

DRAFT SUPPLEMENTARY GUIDANCE

PORTOBELLO TOWN CENTRE

March 2017



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1. INTRODUCTION

Portobello Town Centre is one of Edinburgh's nine town centres (including the City Centre Retail Core) defined, protected and promoted as hub for a wide range of activities from shopping and providing local services and as a leisure destination. This draft sets out an approach to the **change of use of shop units** within Portobello Town Centre.

The LDP provides a framework for a tailored approach for individual town centres set out in Supplementary Guidance. Statutory Supplementary Guidance is prepared under Section 22 of the Planning etc (Scotland) Act 2006 and aims to deliver the policies and principles set out in the Edinburgh Local Development Plan (LDP). The Supplementary Guidance has been prepared in accordance with **Policy Ret 9: Alternative Use of Shop Units in Defined Centres**, in the Local Development Plan (LDP) and applies to all shop units within the town centre. It aims to deliver two LDP objectives set out in Part 2, Section 6 (Shopping and Leisure) of the Plan:

- To maintain the existing and proposed broad distribution of centres throughout the city and sustain their vitality and viability; and
- To improve the appearance, quality and attractiveness of all centres.

Once adopted, following consultation, the Supplementary Guidance will form part of the statutory development plan. Applications for change of use must be determined in accordance with the development plan unless material considerations indicate otherwise. To assist in interpreting the LDP the Council issues non-statutory guidance. Guidance for Businesses provides guidance on change of use. This is a material consideration in the determination of applications and should be considered alongside this Supplementary Guidance.

The Supplementary Guidance has been informed by the public life street assessment carried out by design consultants for the Council, which explored how the town centre should evolve to maximise the potential for benefitting public life.

2. PORTOBELLO TOWN CENTRE

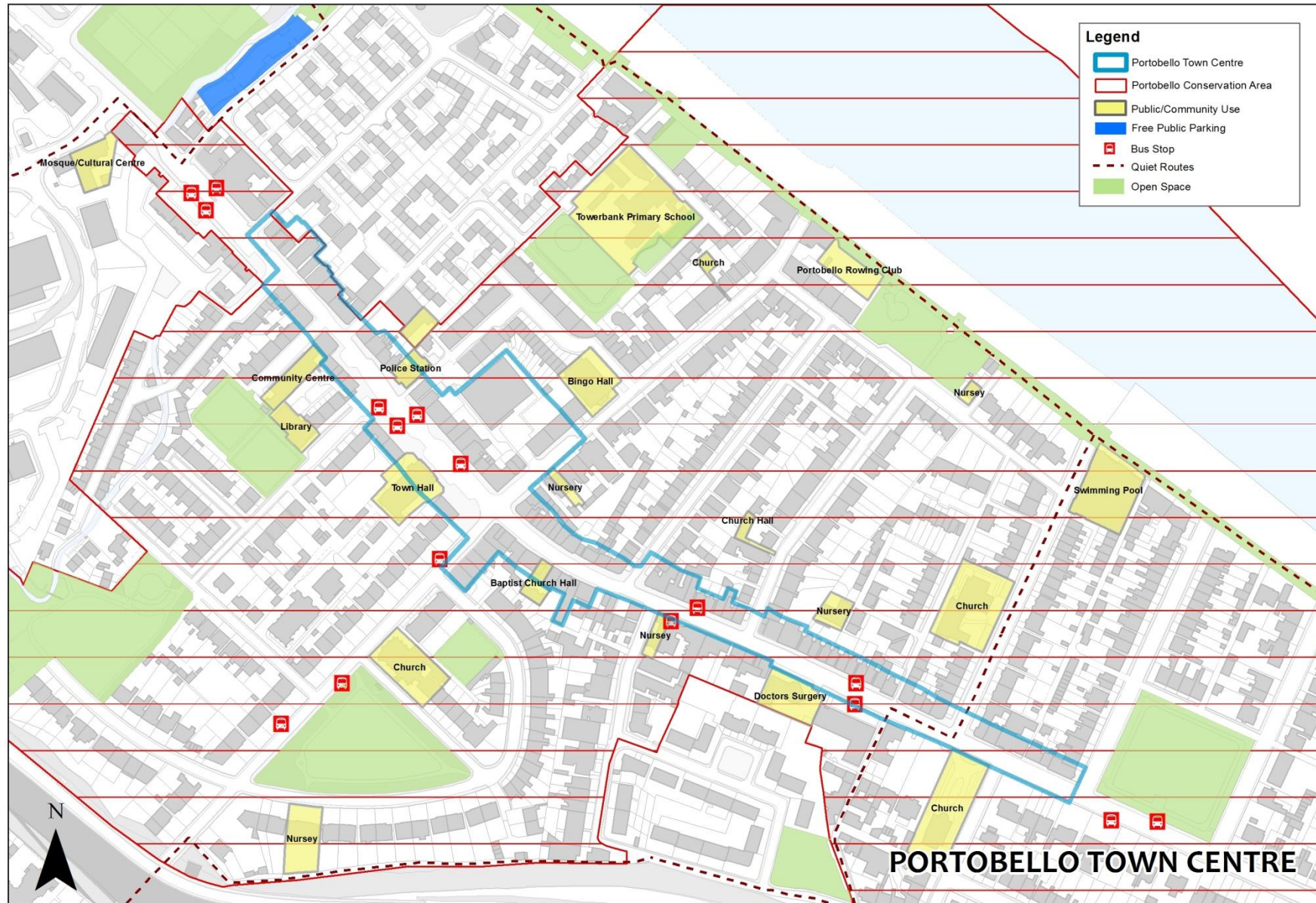
Portobello Town Centre (defined in Map 1) lies to the north east of the city centre and takes in Portobello High Street starting from Pipe Street to the west and ends at Pittville Street at Abercorn Park in the east. Portobello High Street is an arterial route into Edinburgh from the east and serves as the main shopping and commercial street for Portobello. The village of Portobello grew with the development of its early mineral deposit based industries. The pottery kilns are an important part of the area's heritage. The entire town centre falls within the Portobello Conservation Area. The promenade and beach plays a key role in giving Portobello its unique setting and identity. It retains its village feel with an engaged community that promotes local initiatives such as the community buyout of the former Portobello Old Parish Church, in Bellfield Street, and Brighton Park hosts a monthly market.

