



BUILYEON ROAD - ZEBRA CROSSINGS

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INTRODUCTION

1. Introduction

1.1 Project Details

Report Title:	Builyeon Road - Zebra Crossing Stage 1 Road Safety Audit
Date:	January 2026
Document Reference and Revision:	2526_204
Prepared by:	AtkinsRéalisis
Overseeing Organisation:	City of Edinburgh Council

AtkinsRéalisis has been commissioned by City of Edinburgh Council (CEC) to undertake a Stage 1 Road Safety Audit (RSA) on the proposed Zebra crossing facilities at Builyeon Road in South Queensferry. This report documents the outcome of the RSA in the form of identified road safety problems and associated recommendations.

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 and approved by Allan Hoad of CEC.

1.3 RSA Team

The RSA team, as approved by Tracey Bach of CEC, was as follows:

[Redacted]

[Redacted]

(Certificate of Competency in RSA)
RSA Team Leader, AtkinsRéalisis Transportation

[Redacted]

[Redacted]

(Certificate of Competency in RSA)
RSA Team Member, AtkinsRéalisis 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 27th November 2025 between 9:15 and 9:40 with both members of the RSA team in attendance. During the site visit the road surface was wet and the weather was overcast with periodic light rain showers. Traffic levels were free flowing with low vehicle use. A small number of pedestrians and no cyclists were observed during the site visit.

1.5 Scope

This RSA reviews proposals for two Zebra crossing facilities at Builyeon Road in South Queensferry, north of Edinburgh. Builyeon Road is a single carriageway road subject to a 30mph speed limit. Housing development to the south of Builyeon Road has increased crossing demand between the housing development, bus stops at Builyeon Road and trip attractors to the north in South Queensferry. Footways are provided continuously across the northern extents of Builyeon Road with intermittent provision along its southern extents. Street lighting is provided.

The scheme proposals include:

- Two Zebra crossing facilities; a western facility at Echline and an eastern facility at Long Crook, with associated yellow globes and tactile paving
- New sections of footway on the southside of Builyeon Road
- Vehicle activated speed sign (VASS) installations
- Relocated bus stops, with associated cage markings and shelters
- Guardrail additions and replacement of existing
- Auxiliary road marking and sign provisions.

1.6 Report Outline

Section 2 documents the findings of the current RSA stage. Section 3 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.

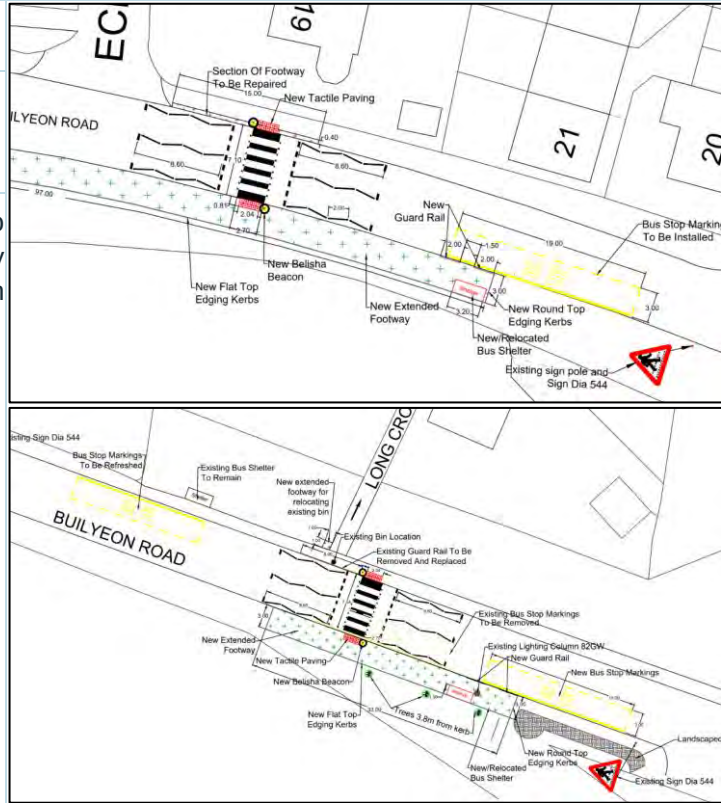
This RSA was originally requested as a combined stage 1 and stage 2 combined RSA. However as the level of information / design is more preliminary in nature this has been completed as a stage 1 RSA.

