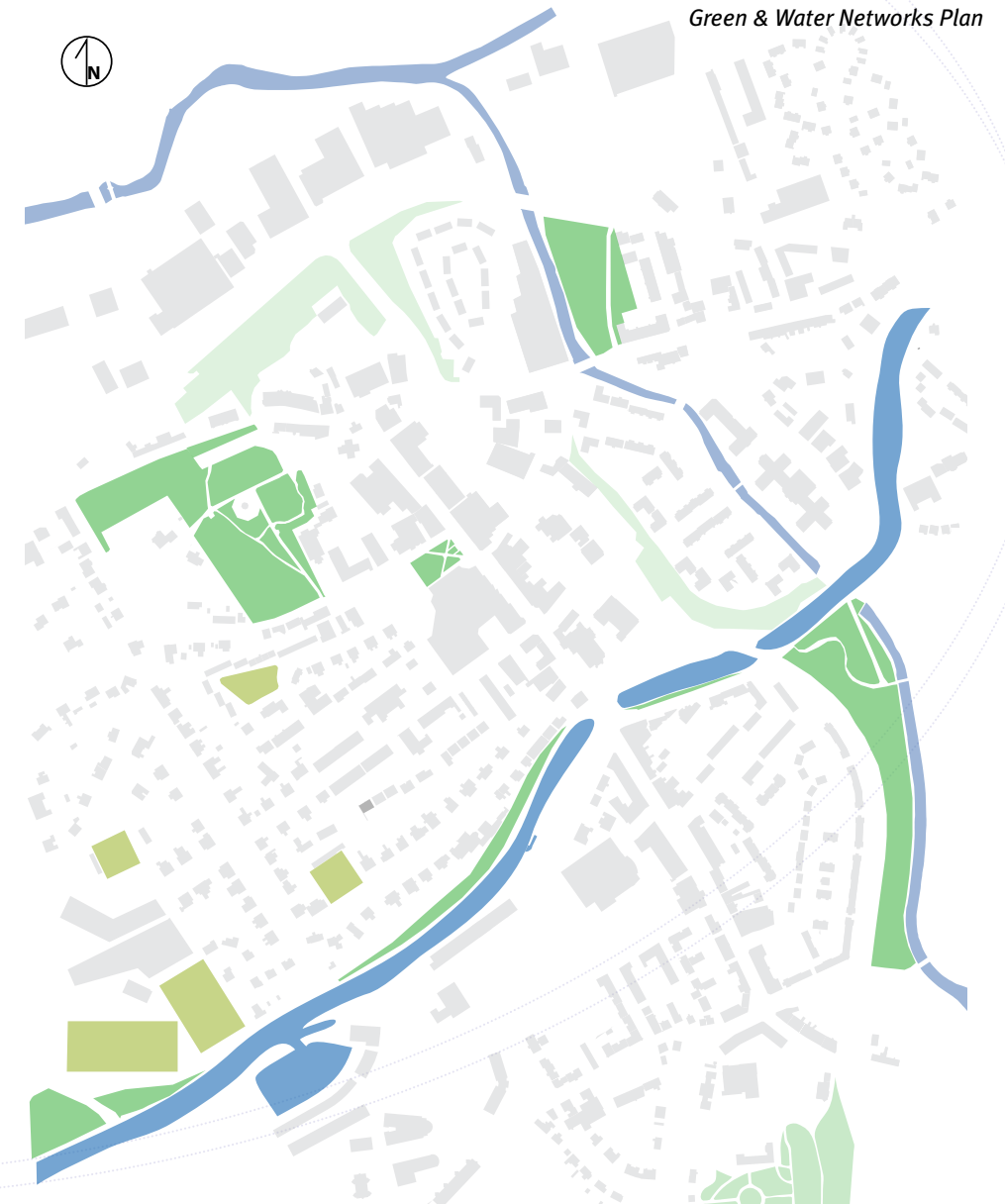


## 4.5 Waterways

The Forth & Clyde Canal and Luggie Water converge on the town centre. Since its reopening in 2001 through the Millennium Link project the Canal has been the focus for some physical regeneration but further opportunities remain. For example the annual Canal Festival attracts thousands of visitors and is Scotland's largest inland waterway event. A number of developments have been completed including the Southbank Marina, and others are planned for this area.

The River Luggie, whilst running almost parallel to the east side of the town centre area, is in contrast less visible and obvious - feeling hidden from the majority of the built environment. Currently there are walking routes along parts of the river, which connect the town centre to wider walking and cycling networks, greenspaces, other settlements and the great outdoors. Some of these are broken in parts and in need of improvement particularly around the town centre.

Developing a strong relationship physically with the waterways could enhance movement from them into the town centre and vice versa. The canal and the river should therefore be a well connected, integral part of the town centre environment.



## 4.6 Socio-Economic Profile

Kirkintilloch has a population of around 20,000 (based on Census 2001). The population increased dramatically with the event of industry and then residential relocation programmes from Glasgow in the mid 1900's. Census results show a slight decline in population over the last 12 years. The town centre population is around 2000 based on Scottish Neighbourhood Statistics data zones.

Table 1.1 opposite shows Kirkintilloch as a town largely in line with district socio-economic characteristic, with the exception of population decline, occupational skill base and household tenures.

The town centre falls within three Scottish Neighbourhood Statistics data zones. Based on these, there are a number of indicators which show it to be under performing in comparison to both wider local authority levels of performance and national performance. Table 1.2 below shows a selection of key indicators for the centre comparative to local and national statistics.

The Scottish Indices of Multiple Deprivation also show that the town centre and its sphere of influence are impacted by comparatively high levels of income deprivation, employment deprivation, jobseekers' allowance claimants (across age groups) and inhabitants who are key benefits claimants.

Table 1.2 Town Centre Scottish Neighbourhood Statistics Indicators

	3 Town Centre Data Zones	East Dunbartonshire	National
Working Age	61% average	60%	63%
Pensionable Age	24% average	23%	20%
16-19 years	14%	5.2%	4.9%
Children	15% average	17%	17%
Income Deprived	15 % average	8%	13%

(Source: SNS Data Zone Report March 2013)

Table 1.1 Kirkintilloch Socio-Economic Profile

	Kirkintilloch	East Dunbartonshire	Scotland
<b>Population</b>			
Census 2001	20,281	108,243	5,062,011
Mid-year 2004 estimate*	19,660	106,600	5,078,400
Pop change (2001-2004)	-3.1%	-1.5%	0.3%
Mid year 2007 estimate	-	104,900	5,144,200
<b>Age Profile</b>			
Under 16 (%)	20.0	20.4	19.2
16- Pensionable age (%)	62.3	61.2	62.2
Pensionable age (%)	17.8	18.4	18.6
<b>Economic Activity</b>			
Economically Active (%)	65.0	67.0	65.0
Economically Inactive (%)	35.0	33.0	35.0
Unemployment (%)	2.7	2.7	4.0
<b>Occupational Groups</b>			
Highly skilled (%)	36.9	50.5	38.2
Skilled (%)	36.6	30.6	32.8
Low skilled (%)	26.5	19.0	29.1
<b>Full-time Earnings**</b>			
Residents	-	498.3	441.0
Workplace	-	439.3	441.5
<b>Household Tenure</b>			
Total Households (with residents)	8,660	42,206	2,192,246
Owned (%)	63.3	81.0	62.6
Rented from the Council (%)	27.0	13.5	21.6
Other Social Rented (%)	4.3	1.7	5.6
Private Rented (%)	3.0	2.2	6.7
Living Rent Free (%)	2.5	1.6	3.6

(Source: SCROL 2001; \*GROS 2008 (2004 based figures); \*\*NOMIS 2008 (2007 based figures)).



**Town Centre Footfall**

Footfall is measured in the town centre and data gathered shows an overall annual decline in footfall. Whilst a reduction in footfall volume is to be expected in the current economic climate, the rate of reduction in Kirkintilloch town centre appears to be at a greater rate when compared to the national average:

Table 1.3 Footfall Decline Rates 2012

Rate of Change in Kirkintilloch	National Average
5.5%	2.3%

(Source: EDC Footfall Counters & British Retail Consortium – Business Information Services).

**Vacancy Rates**

Kirkintilloch, like many town centres, has a number of vacant units. The last count at the time of writing showed a 13% vacancy rate of the overall ground floor units in Cowgate and Townhead compared with the Scottish Retail Consortium figure of 10.2%. Long standing clusters of vacant units are present, particularly at the north end of Cowgate.

The town has lost a number of significant retailers which have fallen victim to the recession to date including, the Woolworths store in the Regent Centre, Ethel Austin on Cowgate and Victoria Wine on Cowgate. Positively, since their closure, two of those three stores have now been leased, adding to a number of other recent leases in the town centre, including three new cafés/restaurants.

The recent trend of occupying businesses is a shift away from retail towards service-based businesses at the lower end of the market, and an emergence of a small number of cafés/restaurants.



### Employment, Business Base & Land Use

Table 1.4 Kirkintilloch Employment Breakdown

Sectors	No. of jobs	%
Agriculture Forestry and Fishing	5	0.1
Mining and Quarrying	1	0.0
Manufacturing	266	4.9
Electricity, Gas, steam and air-conditioning supply	161	2.9
Construction	382	7.0
Wholesale and retail trade; repair of motor vehicles and motorcycles	770	14.1
Transportation and Storage	92	1.7
Accommodation and food service activities	358	6.5
Information and Communication	52	0.9
Financial and insurance activities	81	1.5
Real estate activities	55	1.0
Professional, scientific and technical activities	124	2.3
Administrative and support services activities	125	2.3
Public Administration and defence: compulsory social security	1052	19.2
Education	562	10.3
Human health and social work activities	1010	18.4
Arts, entertainment and recreation	257	4.7
Other Service activities	124	2.3
	5477	

(Source: Business Register Employment Survey)

A range of land use types are located in Kirkintilloch town centre. Table 1.4 shows the breakdown of employment sectors for the town as a whole. Public sector provides a high proportion of employment, as does wholesale and retail. In terms of the town centre (Cowgate and Townhead), retail and service operations dominate and are the largest employers.

The following gives a general grouping and description of current town centre land use.

### Retail, Services and Food and Drink

In terms of national retail rankings, Kirkintilloch has notably declined since 2003. East Dunbartonshire's close proximity to Glasgow's comprehensive retail offer, as well as shopping centres at Braehead, Cumbernauld and Glasgow Fort, is a significant factor which limits the type and scale of retail that can be sustainably developed in East Dunbartonshire's key town centres. Kirkintilloch has a large range of retail, services and food and drink outlets, with around 250 ground and upper operations within the town centre study area.

Retail is still the most prominent use in the town centre and makes up around half of the total number of units along Cowgate and Townhead. Service operations occupy approximately a third of commercial units in this area and the remaining is a mixture of vacant units, hot-food take aways, and a small number of bars, restaurants and cafés.

Kirkintilloch's convenience retail floorspace has limitations and the town centre has a poorer quality provision than other town centres in the area. Retail capacity analysis does show however there is little scope for major additional convenience retail floorspace. Kirkintilloch offers the largest provision of mainstream comparison floorspace in East Dunbartonshire, however there is currently no bulky goods provision in the town centre. Some bulky goods retail is present at Glasgow Road, Old Mill Industrial Estate.

Small service operations are the most prominent in the Townhead section of the town centre, with nearly half of the commercial units in this area being used for financial/professional services. Recent health check studies show a slight increase in the amount of office operations, whilst retail has decreased in this area over the last 8 years.

A review of average per square foot rental values for ground floor retail units currently available in Kirkintilloch, compared to Bellshill, Airdrie and Rutherglen town centres, shows Kirkintilloch to be on a par with these other similar locations.



### Leisure & Community

Kirkintilloch has several main visitor attractions, which are:

- Antonine Wall (UNESCO World Heritage Site)
- Auld Kirk Museum
- The Forth & Clyde Canal
- Kirkintilloch Leisure Centre
- Kirkintilloch Canal Festival

Visitor accommodation in the town centre is limited, with one hotel (21 bedroom) present on Rochdale Place. The hotel and leisure industry is currently a small sector in East Dunbartonshire.

The closure of the Town Hall in 2004 and the loss of cinemas over the years means the town centre lacks a central civic, community and leisure floorspace. The vacant Town Hall building has been identified through consultation and analysis as an opportunity to provide some form of high quality use to the centre.