Portobello is a relatively small town centre: by number of units it is the second smallest town centre after Corstorphine. In the north east corner of the city, running parallel to the coast, it is in a slightly more peripheral location. It has less through pedestrian traffic than other centres, and can be described as serving its walk-in resident population, despite the fact that the Promenade and beach make Portobello a popular destination for daytrips, especially in the summer months. The total number of people observed on the street was low compared to other town centre. There are 4,800 residents that are within an easy walking distance of the town centre boundary. The resident population and visitors to Portobello are set to increase with the following developments:

- The redevelopment of the Baileyfield site for housing and wider masterplan for redevelopment along Fishwives Causeway
- The new Aldi supermarket
- Redevelopment of office block to housing, on Portobello High Street, opposite Marlborough Street
- Other potential housing development in the area.

The average quoting retail rent (2 years ending Sep 2015) (£/sq ft) is £12 which, along with Leith, is the lowest rent of the town centres in the city and equates to half the average rent of Bruntsfield/Morningside and Stockbridge Town Centres.

Map 1



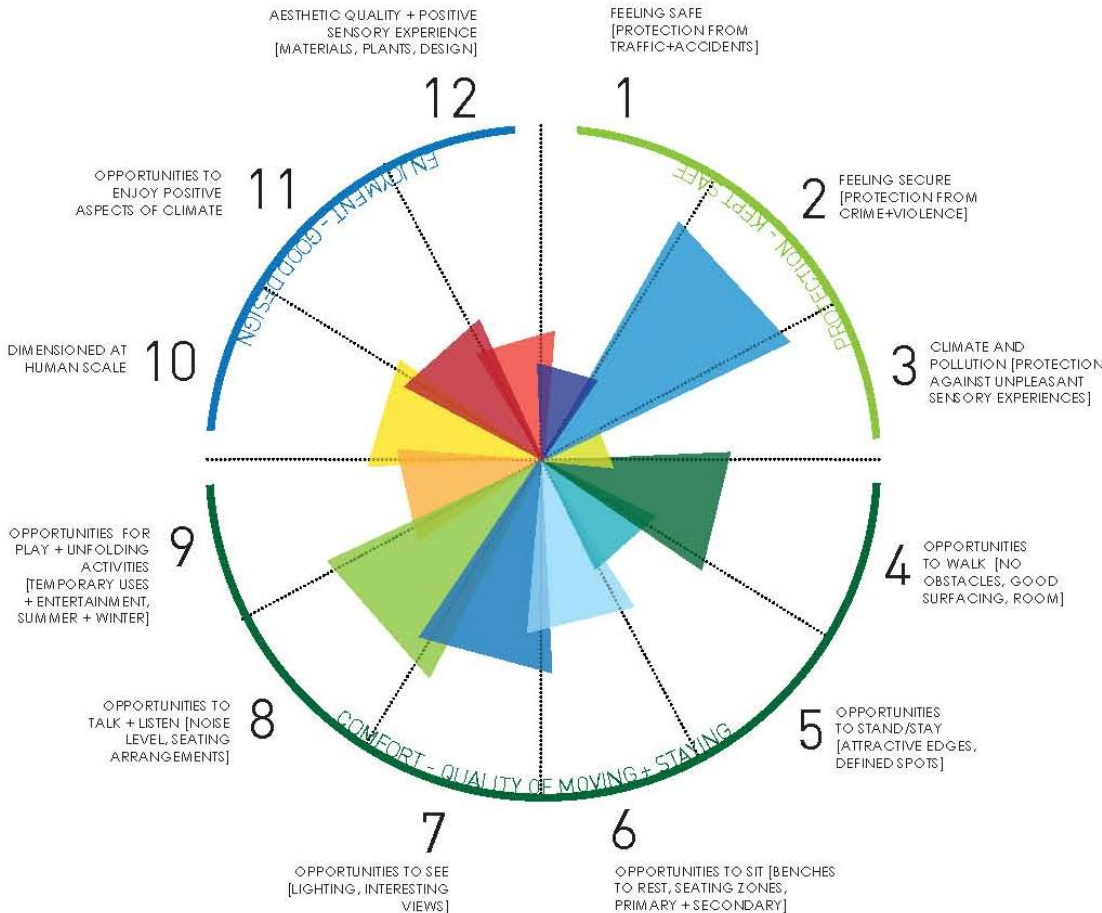
KEY FINDINGS

A health check has been carried out to assess the Town Centre's strengths, vitality and viability, weaknesses and resilience. To assess how the Town Centre functions in terms of pedestrian and cyclist movement and as a place to visit, a study called a public life street assessment has also been undertaken. This study used a mixture of techniques, including direct observation (pedestrian counts, behavioural mapping and tracing studies), user interviews and land use surveys.