**ITEMS RAISED
AT THIS STAGE
1 RSA**

2. Items Raised at this Stage 1 RSA

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

Problem:	3.1
Location(s):	Both zebra crossings
Drawing(s):	RS<I/BRZC(east)/GM01 and RS<I/BRZC(west)/GM03
Summary:	Proximity of bus stops to zebra crossings may contribute to pedestrian collisions



Description:

Within the proposals, bus stops have been placed in close proximity to both zebra crossings, one on the westbound approach to the western crossing and on both approaches to the eastern crossing. While a bus is serving these stops, intervisibility between pedestrians at the crossing and approaching drivers may be obstructed. In addition to this, vehicles may also be in the process of overtaking the stationary bus and returning to their own side of the carriageway. A combination of the above may mean that a driver is unaware of the pedestrian trying to assert priority at the crossing, potentially contributing to a collision between a crossing pedestrian and a vehicle.

Recommendation:

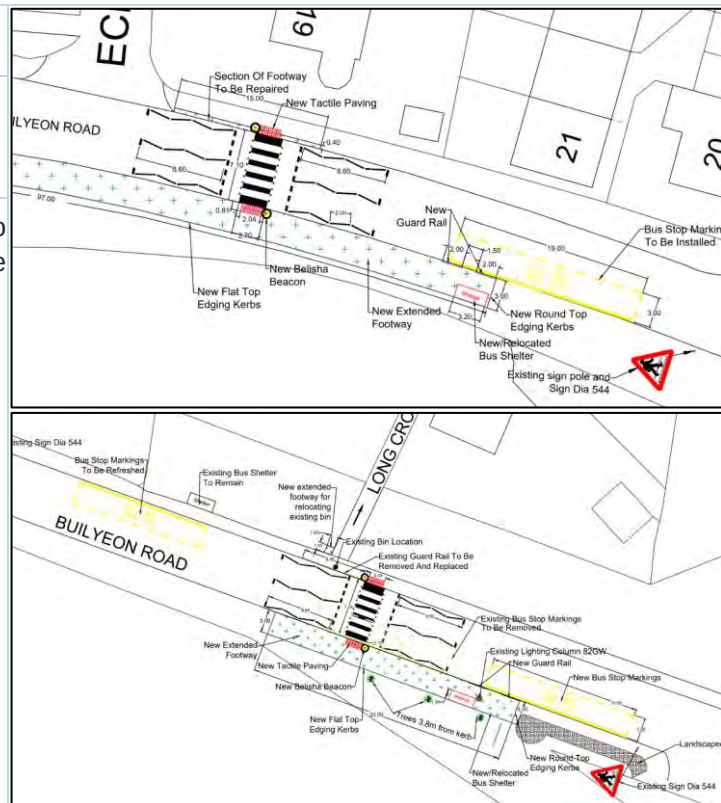
It is recommended that the bus stops are relocated away from the zebra crossings to ensure that there is suitable intervisibility between approaching drivers and users of the crossings.

Problem: 3.2

Location(s): Both zebra crossings

Drawing(s): RS</BRZC(east)/GM01 and RS</BRZC(west)/GM03

Summary: Speeds may contribute to poor compliance with the Zebra crossings



Description:

During the site visit it was observed that several vehicles appeared to be travelling in excess of the 30mph speed limit. Motorists approaching at speeds may struggle to stop for a pedestrian on or waiting to cross, this could result in them overshooting the giveway line and colliding with crossing pedestrians. It is noted that the plans indicate the installation of a Vehicle Activated Sign (VAS) however, it is unclear what purpose this will serve.

Recommendation:

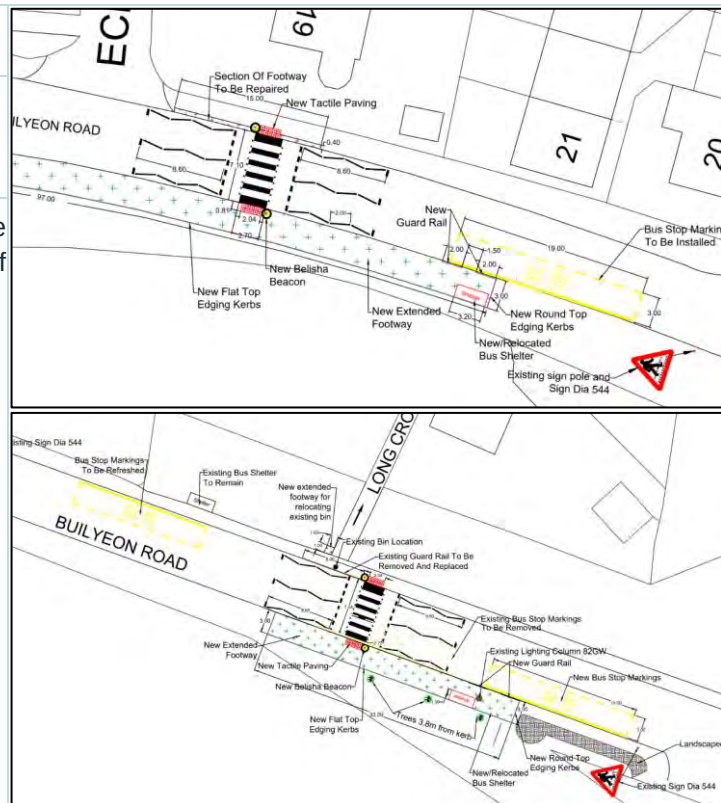
It is recommended that features are provided to reduce / manage vehicle speeds, this may include high PSV surfacing on approach to the crossing.