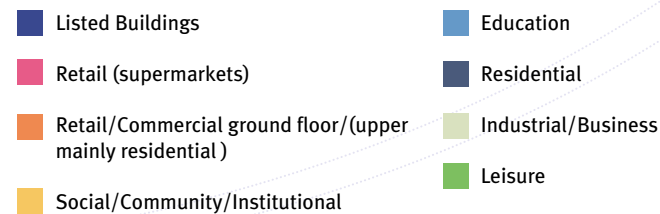
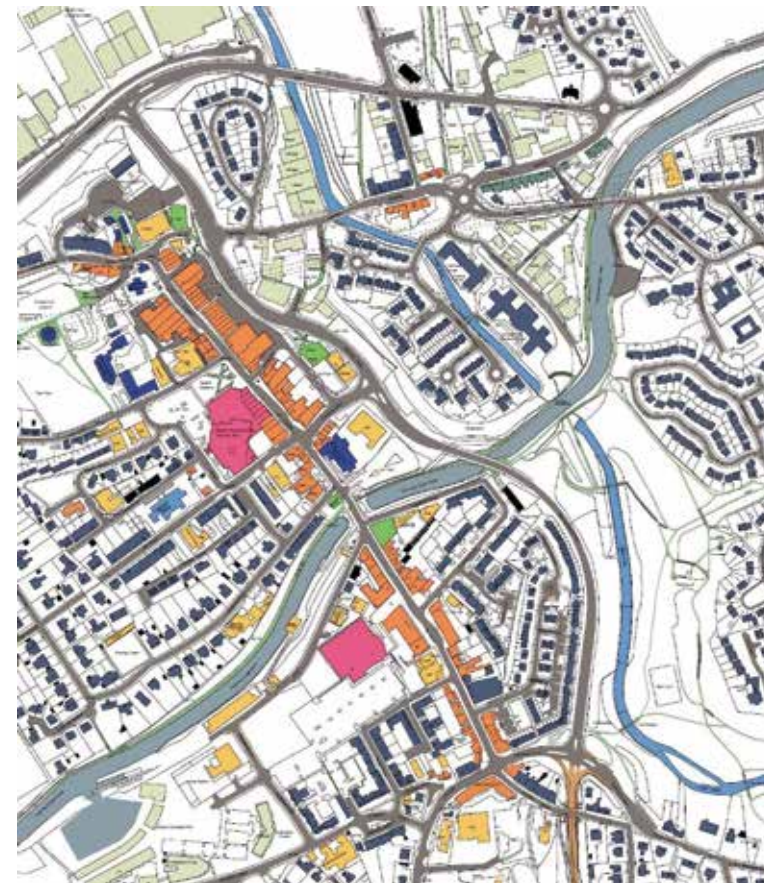
Community floorspace has generally increased in the last five years with the development of the new Council Hub at William Patrick Library, new Baptist Church in Townhead, the continuing improvements to the Partnership Hall building and the new Medical Centre on Union Street.

### Industrial

The town centre is bordered to the north by industrial units at Glasgow Road Industrial Estate, in which the majority of units are currently occupied. Smaller light industrial units are located to the east along East High Street, with some vacancies present closer to the town centre. The Southbank Business Park area also provides a number of units suitable for light industry and business, which at the time of writing, were fully occupied.

Local light industrial business bases around the edges of the town centre includes specialist niche local operations, such as one of the country's oldest soap makers Curnie Soap, and Ceramic Experience which offers painting and craft activities, both of which provide not only local employment and act as visitor attractions.

Land Use Plan



### Office

Office demand in East Dunbartonshire is generally limited to small to medium floor plates. Kirkintilloch provides high quality office accommodation at the Marina and Southbank Business Park, however demand has fallen since 2008, with a significant drop in demand for larger floor plates. The supply of grade A office accommodation at the Marina and Phase 2 of the Kirkintilloch Learning Centre has led to oversupply of office accommodation, which has directly led to a downward pressure on rentals and incentives being offered to entice new tenants to the area.

### Residential

There are many people living within or immediately next to the town centre. Several new residential developments at Glasgow Road and Woodilee, show Kirkintilloch and the surrounding area to have a relatively active residential market. Neighbourhoods immediately to the west of the town centre retain good values despite the economic climate, however other parts of the town centre show significantly lower house prices compared to national and local levels.

The Loft Night Club in Cowgate was recently redeveloped to upper floor residential units. More residential floorspace is planned for the old Townhead Clinic and Southbank Road /Townhead Bridge along the Canal and will be adding to the town centre population.

East Dunbartonshire has a significant affordable housing supply shortage. This in part can be addressed through the creation of more homes in central sustainable locations like the town centre.

### Decentralisation of Uses

Kirkintilloch like many town centres has seen the departure of land uses traditionally located in or around urban centres a trend, which can have negative impacts on vitality through removing activity, spend and footfall.

Recent and proposed examples in Kirkintilloch include: Council Offices from Tom Johnston House and Lairdsland Primary School to the Canal side adjacent to Southbank Marina.

Reflecting national trends, recent retail investments have seen a creation of new comparison and convenience retail floor space at out of centre locations, which include: Comparison Retail at Strathkelvin Retail Park, and Convenience Retail to Milton Road (Lidl supermarket).

### Town Centre Image & Profile

The town centre as previously stated has many positive attributes and assets however its profile (both internally and externally) is currently weak with no strong brand or activity to promote the town centre as a 'location' for investment, leisure, living and employment.

*New residential developments Woodilee*



## 4.7 Conclusion

Table 1.5 opposite summarises some of the key weaknesses and issues associated with the town centre, but also identifies assets and opportunities which should be explored to improve its image and encourage investment and footfall.

Table 1.5 Conclusions

Weaknesses & Threats	Assets & Opportunities
National changes in retail patterns and competition from other areas	Strategic location serving surrounding settlements
Decentralisation of high footfall land uses	Possible gateway to the great outdoors to the north
Limited and quality of convenience retail	Brand and image using assets and planned Improvements
Quality of some of the comparison retail offer	Antonine Wall – physical asset and promotional Themes
Limited internet profile and brand image	Forth & Clyde Canal recreational asset and business
Negative image and perception (eg Carbuncle Award nominee 2013)	Housing market and living population
Limited town centre Wifi connections	Some distinctive businesses present
Footfall numbers in decline	New town centre private investments in food and drink
Inactive landlord and vacant units	Business and Industrial employment land around the core town centre
Not exploiting key assets	Potential development sites in and around the town centre
No collaborative approach between traders, user groups and other stakeholders to promote and improve offer and town centre overall	Rich history heritage identity
Low comparative skills base at town level	Views out to the Campsies
Business financing and barriers to start up	Landmark buildings
Fragmentation and negative changes to urban form	Green and waterway networks
Disconnections of neighbourhoods Loss of physical heritage and historic built environment	High bus provision
Poorly defined areas	Parking management and betterment of existing parking facilities
Cluttered and over traffic engineered design of streets	Convergence of national and local walking and cycling routes
Not pedestrian friendly environment	
Many physical barriers and pockets of disrepair	
Lack of good quality public realm and space	
Quality and management of parking	





Annma's Kitchen

Annma's Kitchen

## 5 Vision

The previous chapters provide a context and set out a range of issues and opportunities that exist relating to the town centre and its future. Taking these on board and working with local people through the consultation process, a long term vision has been developed, which is:

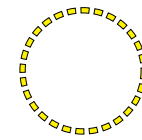
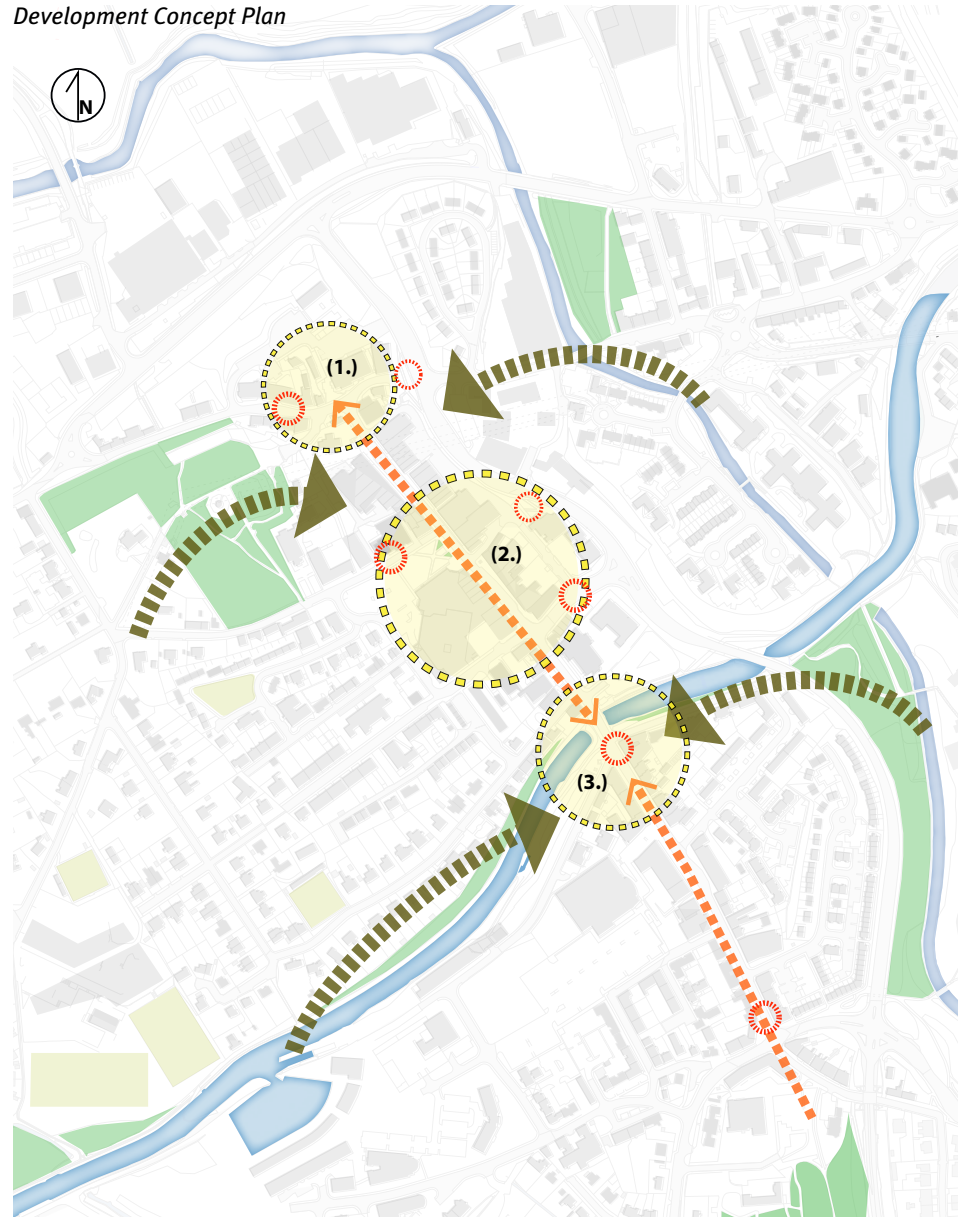
*‘Create a reinvigorated heart for Kirkintilloch that is vibrant, welcoming, and attractive, and encourages healthy and sustainable patterns of behaviour. Become a town centre that celebrates its assets, such as the Forth and Clyde Canal and the Antonine Wall, and is also forward looking and modern, providing a balance of leisure, civic, retail, business and tourism facilities. It must provide opportunities for young enterprise, new investment and act as a gateway to the natural attractions of the surrounding areas.’*

To form the strategy for long term change and to underpin this vision, the following objectives have been set. These provide principles for a range of short, medium and long term projects. They also should guide any additional future emerging proposals and development not identified in this document. These objectives are:

- **Reinforce and implement ‘town centre first’** planning policy by concentrating and directing development, investment, intensity and use within the centre
- **Create a stronger ‘core’** town centre area between ‘The Cross’ and north end of Townhead
- **Encourage a sequence of distinct areas or nodes** throughout the centre, through concentrating proposals at The Cross, Regent Gardens and Townhead Bridge
- **Better integrate physically the Cowgate with other parts of the wider town centre** in particular Townhead, East Side and the Canal Corridor. Enable and promote development opportunities at key locations to create a stronger physical relationship between these areas
- **Heritage & character and good urban design principles** to inform physical improvements and transform the centre into a more attractive environment for all users, potential visitors and investors
- **Provide a network of good quality streets and spaces**, which helps create a sense of place, supports people movement and economic and social activity
- **Integrate key physical assets** like the Canal and Antonine Wall into the town centre environment
- **Maximise opportunities surrounding key physical and historical assets**, and improve the condition of the built fabric of the town centre
- **Better connect the town centre to green and waterway networks**, and the wide range of walking and cycling routes that converge onto central Kirkintilloch
- **Continue to support and allow for high frequency of bus travel**
- **Provide adequate and well managed parking facilities** for those who travel by car
- **Encourage a more diverse range of activities in the town centre**, reflecting its reduced ‘comparison’ retail function as a result of out of town centre activity and proximity to other major retail locations
- **Bring first floor accommodation back into use** for modern business premises
- **Promote more evening related activities** and cultural and visitor offerings
- **Bringing more people into the town centre to live** to help stimulate day time and evening economies
- **Build upon existing business bases and capitalise on planned physical changes** by undertaking a range of short, medium and long term economic measures
- **Change perceptions and better promote the centre to local people**, visitors and investors. Promote collaboration and build capacity within the local community and businesses to encourage local leadership and stewardship.