Public Life Street Assessment

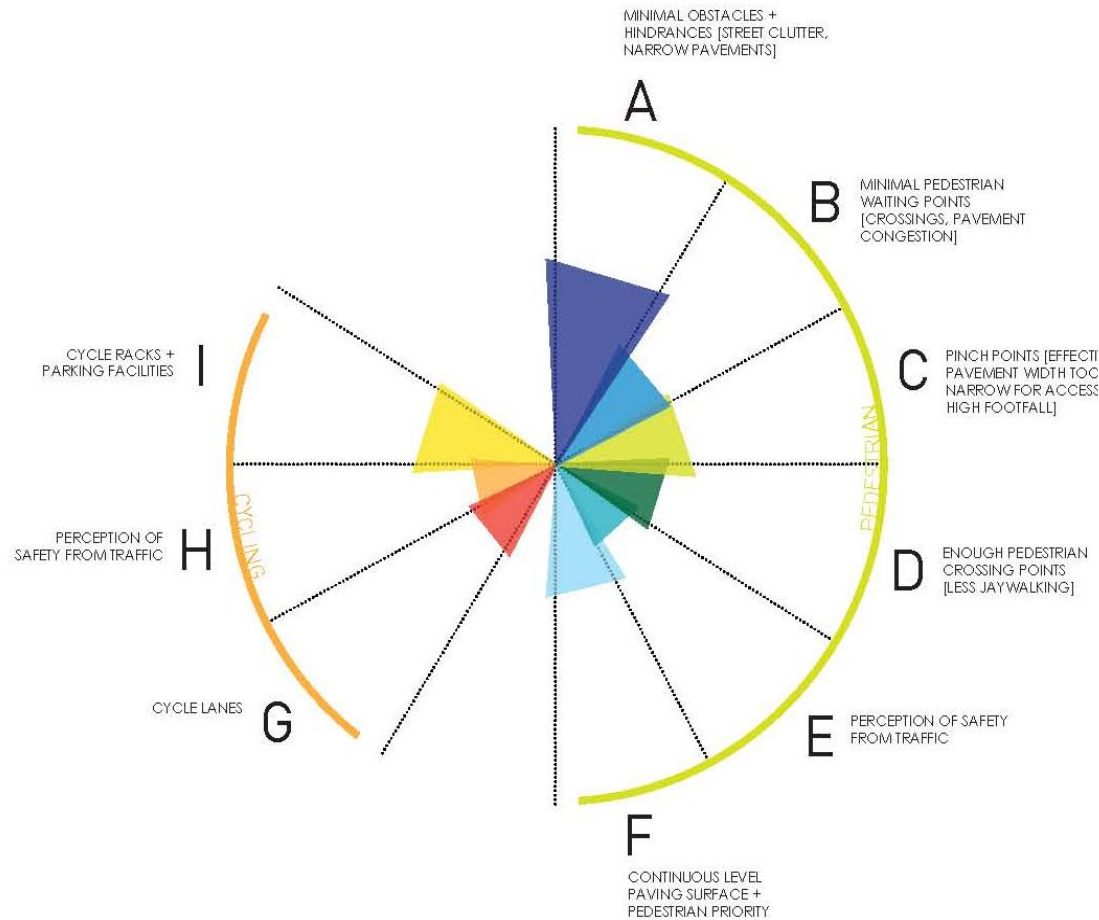
A systematic methodology using direct observation techniques (pedestrian counts, behavioural mapping and tracing studies) was used to assess both the place and movement function of the Portobello Town Centre. The results are summarised below and in the accompanying graphics.

Place Function Analysis



The place function was assessed against 12 quality criteria. Generally the place function score is mixed. As identified in the 'wheel' diagram below, Portobello scored very well for 'feeling secure' and 'opportunities to talk and listen'. However, the assessment highlights a need to address the perception of feeling safe - from traffic and accidents and protection from climate and pollution. It also showed there is a lack of opportunities to play and for unfolding activities, opportunities to stand and stay and a lack of aesthetic quality and positive sensory experience. It also highlights the need to improve the opportunities to walk free from obstacles, to rest, to see, to sit and for spaces to be at a scale that is comfortable in relation to human senses, movements and behaviours. Improving these would result in an increased potential for public life.

