

Northfield & Willowbrae Community Council (N&W CC)

CEC Local Traffic Improvement Programme 2025/26 - Submission of projects for consideration in Northfield & Willowbrae area.

The following potential Local Traffic Improvement schemes for the Northfield & Willowbrae area are derived from consultations with the public on the Community Council's 'Local Place Plan' in summer / autumn 2024, as well as a small short-life working group of Community Councillors and a Willowbrae Mother CAN (Climate Action Network) rep, interested in active travel and pedestrian improvements and as a response to call for projects (17 Jan) by 3.3.25

It is realised that while some of these schemes are major undertakings that could be addressed elsewhere is CEC Transportation future capital programme, there are also short term, low cost works particularly directed toward the LTI indicative budget. The draft was circulated to all Ward Cllrs and Cllr Aston was helpful in considering and giving advice.

Northfield & Willowbrae Community Council (N&W CC) would welcome a meeting with CEC Transport Services once they are able to consider and assess these proposals and indicate what is possible in 2025/26 LTI programme and what may be longer term projects requiring data collection and what may not be possible and why. N&W CC will conduct further consultations on pedestrian, cyclist and traffic movement issues to be included in their Local Place Plan that is due to be submitted to CEC Planning in November 2025.

18 potential schemes across the Northfield & Willowbrae were grouped into 4 categories:

- A) Improve local access for people, walking and cycling Major Active Travel Routes;
- B) Major Pedestrian routes;
- C) Minor improvements in the area; and
- D) Other carriageway & pavement related improvements.

(NB: these individual schemes set out below are **NOT** ranked in priority order) -

A. Improve local access for people, walking and cycling Major Active Travel Routes;

A1) Hamilton Terrace / Duddingston Road junction – narrow / re-screed surface.

A2) Lilyhill Terrace and Meadowbank Crescent junction - permanently prohibit car traffic at the junction & removal of railings at junction Lismore Ave & Queens Park Ct.

A3) Duddingston Road West / Old Church Lane & adjacent Causeway junctions - study to improve cycling and pedestrian safety.

A4) Northfield Broadway (north end - 'The Scottie') / Portobello Road (A1140) junction - signalisation related to Smokey Brae (northbound) road closure.

A5) Morrison's access / Portobello Road (A1140) junction – re-instate traffic island.

A6) Portobello Rd / Fishwives Causeway / Craigentenny Avenue issues
(NB: these lie just outwith the N&W CC boundary).

A7) Holyrood Park to Willowbrae Road (i.e.; Willowbrae / Meadowbank) - connections avoiding Meadowbank Terrace (including new cycle lane within Park).

B. Major Pedestrian routes;

B1) Duddingston Road West (DRW) - Holyrood High School students need raised pedestrian +/- 'Zebra' crossings where Meadowfield Avenue, Meadowfield Gardens and Meadowfield Drive meet DRW.

B2) Parson's Green Primary School – Meadowfield Drive: various suggestions.

B3) St John's Primary School / Duddingston Primary School: Duddingston Road.

B4) Royal High Primary School - Northfield Broadway / Mountcastle junction.

C. Minor improvements in the area; and

C1) Holyrood Park - Dumbiedykes Road: new cycle ramp as previously discussed with HES several years ago.

C2) Lady Nairne Loan corner (top of hill / near Local store) - restrict parking due to new 69 Bus service narrow manoeuvre around corner.

C3) Northfield Broadway & Northfield Avenue (east end) junction – installation of traffic island to narrow unusually wide crossing.

D. Other carriageway & pavement related improvements.

D1) Duddingston Road West (east side / south bound) at access to Cavalry Park playing fields – Traffic Regulation Order to introduce double yellow lines.

D2) Meadowfield Avenue (south end) / Duddingston Road West junction: introduce yellow box to allow vehicles into and out of street due to (east bound) traffic queuing back from Duddingston Crossroads.

D3) Southfield Estate - around half a dozen dropped kerbs at junctions within Interwar Estate.

D4) Northfield Broadway - north end: prevent illegal double-parking on #4 and 5 bus routes outside hot-food take-ways.

The schemes are outlined below with a short explanatory note and a 'Goggle Street View' link included to help identify the locations.

The 10 questions outlined in the CEC Project Assessment Criteria, (April 2024) have been considered in compiling this list.

A. Improve local access for people, walking and cycling Major Active Travel Routes;

A1) Hamilton Terrace / Duddingston Road junction -

This area was highlighted to the Community Council in October 2024 and a suggestion that the road be closed at the curved junction with Hamilton Terrace & Drive due to the number and speed of vehicles. However, after the Community Council leafleted c75 houses in the Hamilton Terrace / Drive and Park streets and residents attended the Community Council meeting in mid-November, there was very little support for the closure proposal. However,

there remained concerns at the speed of vehicles and illegal parking related to drop-off and pick-ups at nearby St John's Primary School.

