

2021

# ROAD SAFETY REPORT



AB & BM

MILTON of CAMPSIE

COMMUNITY COUNCIL

6/7/2021

# Milton of Campsie Community Council

## Community Survey Road Safety Proposals

In an effort engage with the community within Milton of Campsie and better support engagement with the Local Council Departments, the Community Council has obtained a list of priority concerns from a large section of the local community.

It is hoped that by doing so:

- (i) This will provide East Dunbartonshire Council (EDC) with a better understanding of local concerns and issues.
- (ii) It will enable EDC to prioritise work in line with local issues.
- (iii) EDC will be able to direct operations towards dealing with the village issues and ultimately enable a cost-efficient approach to dealing with the issues.

Milton of Campsie is served by three main routes:

From the East, it is Antermony Road A891, this route carries traffic from Queenzieburn and Kilsyth.

From the West, it is Campsie Road also designated A891, this route carries traffic from Lennoxton and Strathblane.

From the South, it is Birdston Road designated as B757 it carries traffic from Kirkintilloch and Glasgow.

### **A891 Antermony Road approaching and entering the Village.**

Antermony Road is in a reasonably good state of repair and is governed for the best part by the National Speed limit (60mph) until you are approximately 200 metres from the edge of Milton of Campsie Village where it becomes a 40-mph zone and then at the limit of Milton of Campsie it becomes a 30-mph zone. The approach to the reduced speed zone is a well-known fast stretch of road and as it changes to the 40 mph zone the road drops then has a left then right blind bend as you access the 30 zone. (Image 1 & 2) It is well known for vehicles to pass the entrance to Scott Avenue at this point being in excess of 30mph.

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Image 1. Approaching Milton of Campsie from Antermony Road.



Image 2 – Approaching the 30mph zone at blind bends on Antermony Road.

The road narrows at this point as it starts to climb and straighten as it passes the Scott Avenue junction and allows site of the Co-op and the access to the Co-op car park. (Image 3)



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Image 3. – View from Co-op car park entrance looking east at approaching traffic.

As you pass the Co-op your forward view is limited as you approach Scot Mid, invariably there can be vehicles parked outside Scot mid which you cannot see until you are practically on top of them. (Image 4)

Parking on double yellow lines at this point being a blind summit is particularly dangerous and many near misses of vehicle to vehicle and vehicle to pedestrian has occurred.

The illegal parking at this point is of great concern in the village.



Image 4. Antermony Road approaching blind summit at Scot-Mid.

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As you continue Westwards towards the cross you have a Pelican Crossing situated some 8 metres west of Milton Cross then a reasonably straight view towards the Church. (Image 5)



Image 5. Milton Cross viewed from Antermony Road.

### **Campsie Road leaving the Village from Milton Cross.**

Upon passing through Milton Cross junction, there is a parking layby on the left for 5 cars and a parking area on the right for the occupants of the houses at that location.

The area of to the left is the Battlefield Football pitch, which under non Covid conditions is in fairly regular use. When games are on you will find many cars parked on the south kerb, they will be from participants in the football match and spectators. The cause of the parking in this manner is the lack of parking in the village as a whole. These illegally parked vehicles restrict the width of the road and available pavement space creating inherent dangers for pedestrians and drivers alike. (Image 6)

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Image 6. Cars parked on pavement at Battlefield Park.

A potential solution to this is to open Craighead Primary School parking facilities to the teams or groups booking the pitch and facilities. Within Battlefield park there is also a purpose-built children's play area which is quite substantial and well used.

As the road climbs uphill past Mount Pleasant there is a long stretch of road within the 30mph zone passing the Valleyfield Estate which is again known as an extremely dangerous road due to speeding vehicles from both directions. Beyond here the road enters a series of right, left and left blind turns before levelling off for a considerable distance in a section of National speed limit heading towards Lennoxtown. (Image 7 & 8) This whole section of road is a regular accident zone.



Image 7. Campsie Road leaving the village.



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Image 8. Campsie Road leaving village on 60mph zone.

### **Campsie Road approaching the Village from Lennoxtown.**

From the west exiting Lennoxtown on Campsie Road you enter a National speed limit zone which continues for approximately several hundred metres then the road bends slightly left then a sharp right turn. This section is governed by a solid double white line system.



Image 9. Entering the village on fast accident-prone section of 60mph zone.

You then enter Milton of Campsie via a slight left bend and the 30-mph zone, the road is straight for a considerable distance before bending to the right and going downhill. This is the section of road passing Valleyfield which is a well-known speeding area. (Image 10)

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Image 10. Campsie Road entering the Village passing Valleyfield – speeding and accident zone.

The road then bends to the left and your view is then opened to the Church on your left and the Play area and Football Park on your right. The Pelican crossing is coming into view as are the parked cars both left and right. (Image 11.)



Image 11 Campsie Road approaching church and Battlefield Park



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Image 12. Pelican Crossing at Milton Cross.

Approaching Milton Cross the Pelican crossing comes into use before the junction with Birdston Road. The position of this is baffling to most villagers as it only allows potentially safe crossing over one of the roads at the junction and many vehicles turning onto Campsie Road from Birdston road have sped through the lights without noticing that they were at red. This Pelican crossing would have served a far greater purpose and provided far greater safety for the village if it were formed as a three-way set of traffic lights controlling Milton Cross.

Campsie Road up to this point is in a good state of repair.

### **Birdston Road leaving the Village from Milton Cross.**

At Milton Cross the opportunity to carry on or turn right into Birdston Road presents itself.

Turning right into Birdston Road presents many challenges, none more so than the state of the road surface. In its presents state the surface of the Moon is probably smoother and there have been many complaints of damages done to car wheels.

There is an area of the width of the road and approximately 29 metres in length which are in a deplorable state of disrepair.