## Development Concept Plan



Nodes: 1. Historic, 2. Central (Heart), 3. Townhead Bridge



Gateways



Integrate Green and Water networks, and surrounding neighbourhoods

A wide range of projects have been identified to respond to issues identified through consultation and analysis, and to implement the objectives of the masterplan. These projects range from short term proposals to much longer term interventions. Importantly non physical action is proposed looking at the development of the town centre economy and its profile. All proposals set out in this masterplan are not within the gift of the Council and will require collaborative approach and leadership by other stakeholders. Projects are categorised under the following strategy headings:










- Public Realm, Gateways & Access
- Historic & Built Fabric
- Long Term Physical Change
- Economic Development





Master Plan



-  Pipeline Residential Moorings
  -  Pipeline Residential Moorings Development Opportunities
  -  Anchors (existing)
  -  Potential Hotel/Leisure development/expansion
  -  Town Hall
  -  Important Buildings
  -  Built Heritage Improvements
  -  Key Facade Improvements
- 
- 1. Public Spaces
  - 2. Cowgate streetscapes
  - 3. Townhead junction & parking improvements
  -  Peel Park/Roman Attractions



6 Proposals



## 6.1 Public Realm, Gateways & Access

The masterplan proposes a range of improvements to street, space and connections that collectivity aim to:

- Enhance the overall quality of public realm and streetscapes to improve setting for key aspects of the built environment and to encourage greater street life and activity
- Create a town centre which is easier, pleasant and safe to move around on foot and on bike
- Create a better balance between pedestrians and vehicular movement in streets
- Create a more legible simplified streetscape
- Rationalise and de-clutter streets and spaces
- Increase opportunities for pedestrians to cross traffic flows
- Re-prioritise key junctions, particularly Catherine Street and The Cross
- Create clear and distinct gateway points to notify drivers of a change of environment
- Reintegrate East Side with Cowgate by improving gateways and links across New Lairdsland Road into David Donnelly Place and West High Street.
- Create a good quality network of town centre spaces.

Many of the projects outlined in this section can be developed and delivered in the relative short term by the Council working closely in partnership with local people, key partners and businesses. The successful delivery of these will require continued work to secure funding through various means.

*Photo top to bottom:  
New Road, Brighton,  
Renfrew Town Centre,  
Chester Town Centre*

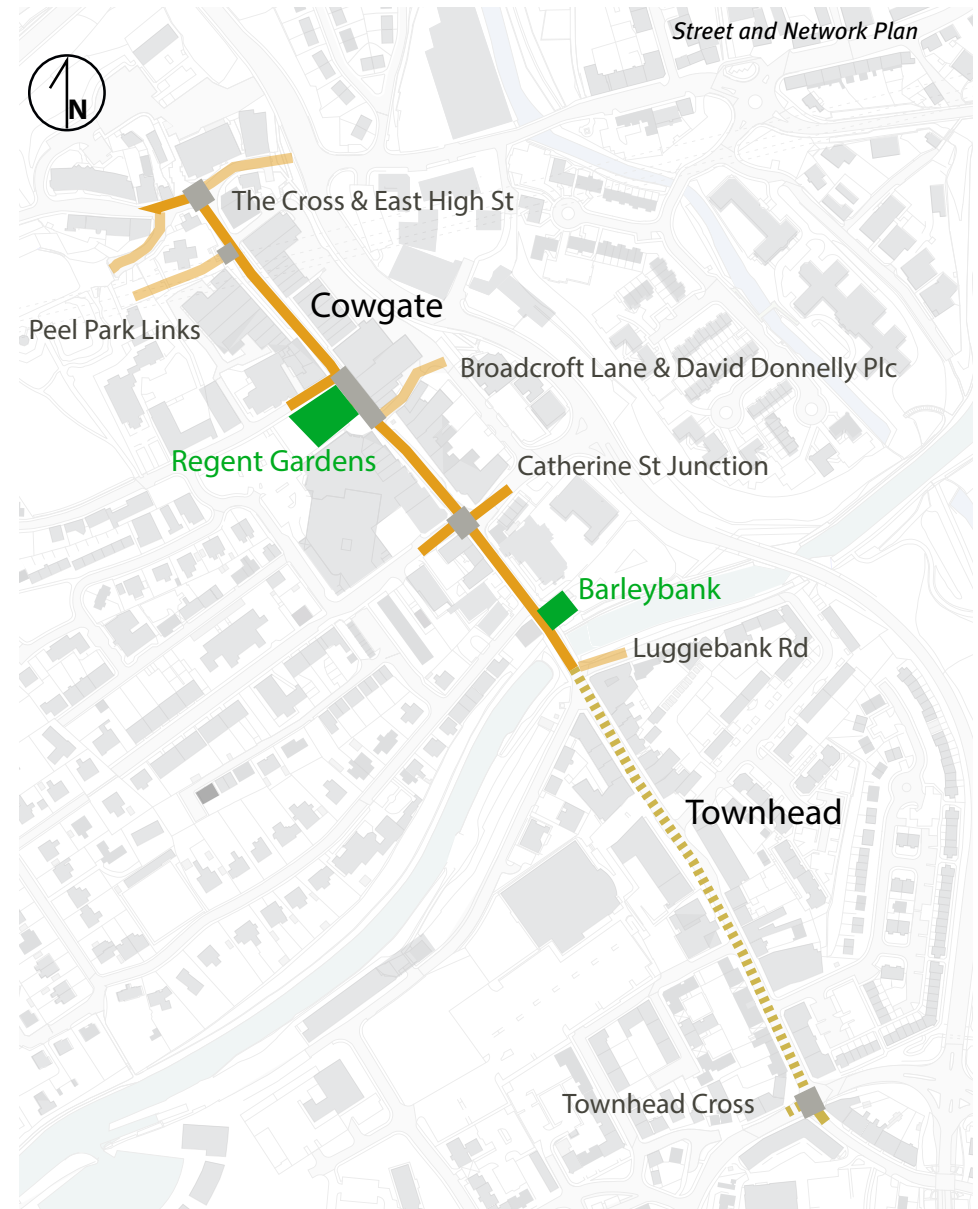




### Street Design - Cowgate

A 'Shared Space' approach to street design is proposed to help better integrate streets with the urban context and encourage a change in driver behaviour to adjust to the physical surroundings and movement of pedestrians.

This moves away from the traditional approach of physically segregating people from vehicles which prioritises vehicle movement over pedestrian movement and activity. Removal of this segregation can improve safety, accessibility and the overall quality of environment.



The changes set out in the masterplan relating to street design will re-prioritise movement to the pedestrian, whilst maintaining and improving vehicle flow through the town centre. The key principles are:

- Continuous flow of traffic but at low speeds of less than 20mph
- Remove the sense of priority for drivers
- Encourage informal negotiation between all users
- Changes in materials and textures and altered geometry to heighten level of engagement of the driver with the surroundings
- Stronger gateways which emphasise the change from 'road' into 'place'
- Reduced reliance on signs, signals, painted markings, high kerbs, barriers to remove the presumption of 'vehicle first'

The improvement of Cowgate and Townhead bridge will involve here;

- Maximising the use of lining and removing clutter in streets, which could include some signs, railings, poles, utilities boxes, and signals
- Where possible widen pavements and define zones in which seating, planting etc can be located without obstructing pedestrian movement. Physically and visually narrow carriageways whilst still allowing for two way traffic flow
- More crossing points will be provided to reflect pedestrian flows and these will be defined by material strips rather than a low number of spaced out traffic lights points. Tactile paving will be present at each crossing point
- Bus stops will be maintained at their current locations and where required, shelters improved
- More simple solutions for the West High Street/ Cowgate and Catherine Street interchanges will be implemented to create more compact low speed junctions which can still deal with the same level of traffic capacity



Above: Cowgate 'Shared Space' in Victorian times.

Below: Example of 'Shared Space' Poynton Town Centre, Cheshire.





The proposed street design projects and improvements to public spaces should take into account the need for a greater provision of cycle parking.

On street parking provision will be provided along parts of Cowgate and Townhead.

Clear gateways and markers will be required to give notification to drivers approaching of a change of driving environment.

Kerb heights will be reduced significantly, but a drop and delineation will still be present between the pavement and the carriageway. The radius will be narrowed at Union Street/Cowgate junction, with delineation introduced to assist users who are visually impaired.

Seating and landscaping will provide rest points and shelter. Planting should be carefully plotted to avoid reduced pavement widths.

The materials used will be determined by available budgets and funding. It is the aim of these proposals to achieve an improved streetscape using carefully considered selection of materials, which can be easily maintained. Materials could include selection of asphalts, block paving and higher quality stone setts around defined important spaces and crossing points.



*Artists impression of Shared Space at The Cross*

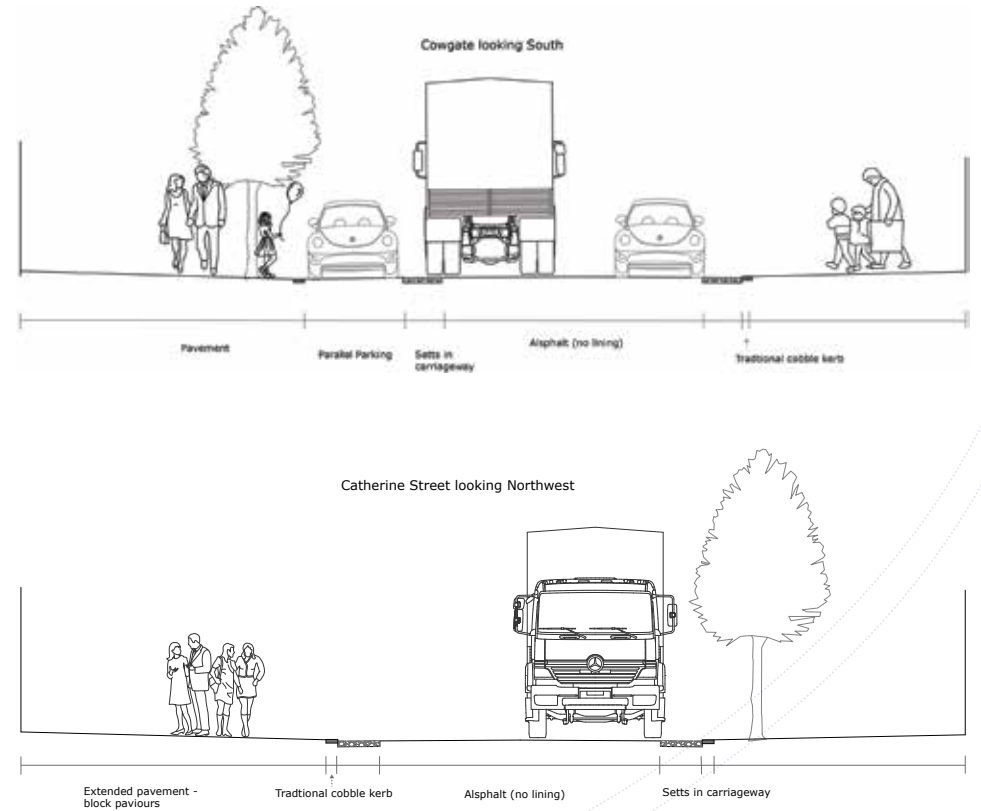


*Artists impression of Shared Space at Catherine Street*



*Artists impression of Shared Space at Cowgate*





*Left - Indicative Outline Street Design Plan, Cowgate.  
Above - Street Section of Catherine Street and Cowgate*

**Townhead Parking & Crossings**

Opposite is an example layout for Townhead improvements to parking and crossing points. This will provide parking directly in front of businesses and help pedestrian movement through this area.