A site meeting with CEC Road Safety Officer (Mark Symonds), several residents, Community Cllrs and Ward Cllr, Kate Campbell and Depute Heads of St John's & Duddingston Primary Schools, was held in mid-December and CEC undertook to measure the numbers of vehicles using Hamilton Drive in Spring 2025. The CEC official also agreed to raise internally with colleagues re-surfacing and re-lining various aspects of the Hamilton Terrace & Hamilton Drive carriageway e.g.; replacing the old tactile paving at the Figgate Park (ATC Hut) entrance and moving it closer to the existing / new kerb.

The junction of Hamilton Terrace with Duddingston Road was also raised after an incident reported by a resident in early December when a child on a scooter heading west to St John's PS was hit by a car (but incident not reported to Police and child OK). Many St Johns and Duddingston pupils come from the Portobello area. Suggestions included narrowing the junction with temporary / low-cost timber planters to reduce the crossing distance and slow cars turning into Hamilton Terrace?

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The re-location of the kerb where the School crossing attendant stands was also discussed as its current location beyond the cycle lane, towards the road centre, was considered a source of confusion for pedestrians crossing the road (and especially children when attendant not present). The outcome of the TTPO consultation on this road is awaited.

The School crossing attendant has again recently re-iterated the need for a box junction / 'KEEP CLEAR' roadway marking, across Duddingston Road between the staggered junction at Hamilton Terrace and Durham Road, due to the queue-back of traffic from the crossroads at A6106 / Baileyfield Road, that prevents traffic leaving or entering Hamilton Terrace.

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A2) Lilyhill Terrace and Meadowbank Crescent junction - permanently prohibit car traffic at the junction & removal of railings at junction Lismore Ave & Queen's Park Ct;

Several residents had commented on the positive impact of the road surfacing works in Autumn 2024, which took place in Meadowbank Crescent and Lillyhill Terrace. In particular, the temporary road closures were viewed in a surprisingly positive light, including:

- absence of through traffic - no daily rat-run in the mornings and evenings (avoiding Jocks Lodge junction);
- children playing in the street, skateboarding, etc; and
- peaceful, safer environment, conducive to interaction with neighbours.

With these benefits, a project to permanently prohibit car traffic at the junction of Lilyhill Terrace and Meadowbank Crescent should be considered. There are many other options into Willowbrae for car access, so we are not proposing that our area become car free. But the aforementioned closure would significantly alter commuter / through-traffic behaviour.

The Autumn 2024 temporary road closures cut-off the traffic at the foot of Lilyhill Terrace on the corner of the junction with Meadowbank Crescent and Parsons Green Terrace. See map below.

<https://www.google.com/maps/place/55%C2%B057'17.2%22N+3%C2%B009'12.2%22W/@55.9547685,-3.1546715,18z/data=!3m1!4b1!4m13!1m8!3m7!1s0x4887b868f8efe7ed:0x3341af44080faa20!2sLilyhill+Terrace,+Edinburgh!3b1!8m2!3d55.9537244!4d-3.1524116!16s%2Fq%2F1tm1q0x4!3m3!8m2!3d55.954767!4d-3.153384?entry=tту>

This closure cut-off the rat-run traffic from Holyrood Park in the evenings and also morning commuters attempting to bypass the busy Jock's Lodge junction. Local car users could move in and out of Willowbrae using the junctions with Willowbrae Road.

A second option may be to limit traffic to one-way, going towards the city centre - stopping the evening commuters, but allowing traffic into town in the morning. However, this approach feels sub-optimal. Lilyhill Terrace is a 'gateway' street into Holyrood Park, with a popular and well used pedestrian gate at the top, but cars speeding up and down at peak times is an uneasy fit.

Furthermore, there may be a positive effect for the park itself, if traffic flow is reduced in the surrounding streets. High speed driving in the park is still very common, despite the 20 mph limit.

(See below 2 photos recently taken in mid-February 2025 of junction of Lilyhill Terrace and Lismore Avenue that demonstrates poor parking at this junction which disrupts safe pedestrian crossing).

Finally, there are several sets of curved metal railings at the junction of Lilyhill Terrace / Lismore Avenue (south side) and on the west side of Lilyhill Terrace and Queen's Park Court (west end of cul-de-sac / north and south sides), that prevent crossings and need removed.



A3) Duddingston Road West / Old Church Lane & Causeway junctions -

During the Northfield & Willowbrae Community Council consultations on their draft Local Place Plan (LPP), the narrowness of this junction and potential dangers to cyclists was raised. It also is very close to the main entrance to Holyrood High School.