Problem: 3.3

Location(s): Both zebra crossings

Drawing(s): RS<I/BRZC(east)/GM01 and RS<I/BRZC(west)/GM03

Summary: Zebra crossing may not be suitable for the speed of traffic.

**Description:**

During the site visit it was observed that several vehicles appeared to be travelling in excess of the 30mph speed limit. Builyeon Road is a straight traffic distributor road with minimal direct frontages. The psychology of a driver may feel that they can travel faster on a road of this nature. There is a risk that speeds may be higher than appropriate for a road with zebra crossing installations. This could result in speed related collisions, either resulting from sudden braking or skidding.

Recommendation:

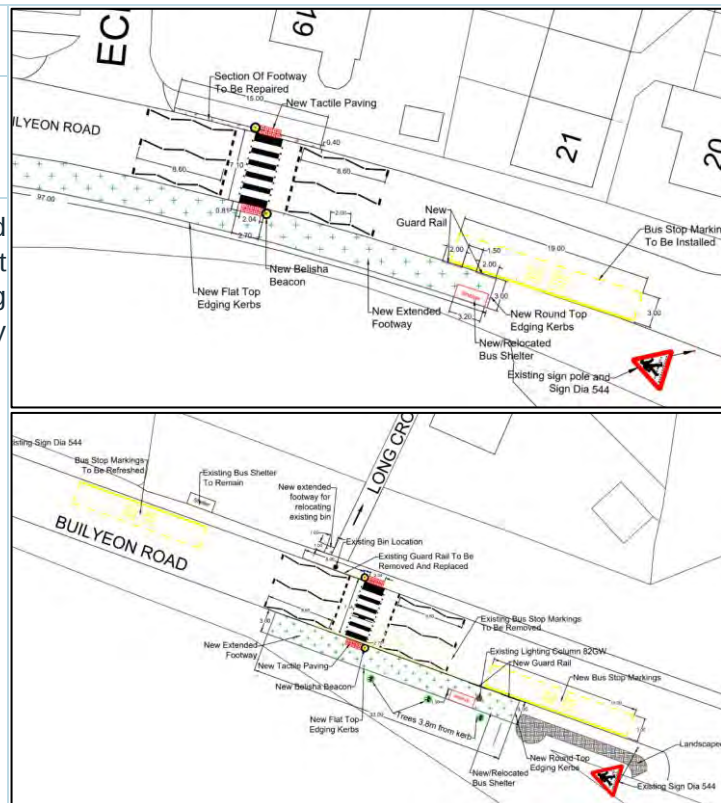
It is recommended that a speed survey is undertaken to confirm if the 85th percentile speed of the road is appropriate for the installation of zebra crossing. If speed is excessive, it is recommended that additional measures are implemented to reduce the speed of traffic on the road.

Problem: 3.4

Location(s): Both zebra crossings

Drawing(s): RS</BRZC(east)/GM01 and RS</BRZC(west)/GM03

Summary: Visually or mobility impaired pedestrians may find it difficult to use the crossing as intended and this may contribute to collisions



Description:

Within the proposals, the arrangement of the proposed tactile paving does not help visually impaired users to identify that this is a controlled crossing. Additionally, it is not clear if the kerbs, upstands or gradients make this crossing accessible for all users. If the crossing is not accessible or identifiable then vulnerable road users may attempt to cross elsewhere and may be struck by vehicles.

Recommendation:

It is recommended that the tactile paving layout, kerbs and gradients related to the zebra crossings are altered to help make these crossings more accessible to all users.