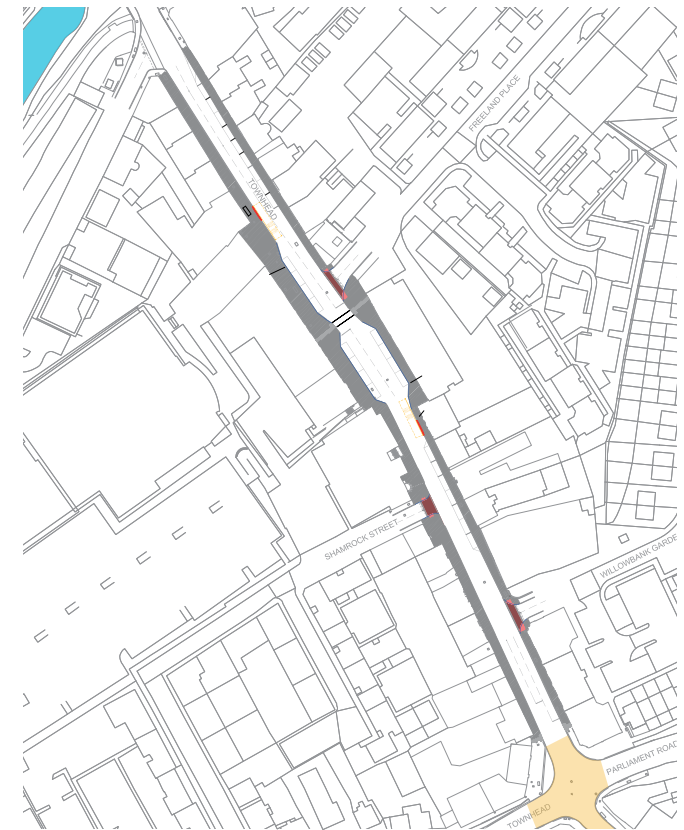
The four-way crossing at Townhead/Industry Street is one of the main entrances into the wider town centre area. Currently it presents a barrier to pedestrian movement. It is proposed that the junction is altered to improve pedestrian movement and various solutions be considered, including: better light timings; narrower crossing points; removal of clutter and creation of a better quality more simplified street environment. This will also provide better links from Townhead to open and play space, the new Leisure Centre and Integrated Care Centre at Woodhead Park.



*Townhead and Industry Street present day.*

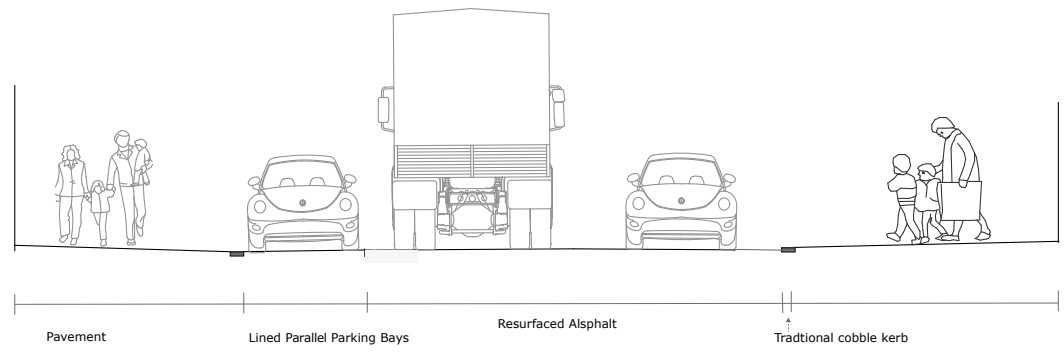


*Artists impression of improved junction at Industry Street.*



Townhead looking South

*Top right - Indicative Outline Improvements Plan, Townhead.  
Opposite - Street Section of Townhead.*



Pavement

Lined Parallel Parking Bays

Resurfaced Alspalt

Traditional cobble kerb

### David Donnelly Place Pedestrian & West High Street Pedestrian Links:

New Lairdsland Road and David Donnelly Place have been identified as a major psychological barrier to pedestrian movement from the east into the town centre. Whilst there are no longer streets linking East Side to Cowgate there are two pedestrian links, which are poor and uninviting.

Physical changes will be made to open up the connections to create better pedestrian gateways. The connections either side of these points must also be improved. This will require improvements to the crossing point between New Lairdsland Road and West High Street; and improvements to Broadcroft lane at Cowgate and the section of the lane which connects up to East High Street.

Proposed improvements to these pedestrian links should include: new structured planting and landscaping; improved lighting; greater visibility and number of routes through the space; and higher quality surface materials.



*Above photo - West High Street link as existing  
Top right - Artists impression of possible improvements to David Donnelly Place Link, (Broadcroft Lane insert).  
Bottom right - Artists impression of West High Street link proposed*

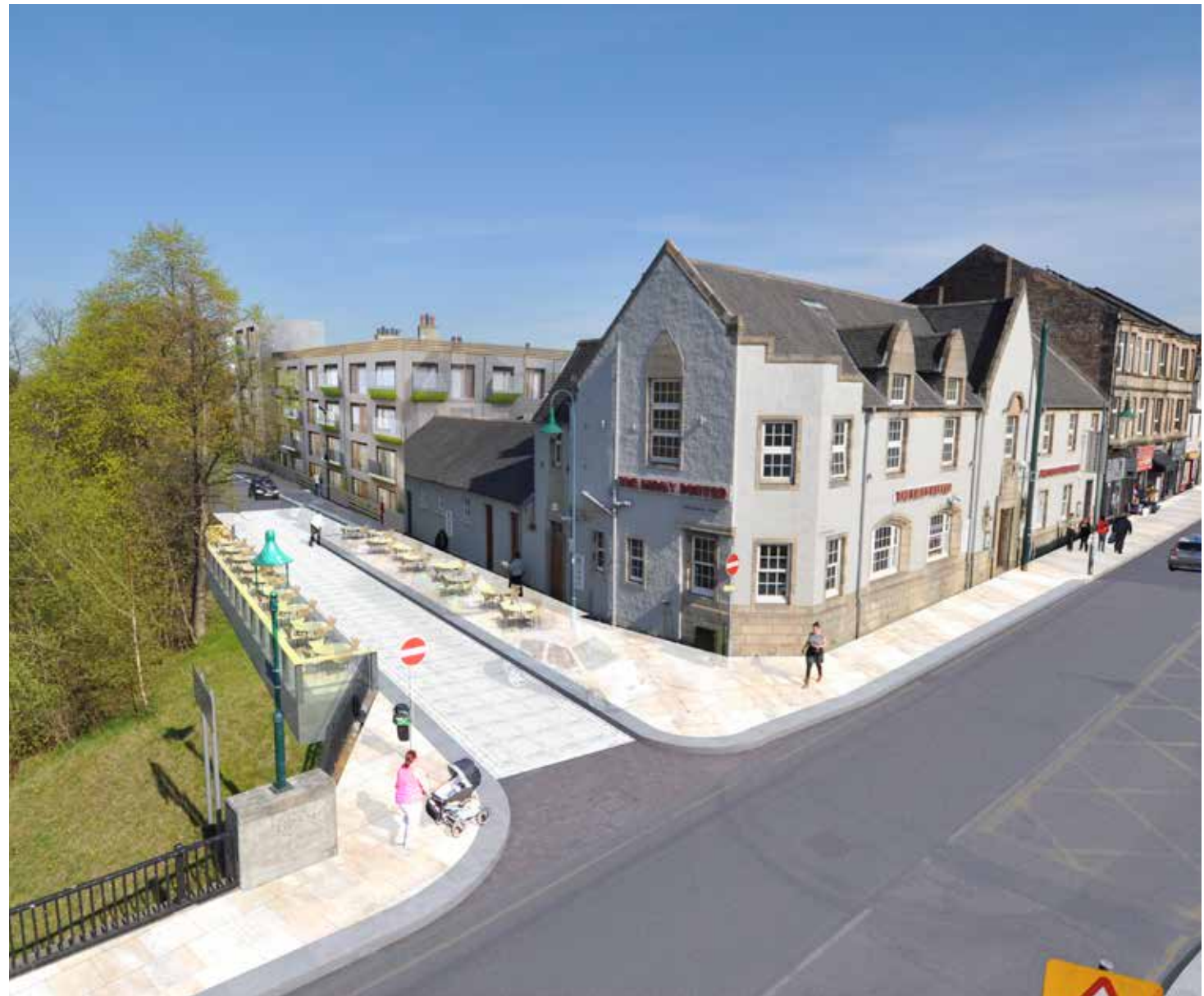




**Enhance Streetscape along****Luggiebank Road:**

As a key route into the town centre fronted by the C-Listed Puffer building, it is proposed the design of the street is altered to improve the setting for the Canal and surrounding buildings, and to better accommodate pedestrians and cyclists. Widened pavements, with a built-out balcony are proposed. The one-way vehicular route would be maintained but a narrower carriageway created and designated parallel parking.

*Right - Artists impression of possible improvements to Luggiebank Road*



### Walkways & Signage:

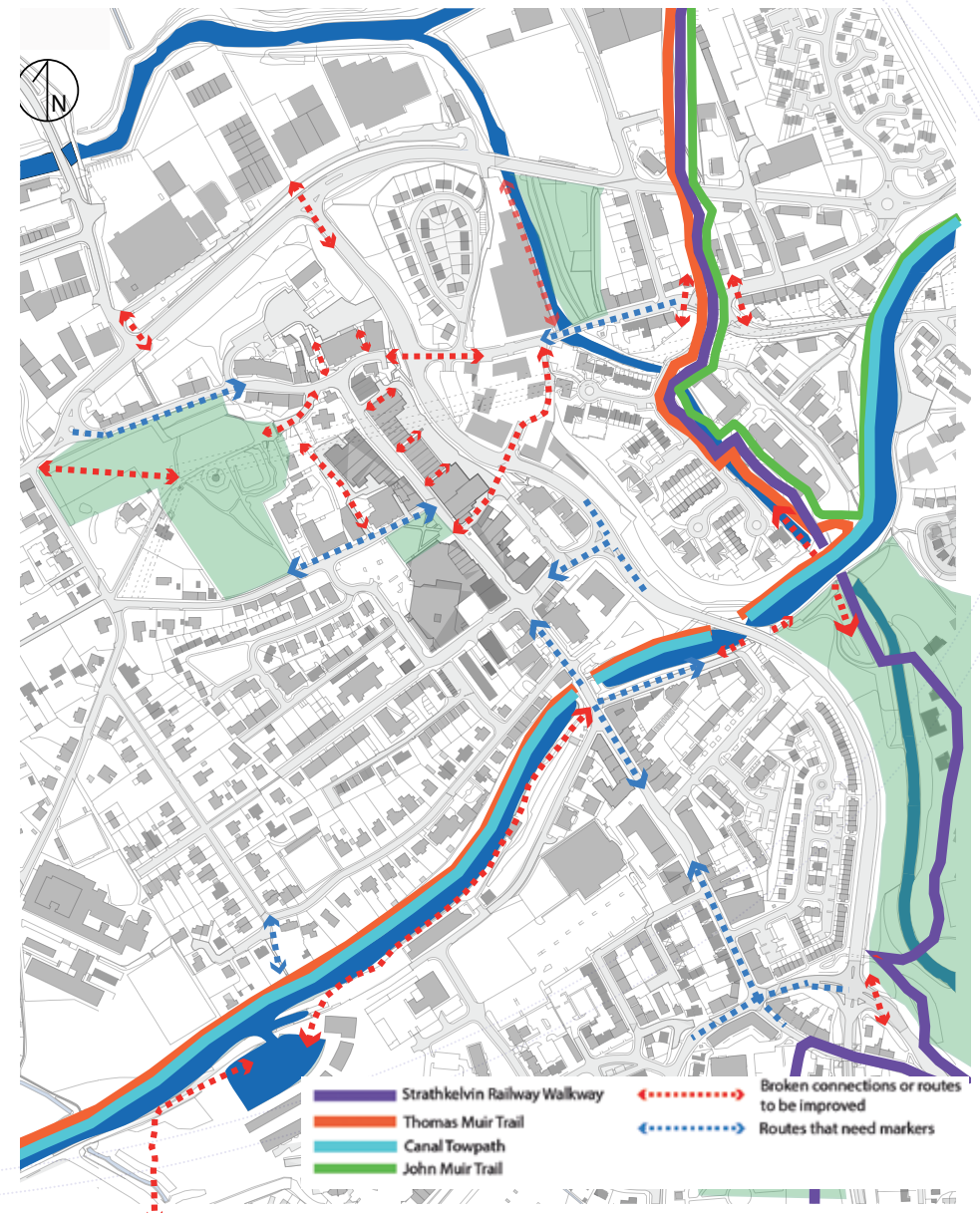
The walkways and routes that converge on central Kirkintilloch should connect well with each other and the town centre, helping to increase opportunities for movement into and around the centre. Providing an integrated network of routes and walkways will encourage footfall into the town centre and other benefits associated with healthy and active travel. A number of improvements have already been implemented to walkways and there are further opportunities to strengthen this network and help better integrate it as part of the town centre environment. These include:

- Improve pedestrian and cyclist direction signage
- Sign posting of key attractions/locations
- Fix breaks in routes
- Remove barriers created by existing street and road network
- Improvements to sections of routes which feel unsafe
- Improve surfacing

The plan opposite shows the range of different connections around the town centre and shows where improvements could be made to improve the network.