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[3.1449743,3a,75y,189.6h,76.75t/data=!3m7!1e1!3m5!1siZNiGOG1Dy3qK3zlfA69Lw!2e0!6s](https://www.google.com/maps/@55.9422193,-3.1449743,3a,75y,189.6h,76.75t/data=!3m7!1e1!3m5!1siZNiGOG1Dy3qK3zlfA69Lw!2e0!6s)

[https://www.google.com/maps/@55.9422193,-](https://www.google.com/maps/@55.9422193,-3.1449743,3a,75y,189.6h,76.75t/data=!3m7!1e1!3m5!1siZNiGOG1Dy3qK3zlfA69Lw!2e0!6s)

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[%26yaw%3D189.60017519671533!7i16384!8i8192?authuser=0&entry=ttu&g_ep=EgoyMDI](https://www.google.com/maps/@55.9422193,-3.1449743,3a,75y,189.6h,76.75t/data=!3m7!1e1!3m5!1siZNiGOG1Dy3qK3zlfA69Lw!2e0!6s)

[1MDExNS4wIKXMDSoASAFQAw%3D%3D](https://www.google.com/maps/@55.9422193,-3.1449743,3a,75y,189.6h,76.75t/data=!3m7!1e1!3m5!1siZNiGOG1Dy3qK3zlfA69Lw!2e0!6s)

While this junction has a cycle lane on its south side (southwest bound), that ends just short of the junction, and it is particularly narrow and busy. There is a stack-back of cars turning right into Old Church Lane, particularly at peak times. The LPP request was for this junction to be re-assessed for cycle safety. This should also include pedestrian safety.

While the presence of the war memorial forecourt area may allow some opportunities, the narrowness of the south pavement adjacent to the school boundary fence and mature hedge are significant barriers, along with a bus stop on the north side between Old Church Lane and the Causeway junctions. There may be scope to create a cycle path around the school boundary within the school grounds leaving the beech hedge intact, but requiring a new boundary fence. However, it is recognised the PPP school contract could make this proposal problematic and expensive.

The main issue of interest to local residents is the importance of integrating the two junctions - Old Church Lane and The Causeway with DRW - along with traffic calming.

A4) Northfield Broadway (north end - 'The Scottie') / Portobello Road (A1140) junction: signalisation related to Smokey Brae (northbound) road closure.

With the CEC proposal underway to restrict traffic on 'Smokey Brae' (Restalrig Road South - i.e.; heading north bound), which the Community Council support if acceptable to the Marionville Fire station and the wider population, although there is concern at how and when these road works would occur if / when the re-development of the adjacent former 'Willow' pub site for 168 student flats, was to occur and the 18 month+ construction impact on the two east bound lanes on A1 London Road (north side) at the traffic lights / junction with 'Smokey Brae' & Willowbrae Road.

The knock on-effect of vehicles not being able to travel north from Willowbrae Road, or turn right from Portobello Road down Smokey Brae will have a substantial knock-on effect on surrounding junctions, but especially the Northfield Broadway junction with Portobello Road, particularly at peak times, as traffic seeks to turn right across the box-junction to then turn left into Craigentiny Avenue to reach Restalrig Ave / Marionville Road as would have been possible if heading north down 'Smokey Brae'.

The Northfield Broadway junction requires traffic signals to regulate traffic and provided a safe pedestrian crossing along Portobello Road at the east end of the commercial centre (this would entail the relocation of the existing pedestrian crossing at Machine Mart / Iceland to be incorporated into a new traffic lit, 4 ways 'Scotties' junction).

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A5) Morrison's access / Portobello Road (A1140) junction –

A meeting was held with a CEC Transportation Services engineer and several Community Cllrs and a local resident in Autumn 2023 when the newly widen junction was considered difficult and dangerous for pedestrians to cross and had been raised by local residents due to the high volumes and speeds of traffic entering and leaving the Morrison's car park and petrol filling station.

The CEC Officer agreed to instigate a minor re-design of this junction (that is not controlled by Morrison's), and re-install the previous traffic island as part of the wider active travel corridor along Portobello Road for the 2024/25 CEC capital programme, but there is no sign of any progress at re-introducing this traffic island at this busy junction to allow safe pedestrian crossing. Can the action on this project be confirmed +/- progressed as agreed?

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A6) Portobello Rd / Fishwives Causeway / Craigentenny Avenue issues

(NB: just outwith the N&W CC boundary)

It has been identified there is a need for help for bikes emerging from Fishwives Causeway onto Portobello Road -

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It would also be ideal to extend cycle lane from Machine Mart eastwards to the Fishwives Causeway junction and hence limit parking on that stretch of Portobello Rd to one side only:

https://www.google.com/maps/@55.9557635,-3.1394872,3a,43y,61.81h,80.95t/data=!3m7!1e1!3m5!1s41zhQau18k2tf0HsrGmpNg!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D9.05103459670785%26panoid%3D41zhQau18k2tf0HsrGmpNg%26yaw%3D61.80535158992594!7i16384!8i8192?authuser=0&entry=ttu&g_ep=EgoyMDI1MDIxNy4wIKXMDSOASAFQAw%3D%3D

Hence, there could be a need for traffic lights at Craigentenny Avenue junction and a raised pedestrian crossing as this is a longstanding problematic junction in the area particularly for pedestrians crossing the north side junction towards Moira Terrace and southbound traffic – this might be in association with a similar scheme (See A4 scheme above), to the west at Northfield Broadway / Portobello Road junction as a knock-on effect with the major changes to the Smokey Brae route towards the north of the city in this part of east Edinburgh.

