



MORRISONS ACCESS, PORTOBELLO ROAD – ZEBRA CROSSING

Notice

This document and its contents have been prepared and are intended solely as information for City of Edinburgh Council and use in relation to the proposed Zebra crossing facility at the Morrisons supermarket access on Portobello Road in Edinburgh.

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This document has 19 pages including the cover.

Document history

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Version	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	For Issue					23/03/2026



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INTRODUCTION

1. Introduction

1.1 Project Details

Report Title:	Morrisons Access, Portobello Road – Zebra Crossing Combined Stage 1 and 2 Road Safety Audit
Date:	March 2026
Document Reference and Revision:	2526_300
Prepared by:	AtkinsRéalis
Overseeing Organisation:	City of Edinburgh Council

AtkinsRéalis has been commissioned by City of Edinburgh Council (CEC) to undertake a Combined Stage 1 and 2 Road Safety Audit (RSA) on a proposed Zebra crossing at the Morrisons supermarket access on Portobello Road in Edinburgh. This report documents the outcome of the RSA in the form of identified road safety problems and associated recommendations.

To the knowledge of the RSA team, this is the first RSA to be undertaken on the scheme.

1.2 Terms of Reference

The RSA has been conducted in accordance with GG 119 Road safety audit (revision 2.0.1), in the Design Manual for Roads and Bridges. The RSA team has examined and reported only on the road safety implications of the highway scheme proposals and has not examined or verified the compliance of the designs to any other criteria. Where there are issues that may be of interest to the Design Organisation, but not necessarily within the scope of the RSA, these have been provided to the Overseeing Organisation separately.

In addition to GG 119, this RSA has been informed by the RSA brief prepared by [REDACTED] of CEC and approved by [REDACTED] of CEC.

1.3 RSA Team

The RSA team, as approved by [REDACTED] of CEC, was as follows:

[REDACTED]	[REDACTED] RSA Team Leader, AtkinsRéalis Transportation Certificate of Competency in RSA gained 2025
[REDACTED]	[REDACTED] RSA Team Member, AtkinsRéalis Transportation



1.4 Site Visit

The RSA comprised a desktop review of the information provided, and a site visit was undertaken during daylight hours on 24th February 2025 between 11:15 and 11:40 with both members of the RSA team in attendance together. During the site visit the road surface was predominately dry and the weather was fine. Traffic levels were free flowing with no congestion evident. A number of cyclists and a few pedestrians were observed during the site visit.

1.5 Scope

The scheme is located at the Morrisons supermarket access on Portobello Road, in Edinburgh. The Morrisons supermarket access consists of a single carriageway layout with an existing raised table provided. With the exemption of the junction extents which span the width of the adjoining footways, the access road is out with the adopted highway boundary with no speed limit signs provided.

Portobello Road (A1140) is an urban single carriageway road subject to a 30mph speed limit. The road forms a primary route connecting Edinburgh's city centre and its eastern neighbourhoods. There are residential properties and local amenities on the northern side of the carriageway with services and amenities including Morrisons supermarket located on the south. Footways are located on both sides of the carriageway and street lighting is in place. It is noted that footway do not extend along the access road from Portobello Road

The scheme proposals include a new Zebra crossing. Associated measures include:

- tactile paving amendments;
- Belisha beacons; and
- associated road marking additions and adjustments.

1.6 Report Outline

Section 2 of this report documents any outstanding issues identified from previous Audit Reports and Section 3 documents the findings of the current RSA stage. Section 4 comprises the RSA Team statement.

Details of the information provided about the scheme are included in Appendix A. Problems and recommendation locations for the current RSA stage are shown on the plan included in Appendix B.

1.7 Notes and Clarifications

The recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem; alternative methods should be considered by the Design Organisation. GG 119 provides requirements and advice on the process for responding to this RSA report including the production and agreement of a separate RSA response report. The RSA response report provides the full audit trail of decision making at each stage of the process and captures the changes made as a result of the recommendations made here.

This RSA was requested as a Stage 2, however in the absence of a previous Stage 1 RSA this was completed as a Combined Stage 1 and 2 RSA.



ITEMS OUTSTANDING FROM PREVIOUS AUDITS

2. Items Outstanding from Previous Audits

To the knowledge of the RSA team, this is the first RSA to be undertaken on this scheme.