Right- Path under Hillhead Aqueduct.  
Above- Vandalised signage.  
Far right - Walkways and Connections plan.





### Barleybank Public Square:

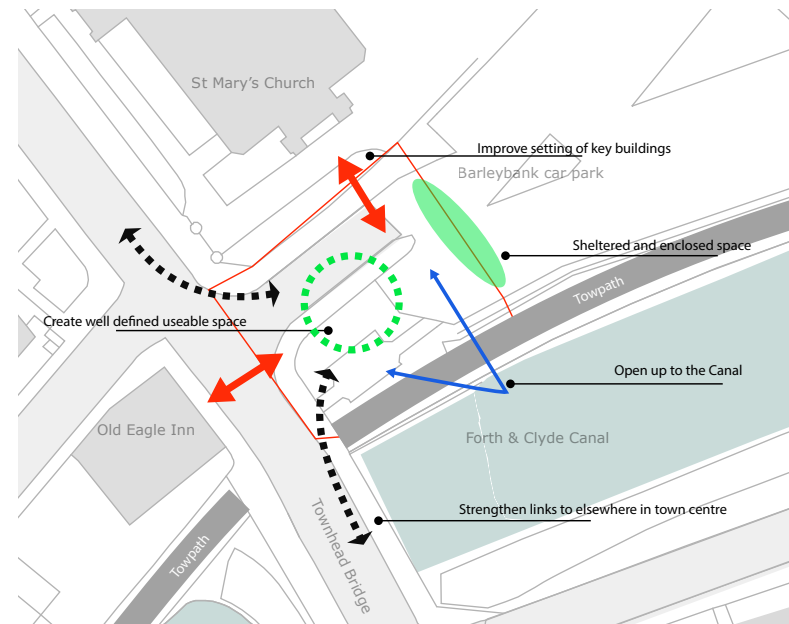
The area at the front of St. Mary's Church has undergone many changes over time and is now an access road to a car park. By moving the access road to the other side of the car park, away from the main street, this has created an area which can now be developed as new, high-quality public realm in a central area of Kirkintilloch.

The creation of a public square will improve access and movement for pedestrians and cyclists between the Canal, the car park, and the town centre. It will also importantly provide social space outside of St Mary's Church, the Eagle Inn and the Canal and help enhance the setting of some of the town centre's key historic buildings.

The future function of this space is as important as its form. As a civic amenity, it should be appropriate and relevant to local people. As a multifunctional space, it can be used for community events, markets, café spill out area, wedding photos, a meeting place, or simply somewhere to sit and enjoy.



*Photo left Townhead Bridge late 1800s'  
Top Right - Barleybank Space Analysis Plan  
Bottom right - Possible Layout Plan*





The area in front of St Mary's as existing, and impressions of the new space viewed from Townhead Bridge and Barleybank car park.



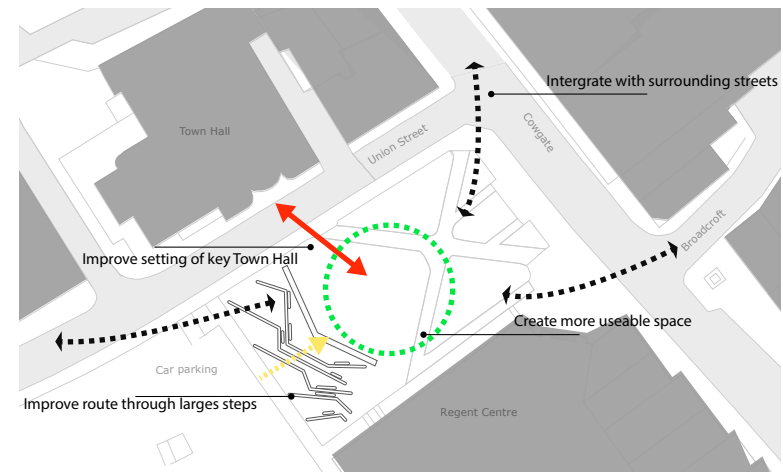
### Regent Gardens:

The space responded to the Town Hall building when in active use but has been reduced in size through the development of the Regent Centre and associated parking. The landscaping is dominated by tarmac paths and overall looks tired. Recent upgrading at the back of the gardens has helped improve the feel of the space and provides more opportunities for sitting and access.

Consultation work and analysis of the space have raised a number of possible interventions that could be made to improve and increase use of the space, which include:

- More seating
- Make green areas feel more accessible
- Have some reference to history and heritage
- Navigation aids on the newer stepped area
- More lighting
- Some form of covering
- Better physical connection with the Cowgate and the Town Hall
- Small children's play area
- Cover or canopy

The work undertaken to-date has given a good indication of the type of spaces that should be created, however further consultation should be done to develop this outline proposal with local people and stakeholders.



*Gardens Analysis Plan - Possible layout*







*Left - Photo of the gardens as existing*

*Far left and above - impressions of proposed improvements of the space*



### Improve Car Parking:

Improvements to existing public car parking recently undertaken by the Council include the Library and Barleybank. There are also opportunities to create more car parking on the street in Cowgate as part of the overall streetscape improvements, and in Townhead.

Recent and proposed improvements will increase spaces available and when combined with management proposals to be delivered through the proposed parking strategy, improve overall parking provision.

At present a degree of informal on street parking takes places which is vital to business operating in this area. It is proposed to create designated on street parallel car parking bays along Cowgate and Townhead to ensure the continued provision of parking in this area. This would be achieved through build outs of the existing paved areas.



Photos above - Recent works to Improve town centre car parks  
Right - Town Centre Parking Improvements Plan



## 6.2 Heritage & Built Fabric

The town's heritage is present in places within the built environment, however many key characteristics are hidden from view or have been left in a state of decay and disrepair.

The challenge now is how to give physical heritage a much more prominent position in the town centre environment and its modern identity.

A number of key projects have been identified to deliver against this theme which could support tourism, leisure activity and the development of an improved evening economy in the town centre.

The scale of conservation and heritage improvements that is possible to deliver will depend on available funding streams and where required robust business models to ensure sustained use of any buildings brought back into use.

In order to develop proposals, secure funding required and implement projects, effective collaboration between all relevant partners will be required (i.e the Council, interest groups, trusts, businesses, developers and the local community).



*Photo - Kirkintilloch Town Hall early 1900s'*

### **New Central Flexible Floorspace for Community, Heritage, Arts & Culture:**

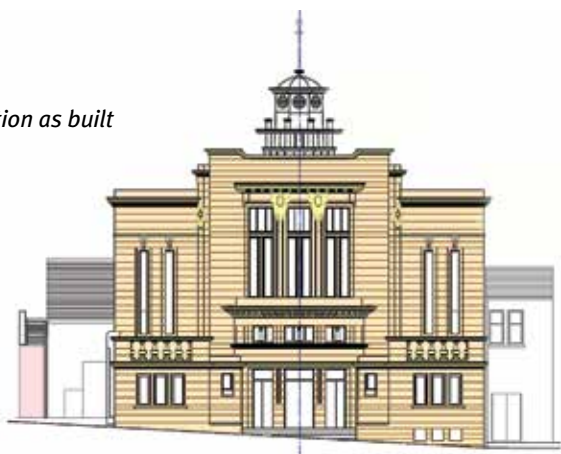
Until its closure in 2004 the Town Hall provided a civic use at the heart of the town centre. The desire to ensure some form of 'heart' is put back into the town centre was a strong theme to come from consultations. It is proposed to bring the building back to life and provide a modern facility and identity in the heart of the town centre. This would involve the restoration of the building to house an intended anchor use in the town centre as an arts, leisure and cultural community facility.

The project will link to Regent Gardens improvements and deliver an improved central civic area or 'heart' within the town centre.

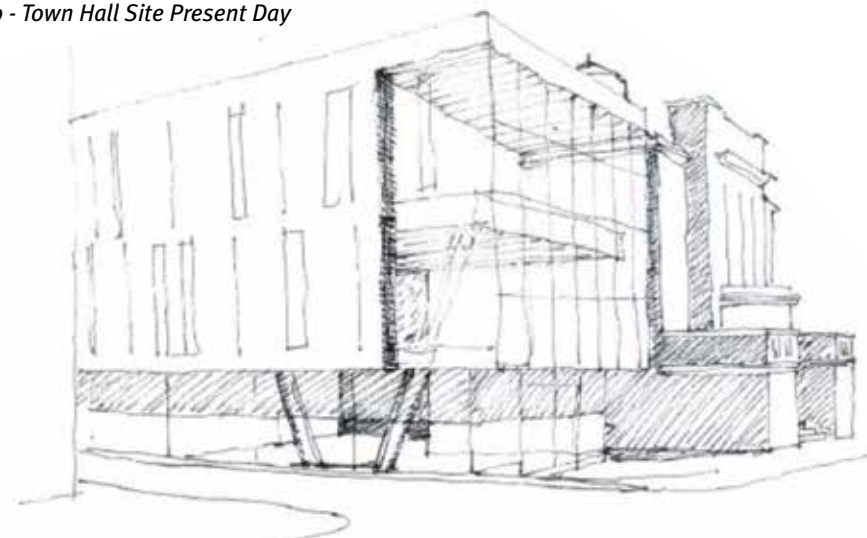
Working with partners, in particular the emerging Kirkintilloch & District Community Trust, East Dunbartonshire Leisure & Culture Trust, other community groups and relevant private operators, a development brief and viable business model must now be explored in detail. To fund the restoration of the hall there is a requirement to explore and bring forward funding bids for external support. The end use of the building must be one that fits strategically with the vision of the masterplan, but critically must be viable and able to be sustained in the long term.

Key short term interventions are proposed and can be delivered which include stabilisation works to the building and the enhancement of its setting through improvements to Regent Gardens and the surrounding streets.

*Town Hall Elevation as built*



*Above photo - Town Hall Site Present Day*



*Above sketch - Indicative massing sketch of the building the gap site developed*



### Better connecting key heritage assets with Cowgate

Tying in with wider street improvements it is proposed to create a stronger and more visible connection between key heritage assets, which would include stronger physical connections between Cowgate and the Auld Kirk & Barony Chambers and Peel Park. Using the line of Antonine Wall to do so will help promote the location of this major historic asset within the town centre. Links through from Regent Gardens and Union Street up to the Auld Kirk and Peel Gardens should also be explored.



*Cowgate/Peel Park Connection*

### Enhance Peel Brae:

To support better connections between Peel Park, paving should be reinstated at West High Street and Peel Brae. This will help link the park with West High Street and improve the setting of the park and the surrounding historic buildings.



*Peel Park as existing*

**Bring Peel Cottage back to life:**

Peel Cottage could be refurbished to reinstate an active use such as office, café or an interpretation centre for the Antonine Wall. This building sits adjacent to Peel Brae between the Auld Kirk and Peel Park and is currently used for storage. The building is also located along the line of the Antonine Wall.

This proposal would help mark the route of the wall and strengthen connections between the main street and this string of key historic assets.

The masterplan proposes that through working with the Antonine Wall Management Group, Historic Scotland, the East Dunbartonshire Leisure Trust and tourism partners opportunities for investment in Kirkintilloch be directed towards the area at the fort mound in Peel Park in order to create some form of marker or physical feature to better promote its existence.



*Peel Cottage 2013*

**Antoine Wall attraction in Peel Park:**

As well as weak connections between the main street and Peel Park at this location, another common comment from consultation work was the lack of a display or interpretation in Peel Park for the Antoine Wall.

Projects to celebrate these types of remains have been delivered along the lines of roman walls elsewhere including: South Shields; Duncarron; and a similar initiative is proposed under the Antonine Wall Management Strategy for Barhill Fort in neighbouring Twechar.



*Two examples of interpretation structures and exposed remains in Duncarron and South Shields*

**Heritage Trail:**

East Dunbartonshire Leisure & Culture Trust is developing through consultation with local people a project to instate a heritage trail around the town centre. This provides opportunities to physically mark key points of interest. The series of improvements to the public realm, walkways and signage proposed as part of the masterplan should be developed in consultation with the trail proposals to ensure both projects complement each other.

### Fixing holes and repairing the fabric:

Through external funding awards a small grant scheme could be established to help bring vacant/decaying properties back into use. It is suggested a grant scheme will be delivered through two programmes:

i) West High Street Building façade improvements - targeting buildings situated along the northern route into the town centre within the historic heart of the centre, which are currently neglected and may be falling into disrepair, and ii) Historic Building Improvement Grant - aimed at encouraging owners to address issues of decaying buildings and reverse inappropriate and poor quality repairs.