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A7) Holyrood Park to Willowbrae Road (i.e.; Willowbrae / Meadowbank) - connections avoiding Meadowbank Terrace / A1 London Rd (including new cycle lane within Park)

For the Willowbrae / Meadowbank area it would be most advantageous to have a cycle friendly connection from Holyrood Park area to Willowbrae Road that avoided Meadowbank Terrace and the A1 London Road junction (including new cycle lane within the Park, though we are aware HES control the roads within the Park and it may be outwith the Council's LTI programme).

Historic Environment Scotland have previously been involved in possible cycle path route at the rear of St Margaret's Lodge (to avoid the roundabout junction with Royal Park Terrace) and link through the park boundary wall, further up Queens Park Terrace / opposite Meadowbank Crescent, to make the off-road cycle link and avoid the roundabout.

Apparently, designs were drawn up a number of years ago by Sustrans and CEC, but the Community Council is unaware why they did not proceed?

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Is there an option to restrict parking on Queen's Park Avenue and also remove the railings on Lilyhill Terrace / Lismore Avenue to ease passage for pedestrians and put double yellow lines on these corners to prevent parking (See scheme A2 above) -

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An additional pedestrian crossing of Willowbrae Road somewhere near the top of the hill (Northfield Circus) has also been suggested.

Finally, signage at the main entry / exit points to identify Willowbrae as a residential area to deter use as a rat-run during morning and evening commuters' rush hours would be beneficial?

B. Major Pedestrian routes;

B1) Duddingston Road West (DRW) - Holyrood High School students need raised pedestrian +/- 'Zebra' crossings where Meadowfield Avenue, Meadowfield Gardens and Meadowfield Drive meet DRW.

Looking strategically, the Holyrood High School students need pedestrian 'zebra crossings' +/- or raised areas where Meadowfield Avenue, Meadowfield Gardens and Meadowfield Drive meet Duddingston Road West.

The crossing of Meadowfield Avenue / south end (see Scheme D2 below), is on a busy pedestrian route for Holyrood High School pupils, especially in the morning and afternoon peak as there is significant numbers of pupils using the north pavement once they emerge from / return to bus stops on Willowbrae Road / west of Duddingston crossroads.

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B2) Parson's Green Primary School – Meadowfield Drive: various suggestions

Willowbrae Mothers Climate Action Network (CAN) indicate a 'bike bus' has now been established running from Lilyhill Terrace up Paisley Crescent to Parson's Green Primary School. Consequently, they request white lines be re-painted at Paisley Crescent / Ulster Crescent to emphasise this raised junction to drivers-

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It has also been raised if there is an option for a lollipop person on this Paisley Crescent / Ulster Crescent junction (above - though it has been pointed out this provision would be a Revenue issue and not meet the LTIP criteria, but would like it raised anyway). There was an attendant in the 1980's & 90's and afterwards for quite a while, maybe until the 2010 when the previous attendant retired and the position was discontinued.

There is a need for better signage to prevent bad parking / stopping on the current zig-zags lines outside Parson's Green Primary School on Meadowfield Drive-

https://www.google.com/maps/@55.9482045,-3.1443289,3a,75y,152.08h,89.26t/data=!3m7!1e1!3m5!1szURXjPqcejNiT7XnqA5tCq!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D0.7372644871620935%26panoid%3DzURXjPqcejNiT7XnqA5tCq%26yaw%3D152.082199706935!7i16384!8i8192?authuser=0&entry=ttu&g_ep=EgoyMDI1MDIxNy4wIKXMDSOASAFQAw%3D%3D

There is also a need for more effective signage to highlight that the top (west end) of Paisley Drive is closed at School drop-off and pick-up times as the current signage is often ignored! i.e.; replacing the current inadequate planters that carry the signage stating the restricted times - which are frequently flouted by drivers- and installing a proper 'school streets' scheme with flashing display:

https://www.google.com/maps/@55.9470978,-3.1421965,3a,75y,225.38h,59.25t/data=!3m7!1e1!3m5!1sipco7pNncuVi0BmhlmEGVg!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D30.74922019650807%26panoid%3Dipco7pNncuVi0BmhlmEGVg%26yaw%3D225.38297186368246!7i16384!8i8192?authuser=0&entry=ttu&g_ep=EgoyMDI1MDIxNy4wIKXMDSOASAFQAw%3D%3D

