

## **DUDDINGSTON VILLAGE TRAFFIC ANALYSIS: PROPOSALS FOR ACTION BY THE AUTHORITIES**

In the light of the traffic analysis presented separately, the observations of behaviour and vehicle movement during the survey, and also through more casual observation of traffic in and around Duddingston Village over a number of years, I make a number of observations and proposals for action by the City of Edinburgh Council, Lothian and Borders Police and Historic Scotland.

### **Reducing total volumes of traffic**

The **total volumes** using Holyrood Park through Duddingston Village on routes between the western and eastern portions of the City is extremely high, especially at the morning and evening rush hours two hour periods. This has a detrimental effect on the quality of the environment and the quality of life and safety of those living in and those pedestrians using the Village. The effect of these large volumes must also have a detrimental effect on the quality of the cultural and natural heritage of Holyrood Park. As a result, there is a need to reduce the volume of traffic by taking measures elsewhere in the City. A key solution is to improve the quality of the Holyrood Park environment to safeguard its heritage and to improve the non-vehicular value of the using the park by the public by restricting vehicular access and deterring vehicles and reducing speeds through the Park..

**Proposal 1** Limit the use of the Park between Duddingston Village and the Pollock Roundabout by making it a one way system: eastwards in the mornings and westwards in the evenings.

**Proposal 2** Route traffic moving eastwards or westwards at morning and evening rush hours along the arterial routes of Milton Road/Willowbrae Road and Niddrie Mains Road/Newcraighall Road.

**Proposal 3** Increase the capacity of Niddrie Mains Road by reducing the overly wide pavement and creating pull-ins for buses at bus stops.

**Proposal 4** Consider opening up the Innocent Railway to light vehicles at morning and evening rush hours, westwards in the mornings and eastwards in the evenings, complementary to flows in Proposal 1.

**Proposal 5** Place chicanes at frequent intervals on the main roads through the Park.

**Proposal 6** Create a dedicated cycle track through the Park between Duddingston Village and Pollockhalls Roundabout by reducing the width of the road.

**Proposal 7** Reinstate the 20 mph speed limit through Holyrood Park which was removed in 1960.

The **current closure of Holyrood Park** between Duddingston Village and the Pollockhalls Roundabout and elsewhere in the Park has a very beneficial effect on the quality of the Park environment and its enjoyment by pedestrians, walkers and runners. Also the current closure on Sundays should operate during the whole day and not as currently practiced between 0930 and 1500.

**Proposal 8** Close Holyrood Park to through traffic during day light hours on Saturdays and Sundays.

The number of **commercial vehicles** using the Holyrood Park is substantial and yet this is illegal. These are largely tradesmen's vans, but also include buses taking

children to and from the Commonwealth Pool, taxis and City of Edinburgh Council vehicles taking a short cut. It is recognised that vehicles of the health, law and order and fire services need to use this route, but their numbers are very small.

**Proposal 9** Police to enforce non-commercial vehicles prohibition in Holyrood Park. This will need action by the Police using cameras or other effective means. It will also require signs at the entrance to Duddingston Village to halt commercial access through the Park but allowing commercial vehicular access to the Village for business purposes.

### **Reducing congestion at the Duddingston Village/Duddingston Road West junction**

The number of vehicles **turning across the traffic in Duddingston Road West** to enter the Village from the north or to leave the Village in a southerly direction creates greater congestion than would otherwise occur. This could be alleviated with the following measures.

**Proposal 10** There should be no right turn into The Causeway and Old Church Lane from Duddingston Road West in the morning and evening rush hours.

**Proposal 11** There should be no right turn from The Causeway and from Old Church Lane into Duddingston Road West in the morning and evening rush hours.

The number of **vehicles turning into Old Church Lane from Duddingston Road West** travelling from the Niddrie direction creates problems at the entrance to Old Church Lane as it is very narrow.

**Proposal 12** Prohibit vehicles turning into Old Church Lane from the Niddrie direction at the morning and evening rush hours.

### **Reducing traffic speeds and volumes in Duddingston Village**

The number of vehicles using Duddingston Village might be also reduced and their speed reduced to be within the limits set, if **measures were taken in Old Church Lane and The Causeway.**

**Proposal 13** Rigorously police speeds through the Village by placing hidden cameras at key points and fine everyone who fails to comply with the 20 mph speed limit.

**Proposal 14** Triple the number of speed bumps in Old Church Lane and The Causeway.

**Proposal 15** Place two chicanes in each of Old Church Lane and The Causeway.

**Proposal 16** Place bollards to discourage cyclists from using the pavements at each end of Old Church Lane and The Causeway.

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