

Road Safety Audit Response			RSA File Ref	
PROJECT DETAILS				
Report Title		Morrisons Access, Portobello (Combined Stage 1 and 2)		
PREPARED BY				
Name			Date	24/03/2026
Position		Transport Officer		
Organisation		CEC		
Signed				
APPROVED BY				
Name			Date	08/04/2026
Position		Engineer		
Organisation		The City of Edinburgh Council		
Signed				
INTRODUCTION				
Include a summary of the scheme, the stage of the RSA and the referece of the RSA				
Provide details of the representative from the design organisation who prepared the RSA response report				
RSA DECISION LOG				
RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action

<i>Number of problem from RSA REPORT</i>	<i>Insert problem from RSA REPORT</i>	<i>Insert recommendation from RSA report</i>	<i>Insert design organisation's response</i>	<i>Insert Overseeing Organisation's response</i>	<i>Insert design and Overseeing Organisation's agreed action</i>
3.1	It is known that Portobello Road (A1140) is a busy route between Edinburgh city centre and the east with steady flows of traffic observed during the site visit. The proposals would require right turning vehicles to give way to both westbound vehicles, cyclists using the dedicated westbound cycle lane and pedestrians at the proposed Zebra crossing facility. It is anticipated that gaps, particularly at peak times, may be limited and right turning vehicles may be required to wait for prolonged periods of time. Limited gaps and the potential burden on drivers trying to process 3 potential movements simultaneously may result in cognitive overload to drivers. Drivers may subsequently rush to accept an insufficient gap in vehicle, cycle and/or pedestrian flows. This may contribute to right turning vehicles colliding with westbound motorists and cyclists, or striking pedestrians crossing at the access. Whilst the RSA team acknowledge the potential adopted boundary constraints, this risk may be exacerbated due to the positioning of the Zebra crossing at the junction mouth.	It is recommended that an alternative crossing type and layout is provided. This could include but is not limited to a signal-controlled junction layout with crossing facilities incorporated.	The Highway Code was updated in 2022 with pedestrians having the priority at junctions when crossing a side road. Taking this into account, for vehicles turning right, the situation will be the same after the installation of the zebra crossing.	DO Comment accepted	Agreed to provide facility as per plan

3.2	As outlined at Problem 3.1, it is anticipated that gaps in traffic on Portobello Road may be limited and drivers exiting the Morrisons access road may be required to wait for extended periods of time. Drivers may be required to give-way to crossing pedestrians, cyclists and potentially two flows of traffic. Limited gaps and prolonged waiting times may frustrate drivers, who may proceed onto and obstruct the Zebra crossing facility to aid a quicker exit when a gap in traffic arises. Zebra crossing obstructions may give rise to: ▪ pedestrians walking in front of the waiting vehicle, at risk of being struck by cyclists using the cycle lane or turning vehicles (blue arrow); ▪ pedestrians passing behind the obstructing vehicle, obscured from the view of drivers entering the access, at risk of being struck (purple arrow); - and ▪ pedestrians, particularly those with mobility or visual impairments, entering the crossing and subsequently be unable to proceed, exposing them to being struck by motorists or riders.	It is recommended that an alternative crossing type and layout is provided. This could include but is not limited to a signal-controlled junction layout with crossing facilities incorporated.	To solve this issue, the zebra crossing might be moved south to accommodate a vehicle between the zebra and Portobello Road junction. This option would need to be agreed with the Morrisons supermarket.	We are keen to provide the formal crossing facility in line with the pedestrian desire line ie as a continuation of the east west footway. Facility will be subject to Stage 3 RSA and ongoing monitoring.	Agreed to provide facility as per plan
3.3	During the site visit it was observed that there is an existing utility cover located within the proposed tactile paving arrangement. The cover may present a slip hazard to pedestrians, increasing the likelihood of injury from falls. The risk is likely to be exacerbated during wet weather. Furthermore, the retention of the covers may result in gaps within the tactile paving layout. This may mislead or disorientate visually impaired pedestrians reliant on tactile paving for guidance and warning. Pedestrians misaligned from the intended direction of travel may suffer injury from trips and falls when encountering footways edges or may contribute to collisions should they inadvertently enter the path of motorists or riders.	It is recommended tactiles are provided within the extents of the cover.	Recessed cover will be used to resolve the problem identified.	DO Comment accepted	Agreed to provide facility as per plan

3.4	The pedestrian footway and existing tactile paving are a mix of similar light beige colours. The plans do not indicate the colour of the proposed tactile paving. If the proposed tactile paving is of a similar light beige colour, there is a concern that the lack of tonal contrast may give rise to pedestrians, particularly those that are visually impaired, inadvertently entering the carriageway and being struck by approaching vehicles.	It is recommended that contrasting materials are used to ensure that the tactile paving is clearly defined for pedestrians.	Tactile paving will be chosen so that it will provide a contrast with the existing paving slabs	DO Comment accepted	Agreed to provide facility as per plan
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DESIGN ORGANISATION STATEMENT			
On behalf of the design organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the Overseeing Organisation.			
Name		Date	
Position			
Organisation			
Signed			
OVERSEEING ORGANISATION STATEMENT			
On behalf of the Overseeing Organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the design organisation; and 2) the agreed RSA actions will be progressed.			
Name		Date	22/04/2026
Position	Transport Officer		
Organisation	CEC		
Signed			