Buildings such as 87- 88 Townhead have been identified as properties in need of attention. The property is in private ownership and has sat derelict for a number of years. A partnership approach will be required to establish the best ways of dealing with these issues.

Other visible scars include poor quality canopies along Cowgate which detract from the overall appearance and experience of the high street. Some works are being undertaken to improve parts of these and if successful could set a model of good practice to replicate in other areas within the town centre.



*Vacant derelict property at 87-88 Townhead*

### Enliven small gems:

It was suggested through the consultation process to reinstate the Watson Fountain into working order and give active or decorative uses for Lion Foundry telephone boxes. These types of projects could be community driven or delivered through partnerships. Examples of this elsewhere include “Porty Light Box” which is a decommissioned phonebox in Portobello, Edinburgh that has been adopted by the Portobello Community Council on behalf of the local community and made into a form of street art.



*Lion Foundry Phone Boxes at Alexandria Street*



**Town Centre Dressing and Enlivening:**

A range of measures which help decorate the town centre, which could include winter lights along new street trees, summer bunting and displays in vacant units should be encouraged.



Examples of this being done elsewhere include the Living Lerwick BID, where traders took control of winter lighting in the town centre each buying small Christmas trees with lights for outside their shops. This feature was launched with a very well attended Christmas parade and lights switch on, bringing hundreds into the town centre.

**Brightening up the New Lairdsland Road retaining wall:**

A mural to soften the imposing concrete wall which fronts onto New Lairdsland Road from David Donnelly Place.



### 6.3 Long Term Physical Change

Long term physical regeneration opportunities are identified in this section, which includes a focus on housing development to help increase the living population in line with key objectives of the masterplan. The section also identifies the importance of the Canal Corridor to the town centre and the need for further consideration to be given to the long term pattern and design of development in this area.



*Ariel view of Cowgate looking west,  
present day*



**Greater living population:**

Feedback from the consultation suggests that the longer term regeneration of the town centre is one that requires the role of housing.

To this end the longer term physical regeneration proposals for the town centre seek to encourage centrally located housing development. If achievable, would add a further dimension of sustainability to the area by increasing the living population and therefore vibrancy at the heart of the community while creating a market for existing and future retail and leisure offerings.

With their connections to transport, amenities and walkability town centres provide sustainable locations for this type of development where sites can be made available without compromising a good balance of different land uses.

To help create stronger urban form and achieve some of the objectives of the masterplan, a review of potential development sites should continue to be undertaken and, if required, sites promoted through the Local Development Plan process.

For example areas like Eastside have become disconnected from the high street. Road infrastructure development in the 1980's and associated low density ad hoc development have diluted built density and weakened streetscapes creating barriers between neighbourhoods and the town centre. These areas should be carefully considered for longer term redevelopment for an alternative land use in the form of housing.

Examples of how areas such as this could be redeveloped over time have been provided in Appendix (ii)

Specific smaller infill sites have been identified for residential led development, and are identified overleaf. Where the Council does not own any sites identified it must work together with landowners and other relevant stakeholders to realise the ambitions set out in this section.



*Example of good quality waterside housing development*



### Housing infill sites: 2-8 Luggiebank Road:

The building is Council owned and is currently for sale. Residential led development here should be supported and good urban design principles and criteria existent in relevant national and local policy applied. New development at this location should in particular consider:

- Linear development
- Active frontages and natural surveillance over Luggiebank Road
- Scale and mass which fits with the surrounding area and respects neighbouring listed buildings and adjacent Canal (Scheduled Ancient Monument) and Conservation Area
- Good quality elevation design and materials
- Avoid over decorative features and dressing
- Adopt simple modern vernacular and draw influence from the language of surrounding buildings



*Luggiebank Road looking west*

### West High Street:

This site is privately owned and sits on a key route into the core town centre area. Good urban design principles and criteria existent in relevant national and local policy must be applied to new development at this location. A residential use is most suitable and its design should follow the following design criteria:

- Linear development
- Active frontages and natural surveillance over West High Street
- Limited under build and follow topography of the site
- Scale and mass which fits with the surrounding streetscape and steps down between the taller tenements and cottage buildings.
- Respectful of its Conservation Area setting
- Adopt simple modern vernacular and draw influence from the language of surrounding buildings, particularly the cottages to the west
- Good quality elevation design and materials



*West High Street vacant site*

### Lairdsland School Site Options:

The school site will be vacated due to the relocation of the existing primary school facility to Southbank. The relocation provides a development opportunity within the town centre and the following options have been identified:

**Option 1** — Convert existing building for residential use, with a small amount of additional new build, including provision for amenity space and car parking.

**Option 2** — Convert the existing building for serviced office and enterprise accommodation (approximately 14 units), with a small amount of additional new build commercial or residential. Again with parking provision.

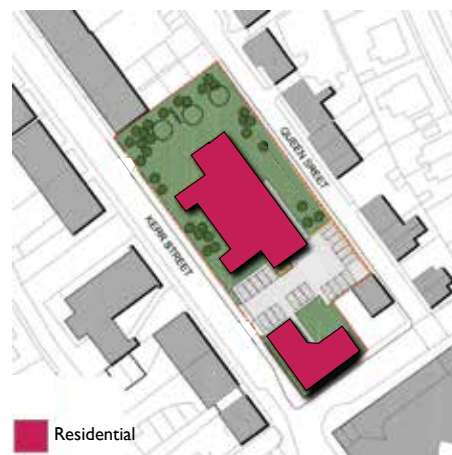
**Option 3** — Remove the school building and redevelop the site for flatted development, including provision of amenity space and car parking.

These options support different objectives of the masterplan whether that be increasing residential population, providing economic development and enterprise opportunities, or the retention of built character and heritage.

All options therefore require further engagement with relevant parties and appraisal work to ascertain deliverable development models. If required a development and design brief for the site would be prepared, which would consider in more detail: remediation, access and parking and design coding.



*Lairdsland School present day.*



*Option 1 Plan,*



*Option 2 Plan,*



*Option 3 Plan.*



### Enlivening Southbank and the Canal Corridor:

Although this area is out-with the core town centre the Canal Corridor has been identified as a key asset and opportunity for continued regeneration of the centre and wider area. Southbank Road and the Canal provide gateways into the core town centre area and a key development concept of the masterplan is to bring to life the area around Townhead Bridge.

Since its reopening in 2001 the Canal has presented a massive opportunity in terms of developable location adjoining the town centre, a leisure attraction, as well as a recognisable characteristic to help develop a modern identity for the town centre.

Recent projects like the Southbank Marina show how the waterway can be used to inspire and inform high quality development at this location. Other sites are located along the south side of the Canal which over time could become subject to development proposals. For example the site for the proposed new Lairdsland School has been identified as land immediately west of the Southbank Marina.

Flatted development proposed along Southbank Road and the Canal will help create a built edge along Southbank Road which currently suffers from no enclosure created by large area of undeveloped land to the rear of Sainsburys.

It will be important to guide any future development along Southbank Road and the Canal to ensure it does a number of things, and in particular:

- Interact and respond to the waterway - for example by creating active fronts onto the Canal
- Ensure good connections are maintained and created
- to make it easy to get to along both sides of the Canal
- Be well connected to the wider street and path network
- Use key landmarks and views to help inform positioning and layout
- Integrate with the existing surrounding urban areas
- Support the upgrading canal side public realm

Scottish Canals as part of their national programme to increase residential moorings have proposals for residential berths in the Southbank Marina and at Townhead Bridge. Both proposals would help enliven the waterway and fit strongly with the vision and objectives set out in this document.



*Chester*



*Kirkintilloch*

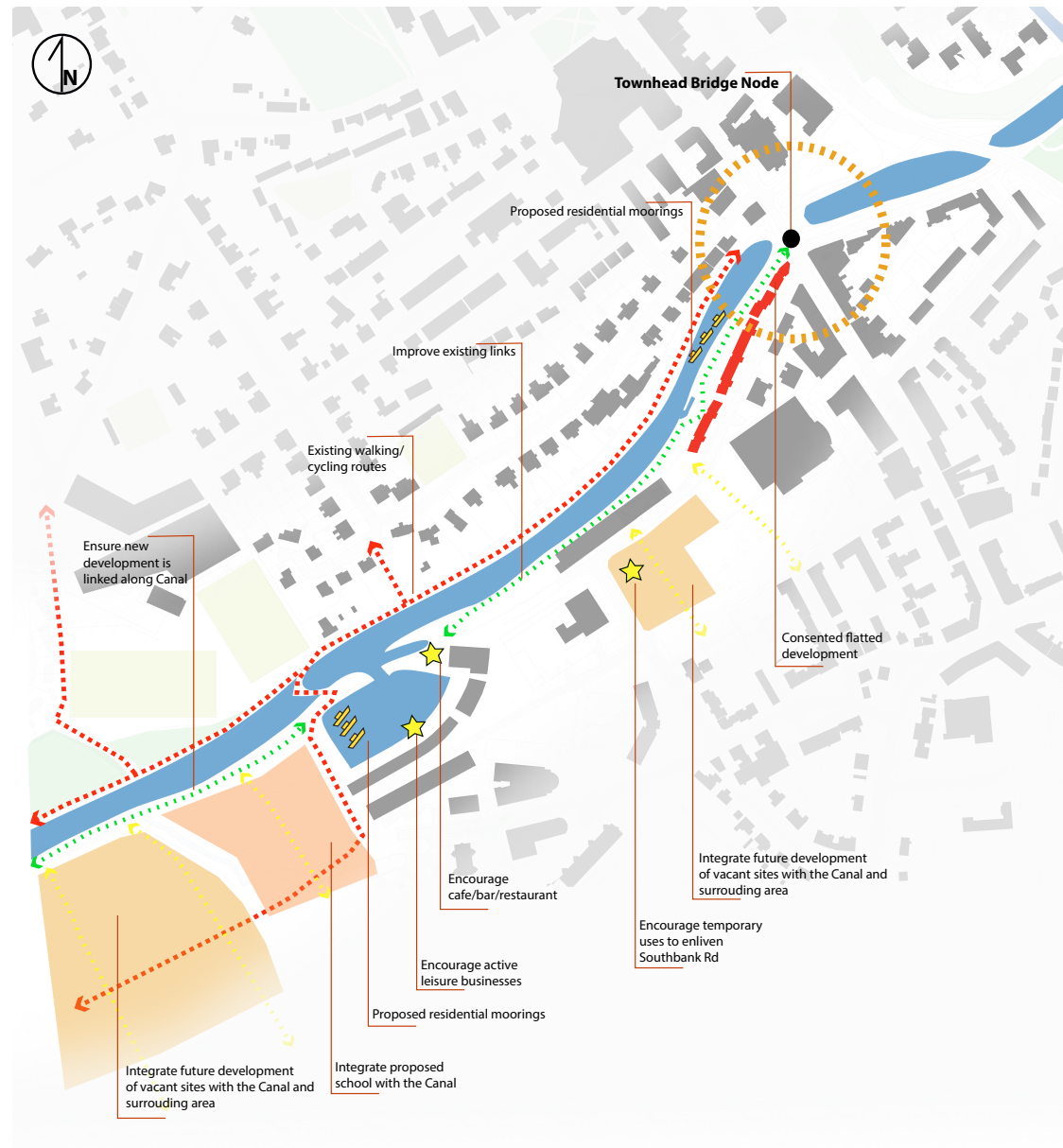


*Edinburgh*



Given the potential development opportunities in this location it is recommended that East Dunbartonshire Council, in partnership with landowners and Scottish Canals, develops an urban design framework for the Canal Corridor and Southbank area to form part of future local policy guidance.

*Plan - Proposed High Level Urban Design Framework*



## 6.4 Economic Development

To help deliver the vision outlined in this plan and full long term regeneration of the town centre a range of supporting economic developments and non-physical interventions are essential.

Taking on board the aspirations, comments and ideas from the various consultations and aligning to the emerging East Dunbartonshire Economic Development Strategy, the following projects and recommendations for further work are proposed.

There is a key role for the Council and the Business Gateway to support and facilitate many of the proposals outlined in this section. Other partners must also play a vital part in the development and delivery of much of what is proposed in this section and future emerging economic developments and social initiatives for the town centre.



*Southbank Marina, Kirkintilloch*

### Empowerment and Stewardship.

The masterplan process should be used as a context for local people, businesses and stakeholders to take control of their town centre. There is the requirement to develop some form of long term community led vehicle for development, funding and implementation of a wide range of town centre initiatives.

Through the Masterplan Champions Group and by working with the wider town centre community and local businesses the Council will encourage, support and facilitate the development of a community led town centre group.