ITEMS RAISED AT THIS COMBINED STAGE 1 AND 2 RSA

3. Items Raised at this Combined Stage 1 and 2 RSA

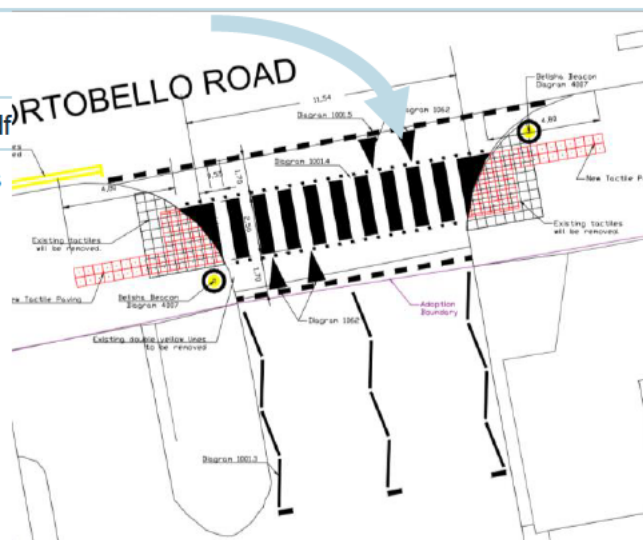
This section details the items raised in this Combined Stage 1 and 2 RSA.

Problem: 3.1

Location(s): Portobello Road – at junction with Morrisons access road

Drawing(s): PLOT_Portbelloroad.Morrisons.pdf

Summary: Risk of collisions involving cyclists and / or pedestrians.



Description:

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.

Recommendation:

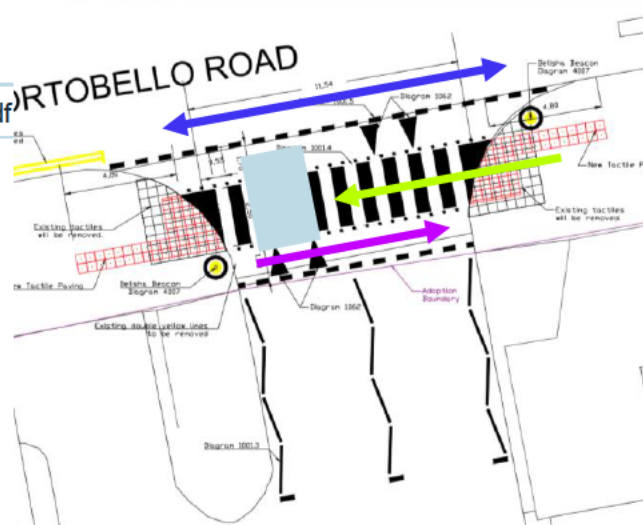
It is recommended that an alternative crossing type and layout is provided. This could include but is not limited to a signal-controlled junction layout with crossing facilities incorporated.

Problem: 3.2

Location(s): Portobello Road – at junction with Morrisons access road

Drawing(s): PLOT_Portbelloroad.Morrisons.pdf

Summary: Risk of pedestrian injury due to obstructed crossing facility.



Description:

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.

Recommendation:

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.

Problem:	3.3	
Location(s):	Portobello Road – at junction with Morrisons access road	
Drawing(s):	PLOT_Portbelloroad.Morrisons.pdf	
Summary:	Risk of slips and falls on utility covers located within footway.	

Description:

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.

Recommendation:

It is recommended tactile paving is provided within the extents of the cover.

Problem:	3.4	
Location(s):	Portobello Road – at junction with Morrisons access road	
Drawing(s):	PLOT_Portbelloroad.Morrisons.pdf	
Summary:	Absence of contrast in materials could increase the risk of pedestrians being struck by oncoming vehicles.	

Description:

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.

Recommendation:

It is recommended that contrasting materials are used to ensure that the tactile paving is clearly defined for pedestrians.