Pedestrian Movement Function

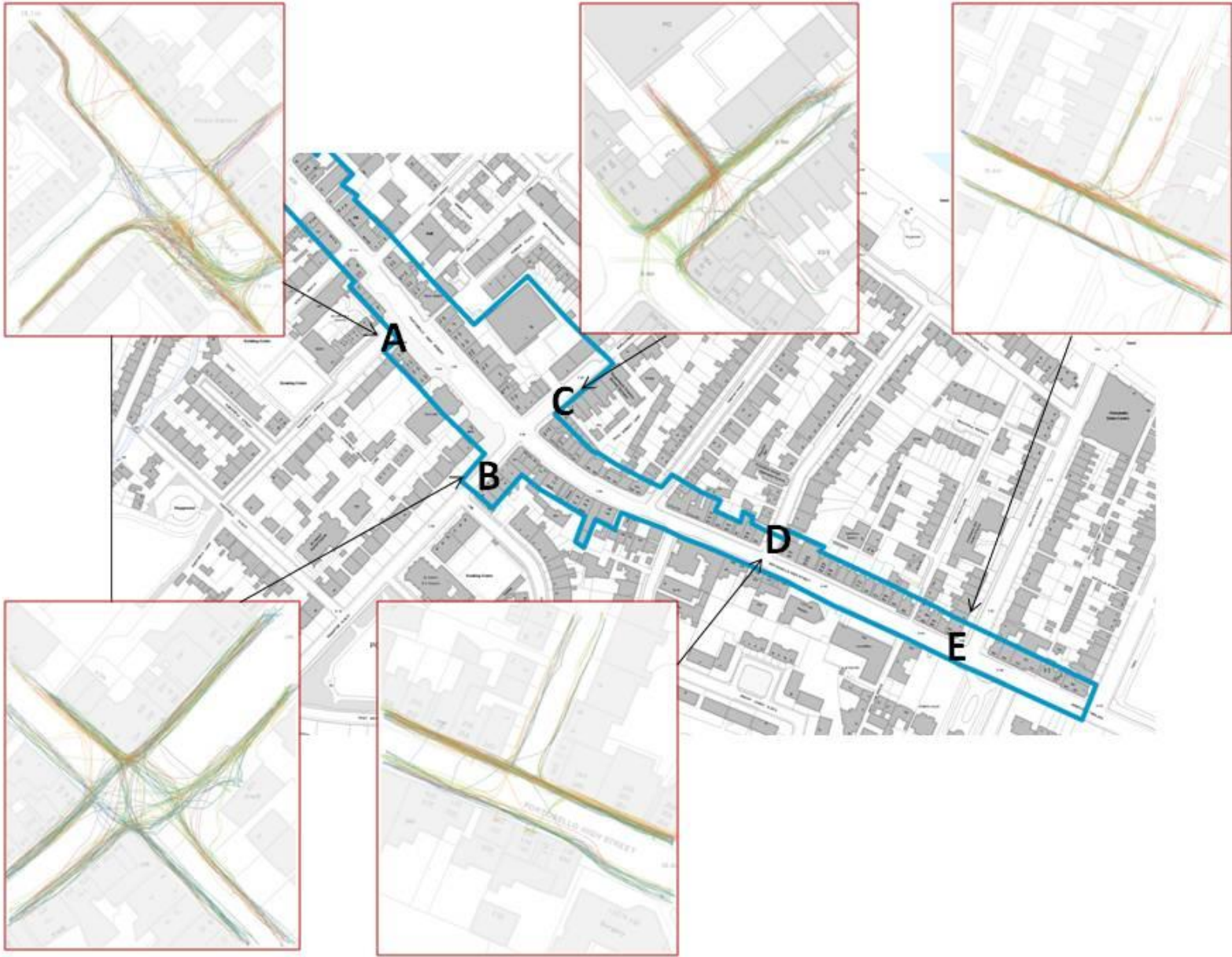


As described in the 'wheel' diagram, Portobello generally enjoys minimal pedestrian congestion. However, there are some stretches of narrow pavements and bollards/railings creating an obstacle. There are few waiting points for pedestrians and reasonable provision for cycle parking. Where there was a lower score this related to perception of safety from traffic, lack of cycle lanes, pedestrian pinch points for example at the access into the Cooperative supermarket.

The busiest part of Portobello was the main junction with Brighton Place where the footfall peaks at noon.

The map and images below show the observational tracing studies carried out at the five locations (A-E) within the town centre boundary. The tracing studies mark pedestrian movement lines. As these build up, pedestrian desire lines and highly trafficked routes become more obvious, giving a graphical representation of the volume and direction of pedestrian movement.

User interviews expressed concern with regards to litter, especially at location A near the busy bus stop and where school pupils used in lunch hour; reduction in traffic and pedestrian priority given and wanted to see a greater diversity in local shops.



Overview



- * Key areas of conflict between pedestrians and traffic. Where pedestrians are trying to move freely between different parts of the town centre or cross the street but traffic or parked cars are proving a hazard or barrier.
- Favourable microclimate [sun, mostly sheltered from wind]
- Key positive views
- ↔ Existing pedestrian crossings.
- Existing public life - primarily relating to active shop fronts with some small gathering spots.

- ↗ Connections to key local green spaces.
- ▶ Better prioritising of pedestrians needed at minor road junction e.g. addition of raised tables, reduced corner radii, increased pavement width, improved drop kerbs.
- ↔ Improved connection desirable to the Promenade and sea
- ⋯ Parking, including loading bays and single yellow lines. Places cars regularly stop, hindering and creating a barrier to connection with the opposite side of the road
- Redundant carriageway space suitable for parklet or other seating or growing space
- ↔ Increase visual and walkable connection between both sides of Portobello High St for pedestrians
- A** Key location at which research was conducted [labelled A to E].