A cycle lane uphill on Paisley Drive (especially for primary pupils) (South side) has been suggested -

https://www.google.com/maps/@55.9477814,-3.1388157,3a,59.5y,247.27h,83.61t/data=!3m7!1e1!3m5!1s6L8qUi2ujUYUXXCoyH13IA!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D6.386945032917012%26panoid%3D6L8qUi2ujUYUXXCoyH13IA%26yaw%3D247.27196053629595!7i16384!8i8192?authuser=0&entry=ttu&g_ep=EgoyMDI1MDIxNy4wIKXMDSOASAFQAw%3D%3D

B3) St John's Primary School /Duddingston Primary School: two suggestions

There is a need to prevent turning / drop-off in St John's Primary School car park off Duddingston Road as the current, small moveable signage is insufficient -

https://www.google.com/maps/@55.9480823,-3.1235613,3a,75y,299.39h,79.31t/data=!3m7!1e1!3m5!1s1V7h91d_MJmbYkisoyIDzQ!2e0!6shhttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D10.694910841204802%26panoid%3D1V7h91d_MJmbYkisoyIDzQ%26yaw%3D299.391823603143!7i16384!8i8192?authuser=0&entry=ttu&g_ep=EgoyMDI1MDIxNy4wIjKXMDSOASAFQAw%3D%3D

There is an additional need to prevent stopping on the bike lanes at both St Johns & Duddingston Primary School which is particularly major issue on most school mornings and afternoons.

B4) Royal High Primary School Northfield Broadway

There are many pupils from Piershill area to the north. Hence the importance of the Portobello Road crossings that require to be reassessed (NB: See scheme A4 proposed signalisation of the north end of Northfield Broadway / Portobello Road).

In addition to the south of the primary school, Northfield Broadway / Mountcastle Drive North junction is a particular problem as while there have been recent works at this junction to create a raised table in took away the previous traffic island and now makes it more difficult to cross for pedestrians, especially at school times with children (though it is realised there is a sweep path issue for the #5 bus making a left turn) and the traffic turning into and out of this junction is busy.

https://www.google.com/maps/@55.9521688,-3.1373242,3a,47.9y,23.11h,89.02t/data=!3m7!1e1!3m5!1s83m2i2PJvm6QSOiV4W4kNw!2e0!6shhttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D0.9849898034131286%26panoid%3D83m2i2PJvm6QSOiV4W4kNw%26yaw%3D23.110207687744577!7i16384!8i8192?authuser=0&entry=ttu&g_ep=EgoyMDI1MDIxNy4wIjKXMDSOASAFQAw%3D%3D

This problematic junction was recently raised at the Royal High Primary School parents Council at a meeting with the Community Council in January 2025 and the view the raised table improvement works have made the junction worse for pedestrians and hence the traffic island is requested to be reinstated.

C) Minor improvements in the area:

C1) Holyrood Park - Dumbiedykes Road: new cycle ramp

This area is right on the Community Council boundary with Southside Community Council. There are several steps leading down from Dumbiedykes Road, south of the large play area and adjacent Lodge, into Holyrood Park and onto Queens Drive. There is a need for a cycle ramp at this location. This issue was raised by the Community Council with Historic

Environment Scotland several years ago, but no progress made, possibly due to design and cost issues via Sustrans funding? Again, it is appreciated that this land is within control of HES, but at a recent meeting with the HES Manager, they were amenable to these works. (View from inside Holyrood Park - paths)

https://www.google.com/maps/@55.9473778,-3.1779307,3a,31.3y,323.97h,84.89t/data=!3m7!1e1!3m5!1sdyQtqWgMtR34JaxbQa2tWw!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D5.109374826508841%26panoid%3DdyQtqWgMtR34JaxbQa2tWw%26yaw%3D323.96954635603345!7i16384!8i8192?authuser=0&entry=ttu&q_ep=EgoyMDI1MDExNS4wKXMDSoASAFQAw%3D%3D

View north from Dumbiedykes Road -

https://www.google.com/maps/@55.947544,-3.1781328,3a,75y,119.56h,79.81t/data=!3m7!1e1!3m5!1scHUs_0CRUOvyFbaOd7_JoA!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D10.193578934800072%26panoid%3DcHUs_0CRUOvyFbaOd7_JoA%26yaw%3D119.55773030833146!7i16384!8i8192?authuser=0&entry=ttu&q_ep=EgoyMDI1MDExNS4wKXMDSoASAFQAw%3D%3D

C2) Lady Nairne Loan corner (top of hill / near Local store) - restrict parking due to new 69 Bus service narrow manoeuvre around corner.