RSA TEAM STATEMENT

4. RSA Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER:

Name:

Position: Engineer

Organisation: AtkinsRéalis

Signed 

Date: 23/03/2026

AUDIT TEAM MEMBER:

Name:

Position: Assistant Engineer

Organisation: AtkinsRéalis

Signed: 

Date: 23/03/2026



APPENDICES

Appendix A. Drawings and Documents

A.1 Drawings

Reference	Description	Revision	Date
PLOT_PortobelloRoad.Morrisons.pdf	Portobello Road (Morrison Access Road) – Pedestrian Crossing	-	20/02/2026

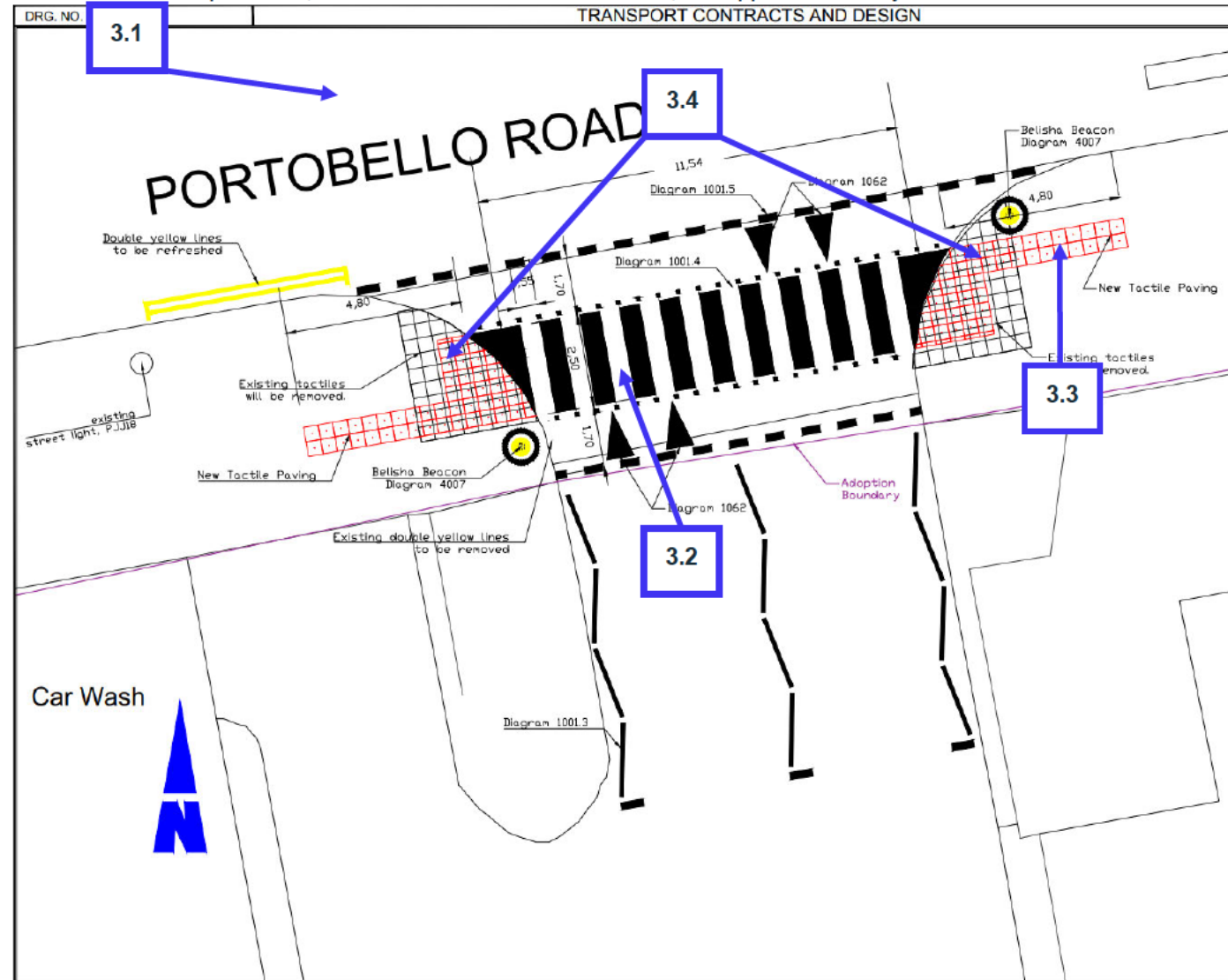
A.2 Documents

Type	Description	Revision	Date
Stage 2 RSA Brief	RSA/26/007 – Pedestrian Crossing – Morrisons access road (Portobello Road)	-	16/02/2026



Appendix B. Location of Problems

Note: Locations of problems, and associated recommendations, are approximate only.



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Combined Stage 1 and 2 RSA
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