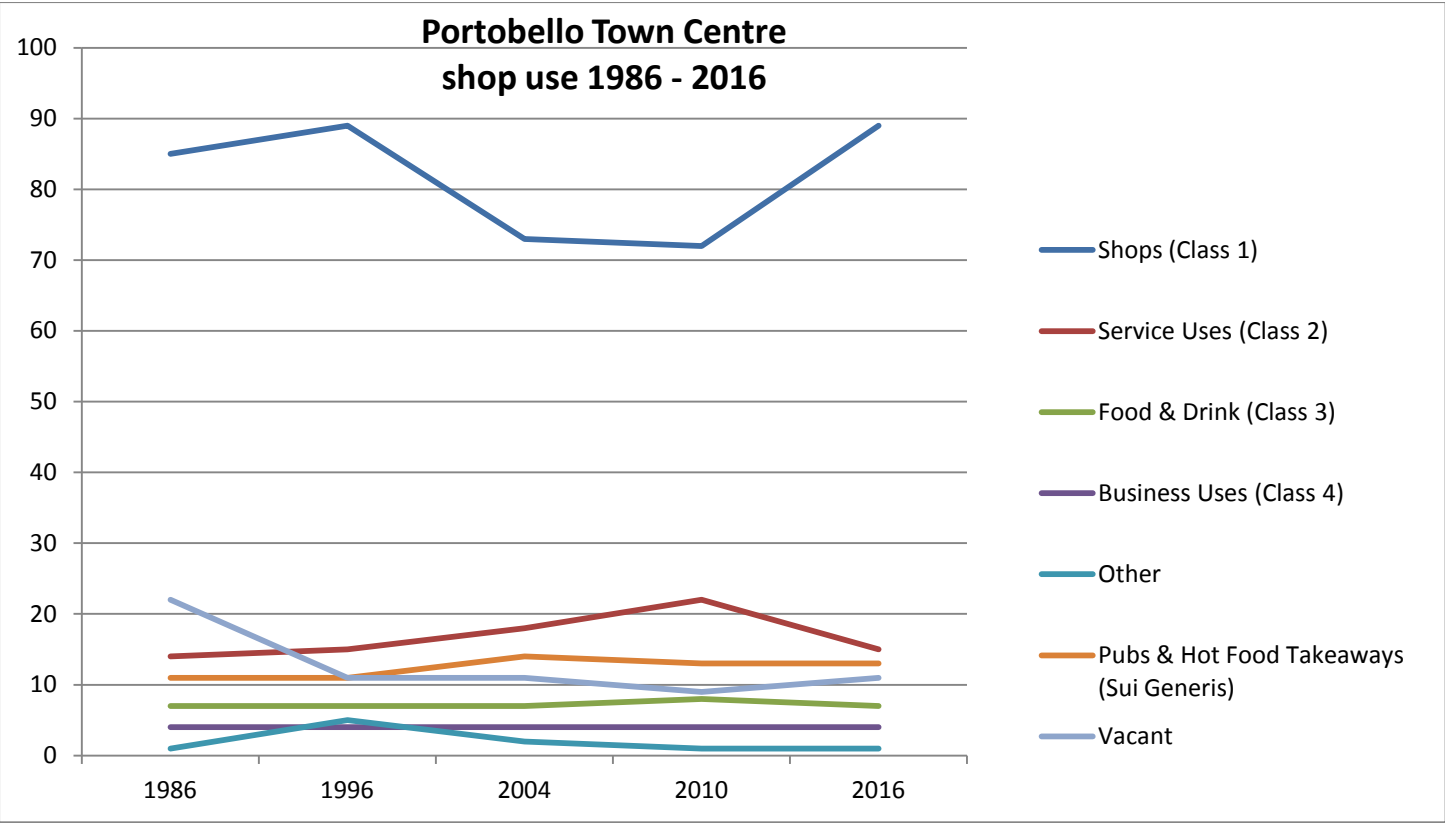
Shops and other town centre uses

Similar to Edinburgh's other town centres, the shop units are predominantly ground floor units under traditional tenemental housing or purpose built shop units with terraced housing to the rear. The shopfront design is of varying quality across the centre. Of the Class 1 shops use, about 10% are national chains. The south side of the street has a variety of uses and buildings other than shop units. The main anchor supermarket is located off Bath Street and is not visually connected to the main high street. The second main food retailer to enter is the new purpose built medium sized supermarket with car park located a short distance outwith the town centre boundary to the west.

The town centre boundary excludes the southern side of the High Street east of Regent Street. This results in a number of shop units that are adjacent to the town centre, but outwith the scope of the retail policies that follow in this guidance. Changes of use would be assessed with LDP policy Ret 10: Alternative uses of shop units in other locations. It is noted that this row of shops is where the pavement is at its narrowest and causes difficulties for buggies and wheelchairs to move with ease.

Where a unit is used as a shop it is necessary to get planning permission from the Council to change to another use. However, the planning system has limited control of what goods shops are selling, nor can it control which company occupies a shop. The mix of uses has been monitored in [city-wide shop surveys](#) periodically undertaken since 1986. As the graph below shows, the mix of uses follows trends seen in other town centres like a small loss in shops contrasting with an increase in service uses and food and drink uses. Pubs and hot food takeaways have remained more stable over the years.

Shop use in the centre has decreased by 4% since 2010. However, the loss of shops has not been the result of an increase in food and drink, pubs or hot food take-ways (these uses have remained the same), but an increase in services and a small increase in the vacancy rate from 7% to 8%.



Portobello Community Council online survey

Portobello Community Council carried out a survey on relevant aspects of the town centre, with over 100 responses, which has informed the preparation of the SG. Six questions were posed:

1. What is your view about the range of shops, services, facilities and food and drink establishments along the High Street? How balanced is the current mix? Are there too many similar types of shops/services or gaps in what's available?
2. What impact, if any, do you think the new Aldi store has had, or will have, on Portobello town centre?
3. How easily can pedestrians and cyclists move around or along the high street? (e.g. opportunities to cross the road, pavement and road widths, space to cycle safely)
4. What opportunities are there for the public to use existing sites or spaces to sit outdoors or shelter from the weather?
5. How, if at all, does parking affects the feel and flow of the place and how people use it?
6. Do you have any suggestions on how the town centre could be improved for people on foot or bike?

The responses are summarised in Appendix A of this guidance.

Summary of strengths and weaknesses

A health check has been carried out to assess the town centre's strengths, vitality and viability, weaknesses and resilience.

Strengths	Weaknesses
Village feel with presence of civic buildings with architectural landmarks eg police station and town hall.	Slightly high vacancy rate.
Portobello Promenade and beach makes it a	Limited crossing points, parts of the street

destination.	feels one-sided.
High proportion of independent shops.	Poor wayfinding from the Promenade to the High Street.
	Narrowest section of the street between Brighton Place/Bath Street and Windsor Place, is perceived as a pinch point and area of conflict between cyclists, buses and on-street parking.

Current Health

The beach as a popular outdoor leisure destination and its proximity to the active travel route along the Promenade provides the place with a significant positive draw factor. However, the High Street could do more to capitalise on these positive attributes: the connections north-south along roads such as Bath Street, Pipe Street or Bellfield Street could be better in terms of wayfinding/signage, and there may be a need to improve visual connections between the Baileyfield site/new Aldi supermarket and the town centre proper. Portobello could build on its substantial community capital to test making more use of its outdoor space for example for play, seating, shelter or an alternative location for the monthly market. The shopping offer in relation to its non-shop offer has been stable over the last five years. However, the range of non-shop uses, for example more restaurants to extend day trippers' use of the town centre and to meet residents' demand, is noted (see responses to the community council survey).

3. OPPORTUNITIES FOR IMPROVEMENT

The public life street assessment and health check highlight areas for improvement in the town centre, particularly relating to the movement and place function. In common with other town centres, there is great potential to improve the movement and place function of Portobello Town Centre. The vision for Portobello is to create and promote:

- a place with an active public street life with a quality public realm that is comfortable for all users and thereby would encourage people to stay longer;
- streets and public realm that prioritises pedestrians and cyclist and thereby increases the ease of movement and increases footfall; and
- a mix of shopping and other town centre services that supports the resident community and creates a destination for visitors.

The Supplementary Guidance goes some way to achieve the wider vision through the following ten principles, which should be considered when submitting and assessing a planning application for a change of use within the Town Centre:

1. Supporting high quality shopfront design (see the Council's Guidance for Businesses and Listed Buildings and Conservation Area Guidance).
2. Ensuring active frontages to the street by permitting glazing which will allow for natural surveillance, create a visual interest on the street and encourage street users to linger, whilst prohibiting the change of use from shop use to residential in ground floor units.
3. Supporting outdoor seating where pavements are wider and micro-climate is favourable.
4. Supporting Class 3 food and drink uses on corner units where there is an opportunity to activate the public street life.
5. Maximising opportunities for formal and informal outdoor seating incorporating shelter or shop front awnings at key points along the town centre.

6. Ensuring development makes a positive contribution to the public realm by meeting the Street Design Guidance and Edinburgh Design Guidance.
7. Incorporating and enhancing natural and built features where they can contribute positively to the Town Centre, for example the connections to the Promenade/beach.
8. Supporting additional cycle parking facilities at key points along the Town Centre.
9. Taking opportunities to remove street clutter and other redundant items identified in any relevant street audits prepared by the Council or Living Streets.
10. Ensuring appropriate arrangements are in place for storage of waste, internally and externally.