The re-introduction of the 69 bus circular service provide by CEC, via HcL Transport mini-bus, in December 2024 can occasionally have issues with the narrowness of this junction caused by parked cars on the bend. CEC are asked to consider permanent yellow-lines around this bend to prevent parking and allow for the smooth operation of the bus service. (Cllr Aston recently mentioned that this TRO process may well already be underway?)

https://www.google.com/maps/@55.946246,-3.1409892,3a,75y,134.12h,84.86t/data=!3m7!1e1!3m5!1s1F64n0WSa0Y3WvdCc5oDcg!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D5.143183853433015%26panoid%3D1F64n0WSa0Y3WvdCc5oDcg%26yaw%3D134.12269263891184!7i16384!8i8192?authuser=0&entry=ttu&q_ep=EgoyMDI1MDExNS4wKXMDSoASAFQAw%3D%3D

C3) Northfield Broadway & Northfield Avenue (east end) junction – installation of traffic island to narrow unusually wide crossing.

This junction is unusually wide and on the route to Royal High Primary School. The natural 'desire-line' northwards is along the road, across this wide junction, which many people use, rather than walking the full length of the pavement to the dropped kerbs / red screed opposite the 'Highway Lane' path leading down from Northfield Crescent to Northfield Avenue.

View north: https://www.google.com/maps/@55.9510995,-3.1367112,3a,75y,318.86h,87.06t/data=!3m7!1e1!3m5!1sX06F5kapd5dZD2Hewsx4aA!2e0!6shhttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D2.9447648047606094%26panoid%3DX06F5kapd5dZD2Hewsx4aA%26yaw%3D318.8553411719245!7i16384!8i8192?authuser=0&entry=ttu&g_ep=EgoyMDI1MDExNS4wIKXMDSOASAFQAw%3D%3D

View south: https://www.google.com/maps/@55.9514961,-3.1369046,3a,43y,193.44h,88.52t/data=!3m7!1e1!3m5!1s3uzlwnB2KaWeI569AsKviw!2e0!6shhttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D1.484641341622961%26panoid%3D3uzlwnB2KaWeI569AsKviw%26yaw%3D193.44169795032533!7i16384!8i8192?authuser=0&entry=ttu&g_ep=EgoyMDI1MDExNS4wIKXMDSOASAFQAw%3D%3D

The junction could perhaps require an intermediate traffic island to narrow the distance pedestrians require to navigate this very wide junction. This does not require to be a costly kerb and raised tarmac island, but perhaps using 'wand poles' to define an island and still allow parking and a carriageway along the south pavement edge

D) Other carriageway & pavement related improvements:

D1) Duddingston Road West (east side / south bound) at access to Cavalry Park playing fields

There is a need for permanent double-yellow lines to prevent parking along this section of Duddingston Road West, north of the entrance to Cavalry Park Playing Fields due to the number of indiscriminately parked cars at this junction and at the bus stops when large sports matches and events are using the fields and held at weekends, causing congestion and dangerous overtaking manoeuvres.

https://www.google.com/maps/@55.9371547,-3.1440334,3a,75y,352.03h,81.68t/data=!3m7!1e1!3m5!1sK9yWUaWBulQq_XfNT7qIIA!2e0!6shhttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D8.320713232141884%26panoid%3DK9yWUaWBulQq_XfNT7qIIA%26yaw%3D352.0253741706377!7i16384!8i8192?authuser=0&entry=ttu&g_ep=EgoyMDI1MDExNS4wIKXMDSOASAFQAw%3D%3D

There is some urgency with this scheme as the Edinburgh International Cup event involving several thousand competitors is proposed for August 2025. It is understood the promoter of the event is advocating a Temporary Traffic Regulation Order for this stretch of Duddingston Road West, although its length and extent is unknown at this time. (Cllr Aston has pointed out that there is an existing TRO process for the cycle lanes intended to make them permanent. Until that process has concluded, no further changes can be pursued that would require a TRO, but that the process should be concluded by May - can CEC confirm?; as there may well be no need to consider this scheme via the LTIP.)

D2) Meadowfield Avenue (south end) / Duddingston Road West junction: introduce yellow-box junction marking to allow vehicles into and out of street due to (east bound) traffic queuing back from Duddingston Crossroads.

At N&WCC consultations on the LPP, it has been raised that this junction requires a yellow-hatched 'no-entry' box to allow vehicles to enter into and out of Meadowfield Avenue, especially at peak times when the east bound traffic is stacked back in two lanes from Duddingston Crossroads / A1. There is support for this low cost feature from a recent Meadowfield Avenue Neighbours 'What's App' poll about the issue.

