



the wall' at the end of Middlemuir Road. At the time of the initial consultation event I was informed that although the scheme put forward was fairly definite there had been no Traffic Study carried out which seems inconceivable.

and I am amazed that such company could present such an inadequate study which lacks full understanding of the road system in the area and a certain naivety about the nature of parents or carers when dropping off children. It is not just a quick drop off as many cars arrive early and park for a long period until the passenger arrives. This can be seen presently at Beech Road or even the Coop at the moment.

introducing speed tables and other traffic calming this will solve the problem. This is completely false and in some ways will exacerbate the problem.

make the following comments.

and could possibly be a first option. The existing radius of access is very tight and even currently means a vehicle has to swing into the other lane when entering. The part of the road nearest Kirkintilloch Road regularly has cars parked from houses on the main road stopping free flow.

way. [REDACTED] note that cars coming around this bend either cut the corner or swing out to the opposite side. Please note that in the past there has been at least two garden walls damaged by cars on this corner.

unsuitable.

to adjust the junction with Hazel Avenue, which works perfectly well

at the moment, seems superfluous and would appear to cause more problems for the houses owners rather than a benefit.

Middlemuir Road.

Currently this road is very busy with school pupils coming I assume from the surrounding house plus many from Woodilee Estate. As far as I could see there is no mention of the length of road near Kirkintilloch Road which only has a pavement on one side. The altered junction would help to reduce the speed of cars entering Kirkintilloch Road.

Middlemuir Road leading to Woodside Avenue.

This is where naivety comes in. Do you really think a sign saying restricted access will make any difference. Try looking at the Primary school in Myrtle Avenue especially on a wet day. Some people would drive into the classroom if they could.

Woodside Avenue is totally unsuitable for an increase in traffic due to a series of right angle bends.

Douglas Avenue.

It is indicated that drop off would be instead via Douglas Avenue which has a blind access at its junction with Middlemuir Road followed by a hill with a blind summit which would be compromised if people are parked there for a length of period.

This is where the report fades away. There is no mention of the tight right angle bend on Douglas Avenue leading into Moncrieff Avenue nor the T junction into Lomond Road which has very tight radius bends.

Both Lomond Road and Moncrieff Avenue suffer from parking of cars left all day to go to the station plus the Church regularly has parking for several hundred meters which is difficult enough at the moment without extra traffic. Lomond Road into Garngaber Avenue has a restricted visibility to the West.

Railway footpath.

The existing footpath need total upgrading as it is constantly covered in puddles and recently at the north end suffered from mud being over whole surface due to it being used as access for a Communication Engineer's van. Council eventually swept the path after the winter (not gritted) but managed to miss the bit leading into the hole in the wall. Litter bins moved to make it easier for Council to empty. There is now two bins in the same place. Full litter study required.

School proposed layout.

The new layout seems to indicate a drop off facility. Is this for any parent / carer drop off and how long will this last as happened in other local schools where this was removed.

Conclusion.

I would request the Consultant be asked to revisit his report and come up with a more complete report that addresses the above comments.

Planning should reconsider the whole use of the 'hole in the wall' as a major pedestrian access.