Models like Business Improvement Districts and Community Development Trusts should be investigated which can have the flexibility and scope to incorporate not just purely 'business' initiatives but other wider community involvement. Whatever the type of model, it will be important that it should have the ability to generate income and attract funding.

At the time of writing, a Community Development Trust with a focus on the Town Centre is emerging.

### Develop a Town Centre branding strategy:

Improve the image of the town centre to increase use and investment by promoting existing and new key messages to a range of market segments. The strategy should identify current perceptions and target audiences whether it be local residents, surrounding local communities, and potential investors. The strategy should also identify the range or tools and methods to promote the town centre, for example building an improved online presence.

Selling points for the town centre exist and include: Roman Heritage, Forth & Clyde Canal ('the Canal Capital'), and location as a gateway to the outdoors. Another very fundamental message to have come out of the work undertaken is the need to encourage people to 'think locally, do things locally and spend locally'.

In developing a brand and core messages other ongoing work should be considered. The Antoine Wall Management Plan has identified themes for each settlement through which the wall runs, to be used for promotion of the wall and these locations. Kirkintilloch's theme has been chosen as 'Wine and Imported Goods'.

Examples of successful town branding or themes include West Kilbride Craft Town, and Castle Douglas Food Town. Initiatives like Business Improvement Districts or Community Development Trusts can help promote what is on offer in an area and what is happening. Examples being: 'Living Lerwick', 'Queensferry Ambition', 'Neilston Development Trust', 'Comrie Development Trust' and 'I Love Clarkston'





**Maintain existing anchor uses:**

Commercial uses need concentrated pedestrian flows to survive. Economic activity will take place where there is guaranteed pedestrian activity concentrations. Land uses which generate a large number of visits (referred to here as anchor uses) are a vital part of a town centres overall offer. Analysis has shown footfall to be steadily declining, and this is a trend which must be reversed. Large footfall will help reinforce existing shops and attract new business.

A greater number of anchor stores will create an attractive mix and strengthen the profile of the town centre in attracting local users, visitors and inward investment.

Retail capacity studies show Kirkintilloch to have limited capacity for a large increase in 'convenience' retail floorspace, but improvements to the existing provision is required. In line with National, Regional and local planning policy and the objectives of this masterplan the town centre should be prioritised as a sustainable location for retail investment of this nature.

The Council should work with landowners, operators and agents to encourage inward investment of footfall generating land uses in the town centre.

The plan opposite shows existing and proposed anchor stores and their sphere of influence in terms of town centre pedestrian flows.



### Encourage specific types of investment and uses:

Other types of investment identified to help fulfil the vision for the town centre and redefine its role include:

- Leisure uses such as cafés or places to eat
- Crèche or soft play facility
- Hotels and visitor accommodation
- Arts, leisure and cultural facility
- Cinema
- Small business start-up units
- Local, niche and independent retail that people don't want to do online or can't get at large retail centres.
- Residential

These types of uses move away from the traditional retail role of town centres. Whilst particular types of necessary retail should be within the centre, alternative uses as outlined above should also be encouraged.

These types of uses would provide a different reason to use the town centre and at different times. They could also encourage new local footfall to the town centre and help stem leisure expenditure which currently goes into Glasgow city centre.

To progress these types of aspired investment opportunities, detailed discussions and negotiations with property owners, public sector partners and private sector operators must continue. Any proposals brought forward for particular sites would be required to be viable and accompanied by robust end use business models.

A further aim would be to work with landowners, developers and operators to investigate further potential to increase hotel bed space within the town centre either through redevelopment of existing provision or attraction of new floorspace.

Possible locations identified as suitable for new hotel floorspace or other leisure uses like Cinemas in terms of centrality include the Tantra night club site. Smiths Hotel also have aspirations to improve and increase their operation and any expansion here should ensure it enhances the gateways into the town centre. Aspects of design particularly important in this location will be better and more active street frontages and use of higher quality materials. Consideration must also be given to car parking provision and its management.

### Populate vacant floorspace:

Work with landlords and agents to develop a range of alternative uses for vacant properties, and the range of initiatives to fill these units could include:

- Temporary or pop-up uses
- Incubator units
- Modernising premises for small scale businesses
- Targeted and proactive marketing in partnership with land owners to sell any emerging place brand and long term investment opportunities
- Conversion to residential where long term vacancies exist

A consistent comment to come from consultation work has been the need to engage with young people and get them using the town centre more. Opportunities exist to work with land owners, schools, the local college and youth groups to get young people to test and try out enterprise ideas within the town centre. This could not only help address physical issues of vacant shops but better engage young people and generate more interest in their town centre. The range of established and emerging initiatives to encourage this type of activity and other enterprises into the town centre should be investigated.

To complement the above, the town centre should be promoted through Business Gateway and the Council's Business Support Programme to help raise awareness of vacant property and investment opportunities in the town centre area.

An incentive package offered by Business Gateway and the Council should be created to encourage potential investors, and include:

- Assistance to access a coordinated training programme and grant funding to assist start ups or relocating businesses
- Facilitation of discussions and negotiation with property owners and their agents, and the Planning Service.

*Examples of initiatives - Start Up Street in Stirling, and Test Town*



### Outdoor pursuits and use of the Canal:

It is proposed in partnership with relevant organisations and stakeholders, to identify possible locations along the Canal and encourage some form of active leisure businesses. This would maximise the benefits posed by the waterway and networks of walking and cycle routes which converge on the town centre.

The Southbank Marina for example has a number of opportunities which could be explored in pursuit of these sorts of operations, which are:

- waterside location and setting
- rentable floorspace
- waterside amenities
- cluster of other uses including canal trips, living barges, Council HQ and commercial uses, possible school
- strong links and connections to the town centre

Examples of this in other areas include Paddle Sports in Port Dundas, Glasgow.

### Schools' use of Canal as part of schools' curriculum:

Working with schools and Scottish Canals to encourage use of the waterway for sports classes and clubs will make better use of this asset as part of the active curriculum.

This will also help create better understanding amongst young people of the important history of the waterway and its modern role in terms of leisure, biodiversity and ecology. Examples of this working elsewhere include Clyde Waterfront in Glasgow which offers teachers lesson plans that line the waterway and link with Scotland's Curriculum for Excellence.



Photo above - Cycle workshop/café, Partick

Image below - Proposed Outdoor Pursuit Centre at Speirs Wharf, Glasgow





### Temporary measures to enliven spaces:

Urban growing spaces and wild flower meadows is one way to create life in dead space Working with owners and local groups such as the emerging East Dunbartonshire Local Food Forum, gap sites for example the undeveloped land to the rear of Sainsburys, Glasgow Road or along New Lairdsland Road should be appraised to see if some form of temporary activity could be created to help enliven these areas.

### Increase the town's role as a location for Events:

The town centre houses many venues, spaces and assets which are ideal for holding events, as seen through the successful Canal.

An events programme should be developed and led by a stakeholder or group of stakeholders.

### Town Centre Wifi:

Make the town centre a free public wifi hot spot allowing users to connect online to key services and offers promoted by local traders in key spaces like the Regent Gardens.

### Shop Local Loyalty Incentives:

Investigate the demand and impact of schemes which encourage local people to use the town centre shops and services, for example local loyalty cards.

### Tourism Information:

Clearly signpost and make available town centre visitor information. Opportunities in particular lie with the new Hub to provide clear signage on the building for this type of service and a range of information present inside.

### Markets:

Regular markets at the improved spaces. These could be rotated for example between Barleybank and Regent Gardens and could include a Christmas Market to encourage people to shop locally over the festive period.



From top:  
Photo of Allotments  
Canal Festival Flag & G66 Image  
Tourist Info Sign  
Bottom photos, Canal Festival Market  
& Farmers Market, Paisley



TELEPHONE



## 7. The Next Steps

The Kirkintilloch Town Centre Masterplan sets out a number of different types of proposals which aim to help fulfil the long term vision.

The project table overleaf provides an overview of what is proposed - lead partners and timescales for phasing of projects. Some short term projects have approval in principle from Council and a financial commitment to ensure their delivery. Further funding opportunities must be explored and discussions and negotiations with key stakeholders are required to develop some of the medium and longer term proposals.

However delivery of the regeneration of the town centre is not wholly in the gift of the Council or one stakeholder. The need for collaborative approach through the bringing together of all those with an interest in the town centre has never been more important. The complex range of issues that traditional town centres like Kirkintilloch now face require public sector organisations, the local community, local user and interest groups and the business community to work together to overcome challenges and create a vibrant and sustaining town centre. Working together will help maximise resources, knowledge and ensure a better informed and sustained approach can be achieved.

It is a parting recommendation of this masterplan that work between the various stakeholders continues through forums such as the Champions Group, to not only ensure the development and delivery of capital projects are achieved together, but critically to explore ways to establish a stand-alone group or body which represents the town centre, its interests and can lead on aspects of its longer term regeneration.



*Catherine Street junction on Cowgate 2013*



## Appendix (i) Delivery Table

Project	Lead Agency & Partners (Project Development & Delivery)	Timescales (Short Term/ Medium Term/ Long Term)
<b>Public Realm, Gateways &amp; Parking</b>		
Car Park Improvements	EDC/Champions Group/Local Businesses/SPT	ST
Townhead Parking & Junctions	EDC/Champions Group/Local Businesses/SPT	ST
Cowgate Street Design	EDC/Champions Group/Local Businesses/SUTRANS/SPT	ST
David Donnelly Place Pedestrian Link	EDC/Champions Group/Local Businesses/SUTRANS	ST
West High Street Pedestrian Link	EDC/Champions Group/Local Businesses/SUSTRANS	ST
Luggiebank Road Streetscape	EDC/Champions Group/Local Businesses	MT
Barleybank Public Space	EDC/Champions Group/Local Businesses/St Mary's Church/SUSTRANS	ST
Regent Gardens	Town Centre Dressing & Enlivening	ST
<b>Historic &amp; Built Fabric</b>		
Community, Arts & Culture Centre - Town Hall Site	EDC/ EDLC/CDT/Historic Scotland/ Private Sector Operators & Developers/Champions Group	MT - LT
Antonine Wall Connection	EDC/EDLC/Historic Scotland/CDT	MT
Bring Peel Cottage back to life	EDLC/EDC/Private Sector Operators/EDTP	MT
Antonine Wall attraction in Peel Park	EDC/Local Tourism Partnership/Antonine Wall Man. Group/EDLC/Historic Scotland	MT
Fixing holes and repairing the fabric (various)	EDC/CDT/Private Sector/Landlords/Local Heritage Trust	MT - LT
Heritage Trail	EDLC	ST
Enliven small gems (various)	CommunityGroups/EDLC	ST - MT
Brighten up New Lairdsland Road wall	CDT/EDLC	ST
Town Centre Dressing & Enlivening	Local Businesses/CDT	MT

\*\* = Suggested project best let by Community (for example Community Development Trust (CDT))

EDC East Dunbartonshire Council

EDLC East Dunbartonshire Leisure & Culture Trust

EDLFF East Dunbartonshire Local Food Forum

SPT Strathclyde Passenger Transport

EDTP East Dunbartonshire Tourism Partnership

Project	Lead Agency & Partners (Project Development & Delivery)	Timescales (Short Term/ Medium Term/ Long Term)
<b>Long Term Physical Change</b>		
Potential Residential Sites - investigation and feasibility	EDC/Landowners/Private developers/Housing Association	LT
Housing Infill - 2-8 Luggiebank Road	Private Developer	ST
Housing Infill - West High Street	Private Developer	MT - LT
Lairdsland School Site Options	EDC/Private developers/Other stakeholders	MT - LT
Enlivening Southbank and The Canal Corridor	EDC/Landowners/Scottish Canals/Canal Societies/Local Community	LT
<b>Economic Development</b>		
Empowerment & Stewardship	CDT/Champions/Local Business/Local community groups and people/EDC	MT - LT
Town Centre branding strategy**	CDT/Local Businesses/EDTP/EDC	MT - LT
Maintain existing anchor uses	EDC/Landowners/Private Sector Operators	MT - LT
Populate Vacant Floorspace	EDC/Business Gateway/Social Enterprises/Landlords	MT
Encourage specific types of inward investment**	EDC/ Landowners/Private Sector/Business Gateway	MT
Outdoor Pursuits and use of the Canal	EDC/ Private Sector/Social Enterprise	MT
Schools and the Canal	Scottish Canals/EDLC/EDC	MT
Temporary measure to enliven spaces	EDLFF/Landowners/EDC	ST
Events**	Local Businesses/CDT/EDTP/EDC	ST - MT
Markets**	EDC/EDTP/CDT/EDTP/EDC	ST - MT
Town Centre Wifi	EDC/Local Businesses/CDT	ST
Tourist information	EDCL/EDTP/CDT	ST
Shop Loyalty Incentives**	Local Businesses/CDT	