The crossing of Meadowfield Avenue (south end) is on a busy pedestrian route for Holyrood High School pupils, especially in the morning and afternoon peaks as there is significant numbers of pupils using the north pavement once they emerge from bus stops on Willowbrae Road / west of Duddingston crossroads to walk to school and back in the PM.

https://www.google.com/maps/@55.9447933,-3.1368817,3a,45y,23.36h,80.43t/data=!3m7!1e1!3m5!1s_RqbAinjV_idv7WN_vW60w!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D9.573690699894726%26panoid%3D_RqbAinjV_idv7WN_vW60w%26yaw%3D23.358908845052813!7i16384!8i8192?authuser=0&entry=ttu&g_ep=EgoyMDI1MDExNS4wIKXMDSOASAFQAw%3D%3D

The traffic calming along Meadowfield Avenue was installed in the early 1990s to reduce 'rat-running' that occurs to avoid the Duddingston Crossroads 'tail-backs' at peak times and access Willowbrae Road.

https://www.google.com/maps/@55.9454754,-3.1373384,3a,66.8y,324.65h,81.07t/data=!3m7!1e1!3m5!1s18kVmKzdoDz_MRTHUGXWlw!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D8.930470510052118%26panoid%3D18kVmKzdoDz_MRTHUGXWlw%26yaw%3D324.6526000587226!7i16384!8i8192?authuser=0&entry=ttu&g_ep=EgoyMDI1MDExNS4wIKXMDSOASAFQAw%3D%3D

CEC are requested to consider counting the number of vehicles currently using this route at peak times to consider if there should be an increase in the number of speed humps, or perhaps narrowing of the road as a give-way at 1 or 2 locations. However, consultation would obviously be required with residents of the Avenue and in the wider Lady Nairne and Meadowfield Estates. (NB: There little support for the road narrowing / slowing proposal from a recent Meadowfield Avenue Neighbours 'What's App' poll, or indeed outright closure to through traffic.)

D3) Dropped Kerbs at various junctions:

While the provision of dropped kerbs is generally good throughout the Northfield & Willowbrae area, there are several locations where high kerbs remain that are not ideal for pushchairs, or wheelchairs, or general elderly pedestrian mobility. Several examples are:

Junction Hamilton Drive / Hamilton Park -

https://www.google.com/maps/@55.9492234,-3.1264233,3a,54y,31.79h,63.19t/data=!3m7!1e1!3m5!1sMKGhmZNj1IK-Y-uxW_lid0w!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D26.807585928970035%26panoid%3DMKGhmZNj1IK-Y-uxW_lid0w%26yaw%3D31.79218735457528!7i16384!8i8192?authuser=0&entry=ttu&g_ep=EgoyMDI1MDEyOS4xIKXMDSOASAFQAw%3D%3D

Southfield Estate:

Junction of Duddingston Square East / Duddingston Gardens South -

https://www.google.com/maps/@55.9440934,-3.1273718,3a,90y,121.87h,69.88t/data=!3m7!1e1!3m5!1sZp02uWKzptiH9qCC4M4xgw!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D20.1194321140392%26panoid%3DZp02uWKzptiH9qCC4M4xgw%26yaw%3D121.87225033170476!7i16384!8i8192?authuser=0&entry=ttu&g_ep=EgoyMDI1MDEyOS4xIKXMDSOASAFQAw%3D%3D

Junction Southfield Road East (west end) / Duddingston Square East -

https://www.google.com/maps/@55.9444243,-3.1268449,3a,75y,116.01h,82.63t/data=!3m7!1e1!3m5!1ssHkSKN_Cr2MRNbEf5aFBPQ!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D7.369480108692159%26panoid%3DsHkSKN_Cr2MRNbEf5aFBPQ%26yaw%3D116.01056287508692!7i13312!8i6656?authuser=0&entry=ttu&g_ep=EgoyMDI1MDIxNy4wIKXMDSOASAFQAw%3D%3D

Milton Road West (A1) pedestrian crossing island / just east of Duddingston Gardens South (south end) -

Neither sides of this important pedestrian refuge island crossing point on the busy Milton Road West have dropped kerbs, though the presence of surface water drain covers in each gutter may be an issue:

https://www.google.com/maps/@55.9426533,-3.126359,3a,59.4y,272.37h,90.99t/data=!3m7!1e1!3m5!1sBoA6F9yU7Jt_62Q_LQUCRQ!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D-0.9921124016933476%26panoid%3DBoA6F9yU7Jt_62Q_LQUCRQ%26yaw%3D272.3656774791943!7i16384!8i8192?authuser=0&entry=ttu&g_ep=EgoyMDI1MDEyOS4xIKXMDSOASAFQAw%3D%3D

Durham Road (west end) junction with Duddingston Avenue -

https://www.google.com/maps/@55.9453166,-3.1312921,3a,84.6y,100.61h,76t/data=!3m7!1e1!3m5!1s4KVcGSjZ-wwwbm2vZSsKhQ!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D13.997938110535785%26panoid%3D4KVcGSjZ-

[wwwbm2vZSsKhQ%26yaw%3D100.60882308306515!7i16384!8i8192?authuser=0&entry=ttu&g_ep=EgoyMDI1MDIxNy4wIKXMDSOASAFQAw%3D%3D](https://www.google.com/maps/@55.9555771,-3.1408612,3a,62.7y,169.74h,85.06t/data=!3m7!1e1!3m5!1sHaXFArZC5rj3Lxi_PW_NNA!2e0!6shhttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D4.939040033226192%26panoid%3DHaXFArZC5rj3Lxi_PW_NNA%26yaw%3D169.74280570553896!7i16384!8i8192?authuser=0&entry=ttu&g_ep=EgoyMDI1MDIxNy4wIKXMDSOASAFQAw%3D%3D)

D4) Northfield Broadway - north end: prevent illegal double-parking on #4 and 5 bus routes outside hot-food take-ways.