A number of other programmes and plans have the potential to address some of the other issues raised in the Public Life Street Assessments:

- A bus shelter replacement programme has recently taken place, including replacement bus shelters with advertising panels in the town centre. Future replacement programmes will present an opportunity to improve placement of shelters.
- The recently reviewed Portobello Conservation Area Character Appraisals provides the context to manage change that affects the conservations areas unique characteristics and set out opportunities for enhancement.
- Road and footway investment – Capital Programme
- The Council’s Wayfinding Project. This could improve navigation, wayfinding and appreciation of assets such as the Promenade/beach.
- A locality based approach to service delivery operates in Edinburgh. The town centre is within the North East Locality. Locality Improvement Plans are currently being prepared and are due to be in place by October 2017. These will set out the future priorities for the area and consider opportunities to enhance the local sense of identity and belonging.
- From March 2017 the 20mph programme will be introduced in the Portobello area. Reduced traffic speed will improve the sense of security for pedestrians and cyclists.

- Portobello has benefitted from the [trade waste policy](#) that only allows trade waste to be presented on the street/outside premises for one-hour within set collection windows. This has significantly reduced pavement clutter and improved pedestrian movement, especially at peak times of the day.

4. CHANGE OF USE POLICIES

Town Centre Boundary

The Edinburgh Local Development Plan (LDP) defines the boundary of Portobello Town Centre within which Policy Ret 9 and this Supplementary Guidance applies. Paragraph 261 of the LDP states that supplementary guidance may recommend changes to the Town Centre boundary to be included in the next LDP. It is considered that there is the potential to include:

- The south side of Portobello, eastwards from 207 Portobello High Street, has the potential to be included given that it has a number of shop units in use and other town centre/community uses.
- Extend the boundary westwards up to Fishwives Causeway, as units on the north of the street are in contiguous commercial use from Pipe Street to Fishwives Causeway. This would result in the boundary extending to the new development proposed at Baileyfield, existing garages, new supermarket and the development under construction.

Previous Approach

The policy approach set out in the Edinburgh City Local Plan (ECLP), now superseded by the LDP, was to restrict changes of use in shop units within identified 'shopping frontages'. The ECLP identified four 'frontages', within which the change of use to a non-shop use was only permitted where no more than one third of all units would be in non-shop use and it would not result in four or more consecutive non-shop uses. The percentage of non-shop uses in each of the frontages defined in the ECLP is shown in the table below.

Frontage	% of frontage in non-shop use	Number of vacant units
100 – 162 Portobello High Street	35%	2
164 – 208 Portobello High Street	20%	1
210 – 240 Portobello High Street	27%	0
111 – 153 Portobello High Street	22%	1

Based on the 2016 shop survey, only one frontage has slightly exceeded the third allowance. Since 2010, the proportion of non-shop uses in all of the frontages has remained the same. However, three have seen an increase in vacancy rates.

Change of Use Policies

The policies below (**Policy PTC1 and Policy PTC2**) set out when a shop unit can change from a shop use to a non-shop use.

Policy PTC 1 – Alternative Use of Shop Units in Defined Frontages

In the frontages at defined in the table below (and see Map 2), the change of use of a shop unit to a non-shop use will be permitted provided:

- a) as a result of permitting the change of use, **no more than one third** of the total number of units in the frontage will be in non-shop use; and
- b) the proposal is for an appropriate commercial or community use which would complement the character of the centre and would not be detrimental to its vitality and viability.

Frontages
100 – 162 Portobello High Street
111 – 153 Portobello High Street
164 – 208 Portobello High Street
210 – 240 Portobello High Street

Justification:

Defining frontages allows the retail policy to determine where the core shopping activity occurs and to determine a level of protection of shop uses, more so than other areas of a centre. Despite Portobello having a slightly higher vacancy rate, three of the frontages still are below the third non-shop use threshold. An increase in the policy to allow more non-shop uses is not proposed to manage the vacancy rate. Keeping this level of protection should ensure that the town centre meets the shopping needs and demands, whilst balancing the benefits of extending economic activity and footfall into the evening. One of the frontages is already exceeding the established threshold for non-shop use, however, only marginally. To put this in context, of the 130 units in total in the town centre, a total of 48% are in non-shop use. No change in the number or extent of the defined frontages is proposed.

Policy PTC 2 – Alternative Use of Shop Units Elsewhere in Portobello Town Centre

For those locations not within a ‘frontage’, but elsewhere within the Portobello Town Centre boundary, a change of use from a shop to a non-shop use will be permitted provided a proposal is:

- Class 2 – financial, professional or other services
- Class 3 – food and drink uses
- An appropriate commercial or community use which would complement the character of the centre and would not be detrimental to its vitality and viability