## Appendix (ii) - Consultation Activity

Activity	When	Details
<b>Consultation 1 - Issues &amp; Aspirations</b>		
Resident Questionnaires (G65 & G66 postcodes)	October 2011 to November 2011	17,500 distributed, 2,010 returns
Business Questionnaires (Kirkintilloch business base)	October 2011 to November 2011	1,050 distributed, 40 returns
Community Workshops	November 2011	3 workshops, 45 attendees
Local School Workshops (with 5 schools)	November 2011 to January 2012	5 classes attended
Pop-up Workshops	November 2011 to December 2011	6 town centre locations, 300 visits
Workshops and meetings with various local groups:	November 2011 to March 2012	Town Centre Steering Group, Lenzie Community Council, Kirkintilloch Community Council, Southbank Residents Association, Forth & Clyde Canal Society, Seagull Trust, Scottish Canals
Sessions with relevant EDC Departments & Services	January 2012 to March 2012	
<b>Consultation 2 - Presenting Draft Concepts</b>		
Kirkintilloch Canal Festival (stands x 2)	August 2012	1200 visits
Town Centre Displays	June 2012 to October 2012	5 locations, 280 visits
Meetings with a range of town centre users, interest groups and businesses	June 2012 to March 2013	East Dunbartonshire Access Panel Guide Dogs UK East Dunbartonshire Ethnic Minority Forum Harestanes Residents Association Lenzie and Kirkintilloch Community Councils Town Centre Steering Group East Dunbartonshire Seniors Forum St Mary's Church Town Hall Restoration Trust AGM Regent Centre Dunbartonshire Chamber of Commerce East Dunbartonshire Leisure & Culture Trust Various drop ins to local businesses and traders
Sessions with relevant EDC Departments & Services	June 2012 to March 2013	
Masterplan - Town Centre Business Forum	March 2013	40 attendees
Masterplan Champions Group	August 2012 (ongoing)	17 Local Representatives



### Appendix (iii) - Long Term Housing Redevelopment Example

#### East High Street - Residential led mixed use

This appendix provides layout and design principles for sites identified through the masterplan process for potential long term change at East High Street.

The areas identified lies approximately 150m to the east of Cowgate and currently house a grouping of business and vacant units. They have been identified through the masterplan process as a possible location for further investigation for long term residential redevelopment.

This Appendix demonstrates the type of development that could be achieved and key urban design criteria for new development at this location.

As identified from consultation work New Lairdsland Road is a barrier separating the core town centre and East Side, and improvements to certain pedestrian links at David Donnelly Place and West High Street have been proposed.

Residential proposals suggested here would provide:

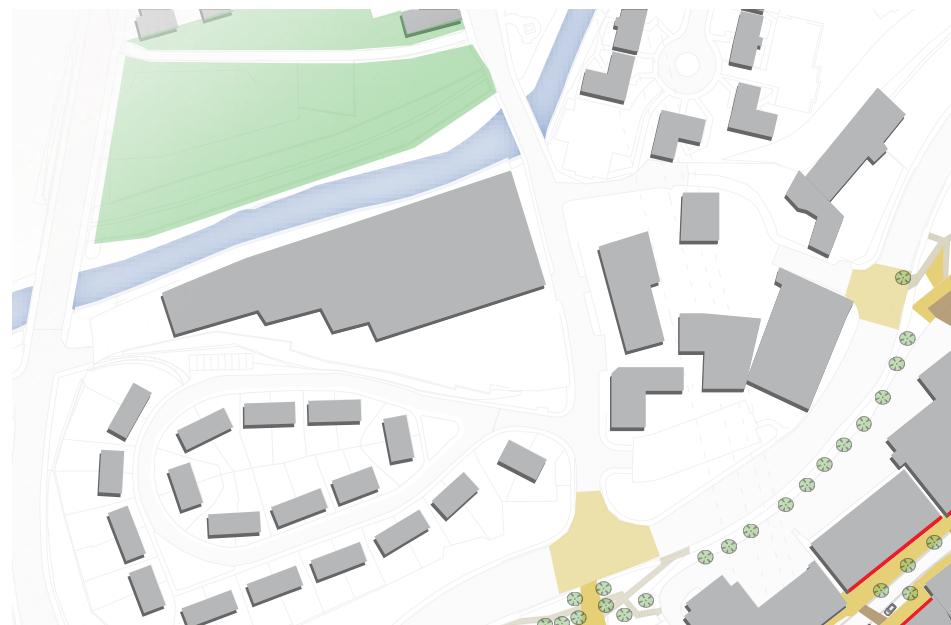
- Town centre housing
- Stronger streetscape along East High Street
- Stronger links between the core town centre and its surrounding neighbourhoods, the River Luggie and wider walking and green network
- Stronger definition and edge along East High Street
- Amenity space and a usable edge along the river
- Create green edge along New Lairdsland Road which connects to the wider green network

Any proposal would need to make arrangements for the relocation of the current businesses to suitable replacement premises in order to protect local employment

As part of the design for any new development some form protective green edge is required to soften the appearance of New Lairdsland Road and provide some buffering from the road.

The building edge along New Lairdsland Road must be connected to the existing footpaths to help create natural surveillance. There is also an existing swathe of trees which runs on North South access – this protective edge of trees can link visually to this.

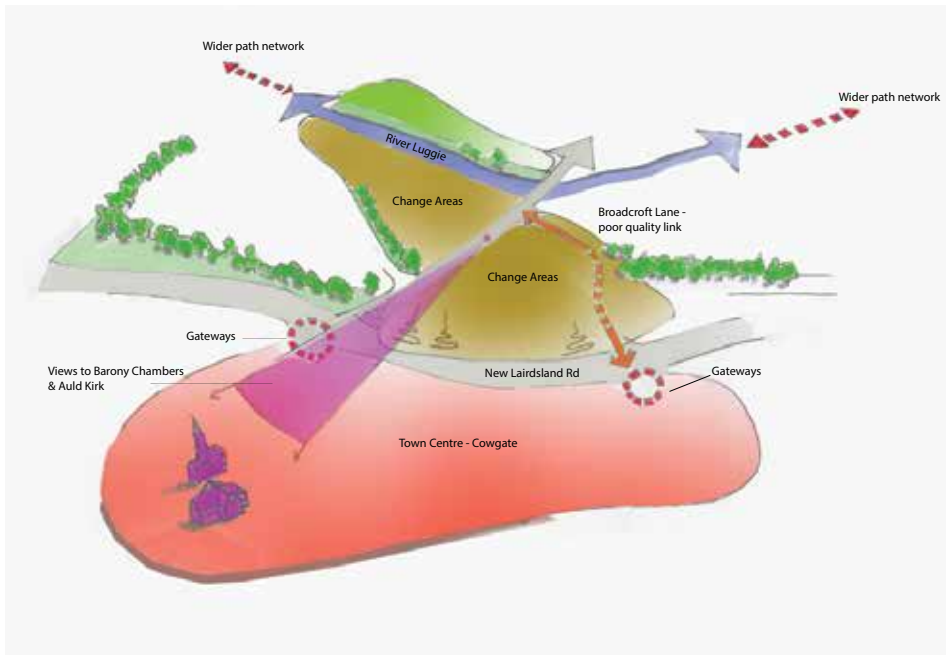
### Location Plan



Buildings along East High Street and Broadcroft lane should reflect traditional building lines in the area and be orientated to help provide active edges and natural surveillance.

The development must have strong building lines and active frontages along pedestrian and vehicle route. Blank frontages must be avoided.

Large under build should be avoided and building should follow the topography of the site.



*Impression of how East High Street could change over time*



*Impression of how the river edge could change and be brought to life*

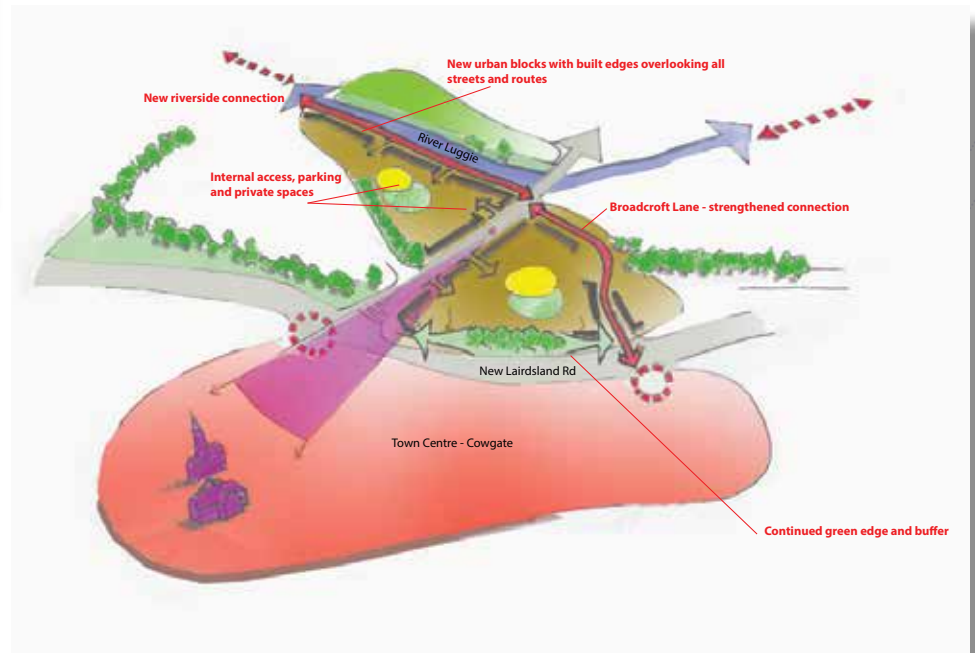
### Analysis Diagram

Key views up to the Barony and the Auld Kirk from East High Street must be retained.

If possible the development should be considered in small parcels or plots to avoid over generic design outcomes and stronger urban grain. However each plot must share the common urban design criteria set out in this section and work as part of the overall development proposed.

Buildings should avoid overly decorative features and dressing and adopt a simple modern vernacular which responds well to its context and the language of other buildings of interest along East High Street.

River frontage should be created over a public riverside walkway which includes elements of planting, and resting places.



*Development Concept Diagram*

Car parking should be carefully considered along with private open space and provision for each unit made whilst reflecting its town centre location.

Cycle and off-street car parking should be integrated into the development. Good examples of how this can be achieved include:

- terraced housing with a pend access to a communal private parking area at the rear
- shared private driveways serving garages and parking spaces to the rear of dwellings
- communal car parks placed within the centre or to the rear of flatted developments. This allows the public face of the flats to be either landscaped or set within an environment that reflects its location; and car parking will be provided underneath

The diagram opposite indicates scale, mass, and building position.

A Design Statement should be prepared with any planning applications for this area, in accordance with the national Planning Advice Note 68 (see [www.scotland.gov.uk/planning](http://www.scotland.gov.uk/planning)). The statement will explain how the proposals work in the site's context.

#### **Glasgow Road:**

To help enable housing led development East Side the Glasgow Road site could be used for required relation of business and industrial units. Alternatively other sites may be available around the peripheral of the town centre - for example at Milton Road.

The site is currently in Council ownership and has undergone some remediation works to enable its future development.



*Glasgow Road*





# Kirkintilloch Town Centre Masterplan

forging the future together



## Other formats

This document can be provided in large print, Braille or on CD and can be translated into other community languages. Please contact the Council's Corporate Communications Team at:

East Dunbartonshire Council, 12 Strathkelvin Place, Southbank,  
Kirkintilloch, G66 1TJ Tel: 0300 123 4510

本文件可按要求翻譯成中文，如有此需要，請電 0300 123 4510。

اس دستاویز کا اردو خواست کرنے پر (اردو) زبان میں ترجمہ کیا جاسکتا ہے۔ براہ مہربانی فون نمبر 0300 123 4510 پر رابطہ کریں۔

ਇਸ ਦਸਤਾਵੇਜ਼ ਦਾ ਮੰਗ ਕਰਨ ਤੇ ਪੰਜਾਬੀ ਵਿੱਚ ਅਨੁਵਾਦ ਕੀਤਾ ਜਾ ਸਕਦਾ ਹੈ। ਕਿਰਪਾ ਕਰਕੇ 0300 123 4510 ਫੋਨ ਕਰੋ।

Gabhaidh an sgrìobhainn seo cur gu Gàidhlig ma tha sin a dhìth oirbh. Cuiribh fòn gu 0300 123 4510

अनुसोध करने पर यह दस्तावेज हिन्दी में भाषांतरित किया जा सकता है। कृपया 0300 123 4510 पर फोन कीजिए।



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