This is at an area where pedestrians are likely to cross to access the car park and we are incredibly surprised that no one has fallen yet in this section of road because the surface is so uneven and as noted previously there is no safe way to cross other than to dodge the traffic. The whole area is an accident waiting to happen.

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Image 13 Beginning of Birdston Road and deplorable surface conditions.

As you travel south towards Birdston, and you approach the bridge over Glazert Water the road rises again and begins to narrow slightly as you cross the Railway bridge.

The road then continues straight before bending slightly left and dropping downhill before climbing towards a blind summit, dropping and climbing again. (Image 14)

This whole stretch from Milton Cross to the edge of the village is notorious for speeding and with the best efforts of the Police and MOCCC urging villagers and visitors to slow down it remains an extremely fast stretch of road.



Image 14 Birdston Road looking North from Bus Stop Area.

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Image 15 Birdston Road looking South towards Redmoss Road Junction & Bus Stops



Image 16 Blind summit on Birdston Road.

As the road continues past both bus stops adjacent to Redmoss Road and Kincaid Field the road rises to a blind summit (Image16) descends past the entrance to the Kincaid House Hotel and rise again to another blind summit, at the top of this summit the entrance to the new Cala estate is positioned.

The junction looking north functions reasonably well as the sight lines appear to meet the road development standards regarding junction sight lines and distances. (Image 17)



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Image 17. Looking North from Cala Estate junction.

Looking south from the Cala Estate Junction the sight lines are atrocious and it is a hazardous exit from the junction due to the speed of cars approaching from the south and the obvious fact that the junction does not meet the roads development standards for sight lines for drivers of standard vehicles. (Image 18.)



Image 18. Looking south from Cala Estate junction.

As the road passes this junction and descends it approaches a right-hand bend, is straight for approximately 150 metres before a sharp left bend, governed by a solid double white line and enters Birdston. There have been many near misses on these bends with impatient drivers overtaking poorly.

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Image 19. Looking north from Birdston village.

The road straightens again then as you enter a 40 mph zone bends to both right and left before re-entering a 30mph zone and going into Kirkintilloch. (Image 20)



Image 20 Looking south from Birdston Village.

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Image 21. Approach to Birdston Village from Kirkintilloch

All of the roads mentioned above have either minor roads or driveways adjacent to them and the inherent dangers that accompany these roads will be made clearer shortly.

### **Village Survey**

The Community Council has carried out a short survey within the village to highlight the resident's main concerns and complaints.

The main complaint is speeding motorists using our village roads and the problems that can arise from this.

The Community Council proposes that following should be taken under consideration for the safety of all the villagers.

1. Antermoney Road east bound on the approach to the village limits, the 40 MPH sign should be removed and replaced by a 30 MPH at that point. By introducing the restricted speed limit earlier at this point it should ensure that drivers will be at the lower speed as they enter the bends before entering the village. Also, if the 30 limit is extended westwards it will give those emerging from the steadings a better opportunity to emerge safely.
2. If the proposed allotments are to go ahead at this locus, consideration should be given to some type of crossing facility to enable villagers to access the site. There would also need to be some cognisance taken of the fact that materials and equipment would be required to be dropped off by those using the allotments.
3. More restrictions re parking outside Scot-Mid, perhaps collapsible bollards to allow deliveries and also more attention from council traffic enforcement officers.



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4. Milton Cross, the CC propose the removal of the Pelican Crossing situated close to the cross and replace with ATS at the Cross. This would govern the three roads converging and control the traffic flow. Also Stop lines could be placed appropriately to allow large vehicles the opportunity to turn safely. It could also incorporate a crossing facility that would allow pedestrians to cross safely at all points at the cross.
5. The placing of a Pedestrian crossing at or near the play park on Campsie Road, this would allow everyone to access the play park safely and also assist those crossing to gain entry to the church. The second asset here is that installation of a crossing at this locus would prevent indiscriminate parking during football matches, as noted previously the local school parking area should be available to those renting the pitch on match days.
6. On Campsie Road at the top of the hill near to Mount Pleasant West bound could have signage informing drivers off concealed junctions, exit from new builds on the left.
7. Extending the 30 MPH limit from Lennoxtown directly into Milton of Campsie.
8. Birdston Road south of Milton Cross warning signs on the approach to the Railway Bridge of narrowing, pavements are very narrow causing pedestrians to access the roadway on occasions.
9. Installation of a Pedestrian Crossing near to Kincaid Field, this would aid many of our elderly residents the opportunity to cross to gain access to public transport. It would also have the objective of slowing traffic at that particular stretch of road.
10. The section of road from Birdston Kennels to Birdston could be marked with a solid double white line system this would result in fewer vehicles overtaking and therefore speeding on the approach to the blind left bend at Birdston. Also, the erection of warning signage on the approach to the bend of concealed exits just around the bend.

### **Road Conditions**

Birdston Road is generally in a poor state of repair throughout its length.

Campsie road is generally in reasonable condition.

Antermony Road is generally in reasonable condition.

Whilst we understand that Birdston road is earmarked for re-surfacing which has been postponed due to Covid we would note that on all three roads the white line and speed indicators on the road surfaces are non-existent. This is also a concern on the majority of side roads in the village. A concerted effort of line painting should be undertaken within the village.

These proposals have been discussed by the CC and we feel that they are the best solution for road safety in our village. We hope that you will look upon them favourably and introduce some of them to help the residents of our village.

## **Milton of Campsie Community Council**

These proposals have been discussed at length by the Community Council and residents and we feel that they are the best solution for Road Safety in our village. We hope that you will look upon them favourably and look forward to a positive response.

Yours faithfully

Alex Buist

Chair

Milton of Campsie Community Council