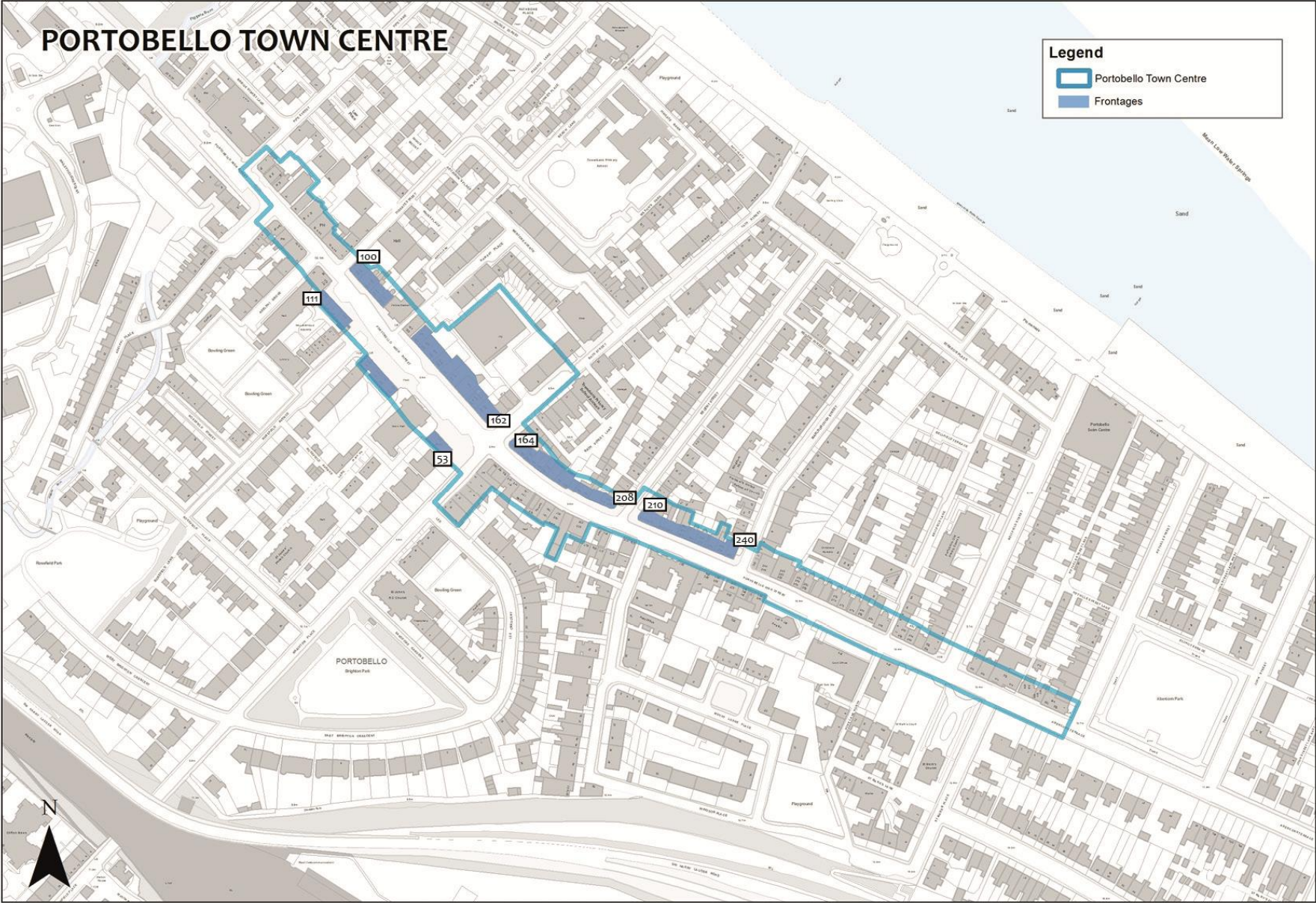
Justification:

Frontages are used to ensure that a minimum percentage of shop uses are retained in shop use to meet the basic shopping needs and provision of the walk-in population. Elsewhere, there is more flexibility to allow shop units to provide a destination, speciality shops, associated uses such as services and food and drink uses. This should allow corner units to capitalise on the outdoor street

spaces, for example towards the eastern end of the centre with streets leading perpendicular to the Promenade, to encourage food and drink with outdoor seating permits.

Residential use

National planning policy states that planning for town centres should consider opportunities for promoting residential use where this fits with local need and demand. All of Edinburgh's town centres, including Portobello, have an already large residential population despite the boundary being tightly drawn around the main concentrations of the shopping offer. For placemaking purposes it is important that ground floor uses help bring activity onto the street. Residential units at ground floor level tend to add little vitality to the town centre. Portobello already has a significant population living within walking distance of the main shopping streets and within the town centre itself, changes from shop use to residential is not supported. However, opportunities should be considered for promoting residential use above shop units in any new development or redevelopment schemes within and on the edge of the town centre boundary.



5. LINKS TO OTHER POLICIES AND GUIDANCE

LDP POLICIES

Other relevant policies in the Edinburgh [Local Development Plan](#) include:

- Ret 1 Town Centres First
- Ret 3 Town Centres
- Ret 7 Entertainment and Leisure Developments
- Ret 11 Food and Drink Establishments
- Des 13 Shopfront
- Env 3 Listed Buildings - Setting
- Env 4 Listed Buildings – Alterations and Extensions
- Env 5 Conservation Areas – Demolition of Buildings
- Env 6 Conservation Areas - Development

Policy Ret 3 generally supports shop uses in town centres. Policy Ret 7 supports leisure and entertainment facilities in town centres. Policies Ret 11 considers the impact on nearby residents for proposals such as public houses and hot-food takeaways. Des 13 supports improvements to shop fronts.

GUIDANCE FOR BUSINESSES

The document interprets policies in the Edinburgh Local Development Plan. It provides guidance to assist businesses in preparing applications to change the use of a property.

ONE-DOOR APPROACH

The One Door Approach to Development Consents aims to give the customer all the information they need at the start of the development process. Food and drink, public house and hot-food takeaway uses will often require other consents and are subject to separate controls by licensing for:

- [Alcohol](#)
- [Hours of operation](#)
- [Outdoor pavement seating](#)

For more information on these, see the Council's website on the [One Door Approach](#) to development consents, the [Council's Guidance for Businesses](#) or contact the [Business Gateway](#).

EDINBURGH STREET DESIGN GUIDANCE

[Edinburgh's new Street Design Guidance](#) brings together previously separate CEC guidance on street design to achieve coherence and co-ordination across the city, with the ultimate goal of providing the people of Edinburgh with a world-class network of vibrant, safe, attractive, effective and enjoyable streets. The guidance will apply to a range of Council services who manage streets for various purposes.

EDINBURGH DESIGN GUIDANCE

The [Edinburgh Design Guidance](#) sets out the Council's expectations for the design of new development in Edinburgh. The guidance is intended for all new buildings and should be used as a point of reference, a basis for the planning, design and communication of new development proposals and a material consideration in assessing planning applications. It aims to provide guidance on how to comply with the policies in the local plans, explain the key ideas which need to be considered during the design

process, give examples of good quality design, and set out the requirements for design and access statements. The guidance is currently under review.

CONSERVATION AREA CHARACTER APPRAISAL

Conservation Area Character Appraisals help to manage change in a conservation area. They describe what is special about each conservation area. They help in making decisions on proposals that affect the area's special character. The New Town Conservation Area Character Appraisal covers Stockbridge.