The continued double parking, particularly to access the hot-food take-ways on the east side of Northfield Broadway has been raised during the N&WCC Local Place Plan consultation. This causes issues for the route of the #4 and #5 buses and now re-introduced HcL 69 circular bus service, (albeit it doesn't operate in the evenings). Measures should be introduced to prevent this illegal double-parking practice.

https://www.google.com/maps/@55.9555771,-3.1408612,3a,62.7y,169.74h,85.06t/data=!3m7!1e1!3m5!1sHaXFArZC5rj3Lxi_PW_NNA!2e0!6shhttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D4.939040033226192%26panoid%3DHaXFArZC5rj3Lxi_PW_NNA%26yaw%3D169.74280570553896!7i16384!8i8192?authuser=0&entry=ttu&g_ep=EgoyMDI1MDExNS4wIKXMDSOASAFQAw%3D%3D

However, we are aware this is really an enforcement issue and the Council already has the enforcement powers it needs under the Transport (Scotland) Act 2019 to deal with double parking. It is a frequent problem at this location though and it would be helpful to understand how traffic wardens can address this issue, if the double parking occurs early evening?

Other generic, and some site specific suggestions arising, from the Community Council's 'Local Place Plan' consultations in Summer / Autumn 2024 focused on various sections within Architecture Scotland's / Improvement Service 'Place Standard Tool':

LOCAL PLACE PLAN - 'Moving Around' section:

Specific Suggestions:

- Less scary cycling along Duddingston Low Road.
- Better on street parking for bikes (Morrison's, Piershill).
- Benches on Paisley Drive to aid elderly people walking up hill from the Willowbrae Road bus stop.
- Concerned about speed of traffic on Willowbrae Road (near Smokey Road end). Speed camera?
- Additional crossing Willowbrae Road to Abercorn Crescent (NB: No clear location given?).
- More crossing points to get to Royal High Primary School.
- More formal cycle routes that are continuous to destinations i.e. Portobello, city centre, Leith, Cameron Toll.

- Make Fishwives Causeway (on the edge of Northfield & Willowbrae Community Council area) car free.

- Improve links to Innocent Cycle Path.

- Widen pavement and remove railings on Smokey Brae pavement.

General Points:

- More roads closed-off to cars so that more people can cycle.

- Many pavements narrow or in poor condition. (NB: *NEED survey to define where ??*)

- Stop cars parking right round corners.

LOCAL PLACE PLAN - 'Streets and Spaces' section:

Specific Suggestions:

- Duddingston Primary school is hidden so traffic does not slow down: need basic School warning signage (triangle signs), a school sign by the entrance, slow down flashing lights at the crossing, etc. Drivers think St John's is the only school in area and so speed up once past it.

- Make a proper connection from the Duddingston House / Golf Course access road via the right of way towards Cavalry Park Road which leads onto Holyrood High School main entrance. The path by modern is terrible. It should be widened, tarmacked and lit which would help pupils' routes to school from the Bingham Craigmillar area.

- Wide grass verges in Northfield Road could provide more parking spaces.

General Points:

- Pavements often uneven or on a slant. (See above)

- Crossing points sometimes dangerous.

- Too many potholes.

- Too much debris and flooding on the carriageway.

- More lollipop people and fixing potholes.

LOCAL PLACE PLAN - 'Traffic and Parking' section:

Specific Suggestions:

- Safe crossing points needed in (*Duddingston*) village and Meadowfield.

- Fragment of the road from Piershill to the Holyrood Park is dangerous for cyclist with parked cars and multiple buses. There should be a double yellow line along that road as it's narrow, busy and dangerous. Most of that pavement space is too narrow.

- Re-consider parking on Northfield Broadway - dangerous at the Piershill junction, Furcheons Park crossing often blocked by cars during school times.

- Pedestrian Crossing needed on Sir Harry Lauder Road by overhead walkway, to allow access to Figgate Park / Baileyfield Road for prams and buggies from the new housing to

east. (*OR perhaps minor amendments within existing low, stepped ramp walkway that allows for easier cyclist, prams etc?*)

General Points:

- I want a CPZ and less parking on corners
- More on street cycle lockers
- Paint yellow lines on one side of narrow streets to enable emergency vehicles to get through unhindered.
- Restrict access to some rat-run streets by blocking with planters.

Northfield & Willowbrae Community Council,
February 2025.

(V5-1.3.25)