WORLD HERITAGE MANAGEMENT PLAN

There is a management plan for the Old and New Towns of Edinburgh World Heritage site 2011-2016. The previous management plan covered the period of 2005-2010. UNESCO requires every World Heritage Site to have a plan which says how the Outstanding Universal Value (OUV) of the site will be protected. OUV is the collection of things which make the area special. The management plan informs a separate action plan. The management plan is currently being reviewed.

6. DEFINITIONS

Class 1 shop use - A unit used for the sale of goods to visiting members of the public, for example, post office, sale of tickets, cold food for consumption off the premises, and hairdressing. This is further defined in the Town and Country Planning (Use Classes) (Scotland) Order 1997.

Shop unit – As defined in the Edinburgh Local Development Plan (2016), a shop unit is a premises accessed directly onto the street and designed primarily for shop use.

Non-shop uses - Changing a shop to a non-shop use is known as a ‘change of use’ and will always require planning permission. Examples of non-shop uses are:

- **Class 2 Service Uses** – e.g. lawyers, accountants, estate agents, health centres, tanning salons and pawn brokers.
- **Class 3 Food and Drink** (consumed on premises) – e.g. restaurant, cafe, snack bar (not a public house or hot food take-away).
- **Class 4 Business Use** – general office, light industry or research and development, which can be carried out without detriment to the amenity of any residential area.
- Betting shops, pay day loan shops, pubs and hot food takeaways are classified as **Sui Generis**.
- **Commercial Use** – e.g. Office
- **Community Use** – e.g. Social and cultural activities
- **Leisure Use** – e.g. Cinema and gymnasium

Some changes of use are permitted development, for example, a cafe (Class 3) being turned into a shop unit (Class 1). The Scottish Government Circular 1/1998 contains guidance on use classes.

Appendix A: Summary of responses to the online survey carried out by Portobello Community Council

What is your view about the range of shops, services, facilities and food and drink establishments along the High Street? How balanced is the current mix? Are there too many similar types of shops/services or gaps in what's available?

Generally happy with the mix and range of uses and valued the independent traders, and have seen an improvement in recent years. Most people commented that there were too many charity shops, hairdressers/barbers/beauty salons. Regret for the lack of greengrocer. Would like to see more restaurants, not cafes. Quite a few people would like to see clothes/shoe shops, bookshop and toypshops. Concern that RBS branch closing, near to children's shoe shop that is also closing.

What impact, if any, do you think the new Aldi store has had, or will have, on Portobello town centre?

The general feeling is that the impact of Aldi will be felt greatest by Scotmid and Sainsbury's, and only to a lesser extend the independent shops. However, there is noted concern about the impact on the some specialists such as the butcher and fishmonger. Generally a good thing for consumer choice, and opening times suit daytime workers. Some feel that this will bring more people into Portobello, and it provides an anchor to the west side of town. It reduces the need to travel further by car to other larger supermarkets, and retains spending within Portobello. Concern however that it is a car oriented development that it will encourage more car trips and the impact on road congestion. Suggest that an effort to connect to the rest of town is needed.

How easily can pedestrians and cyclists move around or along the high street? (e.g. opportunities to cross the road, pavement and road widths, space to cycle safely)

General perception is that Portobello town centre works well for pedestrians but is very poor for cyclists. However, there is room for improvement for pedestrian safety and comfort - notably the crossings take a long time to change, another crossing point is required east of Bath Street and at the Aldi development where the new junction is a concern for pedestrians. Pavements are generally wide enough on the north side, but not the south side. Better use of the wide pavement in front of the town hall. The traffic is felt to be heavy. Delivery trucks, parked cars and narrow section east of Bath St to Bellfield Street makes cycling here unpopular. Most opt to detour to the Prom. There is a lack of cycle parking. The setts on Brighton Place is uncomfortable for cyclists and suggestion to drop the kerb at Rosenfield Avenue to use as an alternative route.

What opportunities are there for the public to use existing sites or spaces to sit outdoors or shelter from the weather?

Most people note that there are benches along the high street, especially outside the Bank of Scotland. However, there is nowhere to shelter from the wind/rain, other than bus shelters. Opportunity to improve the space here, and more seating at the row of shops to the west of Rosefield Avenue. Despite some concern about air pollution impacting outside seating, some are keen for more seats and encouraging cafes to have tables and chairs.

How, if at all, does parking affects the feel and flow of the place and how people use it?

Parking is seen as a problem that slows down traffic, adversely affects cycling and lack of parking on the high street puts pressure on narrow side streets with cars parked on pavements become an obstacle. Some feel that more restrictions on parking would be detrimental to the viability of the town centre.

Do you have any suggestions on how the town centre could be improved for people on foot or bike?

Suggestions include: segregated cycle paths, more bike parking, more planting and outdoor seating. Better enforcement of parking and speed limits. Street design should allow cars to keep moving even when two buses are at the stop. Information boards and better signage to attract people from the beach to the High Street. Allow vacant units to be allowed to display goods and services. More food and drink uses so that people stay for longer after trip to beach. Introduce yellow lines along length of High Street (alternating sides). Widen pavements (especially southern side) and encourage traders to use them. Pilot car-free days. Redesign of Fishwives Causeway and Bath St junctions with raised tables for pedestrian priority.

Other comments:

Comments and suggestions include: Smarten up shop fronts (design, colours, awnings) and vacant units to strengthen sense of character and place. Portobello has great community feel. Create gateway feature to the town, with local artists. More development of the beach and promenade as it an extension of the High Street. Reduce traffic flow. Keep public toilets open. Improve pavement surfaces. Improve the public space at the Brighton Place junction to create meeting/market space. Improve coordination of local businesses. Explore continuation of the High Street down Bath St.



HAPPY TO TRANSLATE

ترجمے کے لئے حاضر آماندہر سہجے انوباد کررر

بسعنا اوفير اااااااااااا MOŻEMY PRZETŁUMACZYĆ 很樂意翻譯

You can get this document on tape, in Braille, large print and various computer formats if you ask us. Please contact ITS on 0131 242 8181. ITS can also give information on community language translations.

email: localdevelopmentplan@edinburgh.gov.uk

Responses via the following link:

<https://consultationhub.edinburgh.gov.uk/>

30th May 2017