RSA TEAM STATEMENT

3. RSA Team Statement

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

AUDIT TEAM LEADER:

Name:

Position: Principal Consultant

Organisation: AtkinsRéalis

Signed:

Date: 09/01/2026

AUDIT TEAM MEMBER:

Name:

Position: Associate

Organisation: AtkinsRéalis

Signed:

Date: 09/01/2026



APPENDICES

Appendix A. Drawings and Documents

A.1 Drawings

Reference	Description	Revision	Date
RS<I/BRZC(east)/GM01	Builyeon Road - Zebra Crossings- Builyeon Road Relocated Bus Stop	-	Aug 2025
RS<I/BRZC(west)/GM02	Builyeon Road - Zebra Crossings- Builyeon Road Bus Stop removal	-	Sep 2025
RS<I/BRZC(west)/GM03	Builyeon Road - Zebra Crossings- Builyeon Road new bus stop (west)	-	Sep 2025
RS<I/BRZC(west)/GM04	Builyeon Road - Zebra Crossings- Builyeon Road new bus stop (west) cont.	-	Aug 2025
RS<I/BRZC/GM05	Builyeon Road - Zebra Crossings-NAL Socket Locations	-	Sep 2025

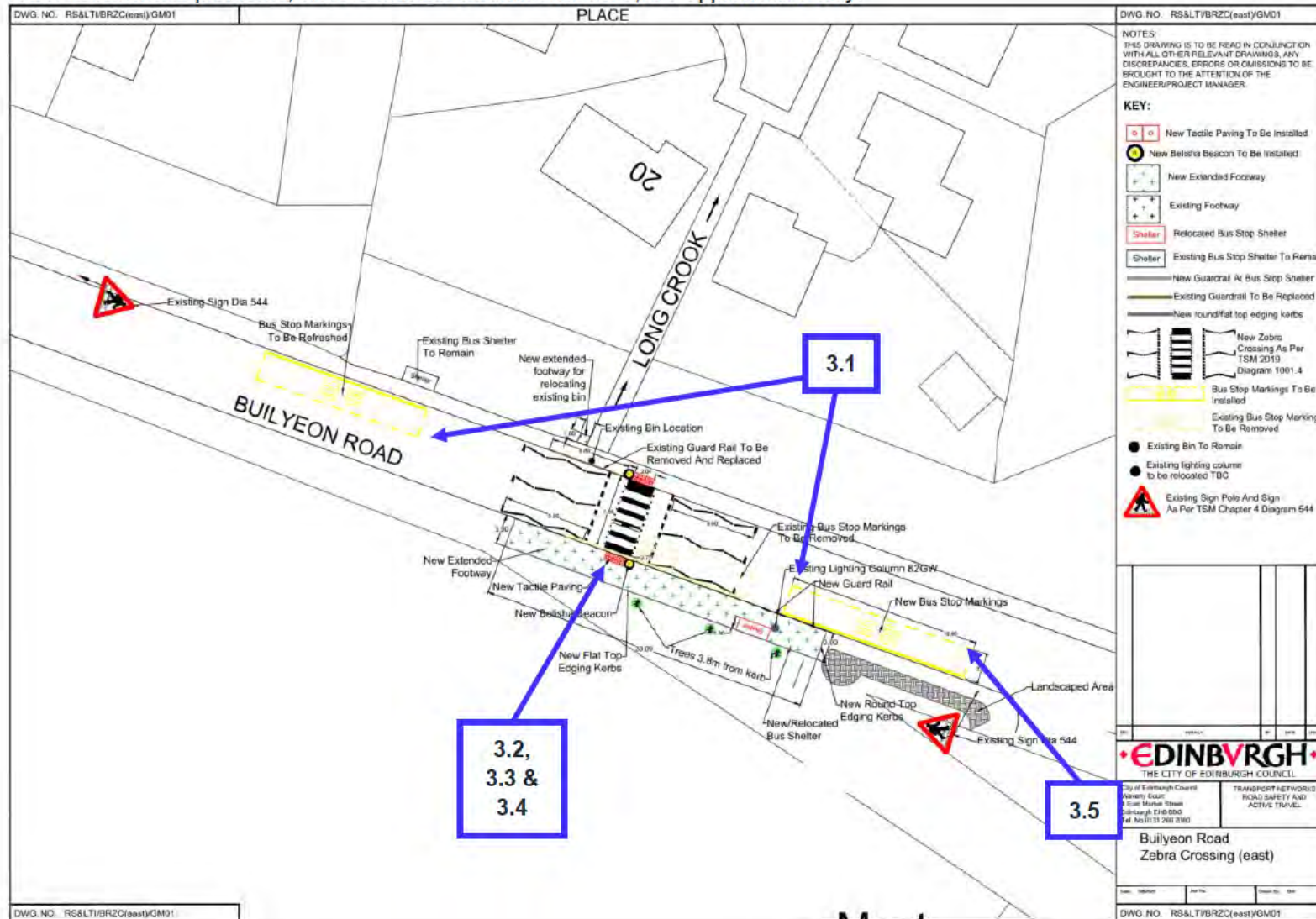
A.2 Documents

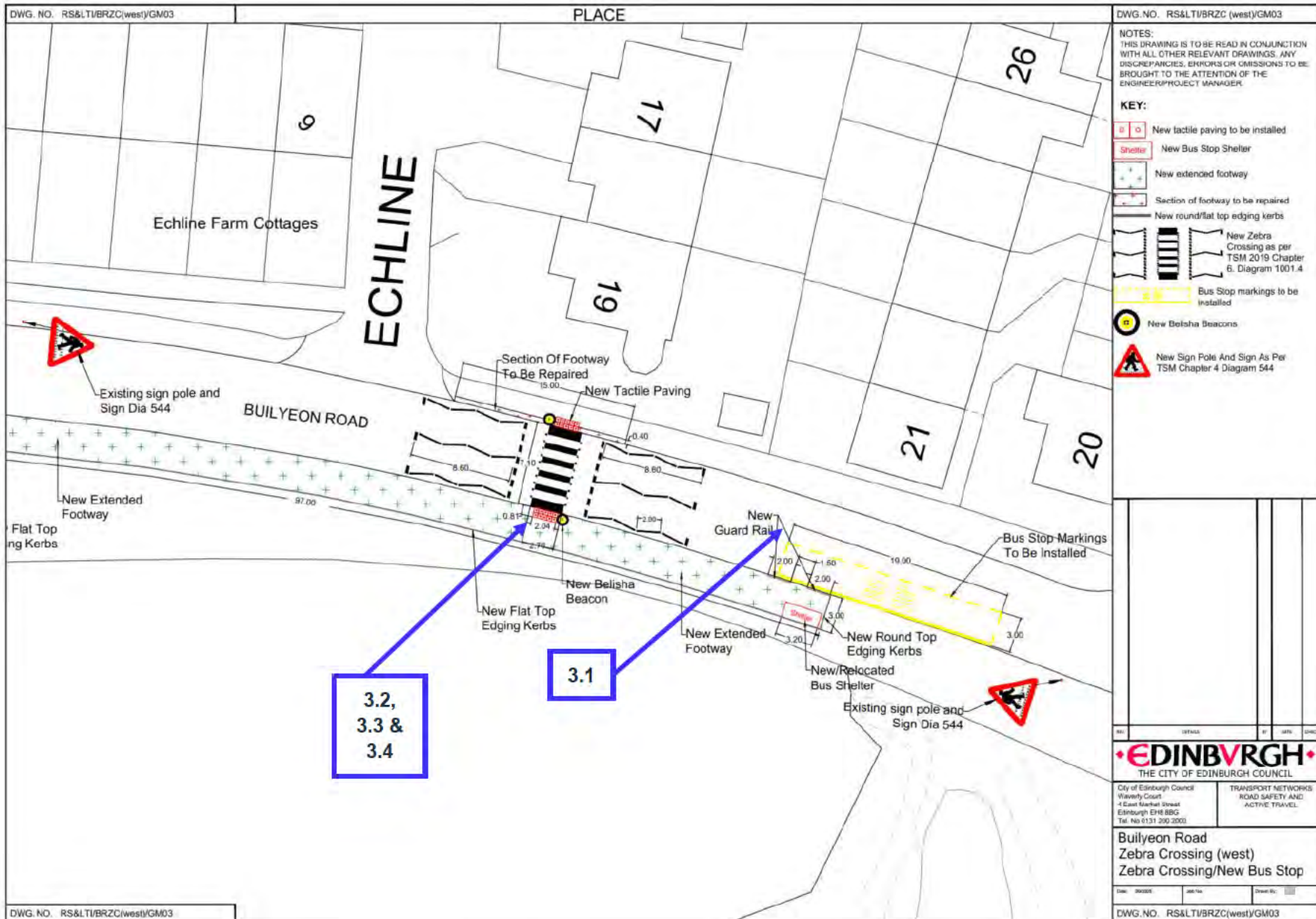
Type	Description	Revision	Date
Stage 1 & 2 RSA Brief	RSA/25/022 Builyeon Road	-	29/10/2025



Appendix B. Location of Problems

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





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Bullyeon Road - Zebra Crossing
Stage 1 RSA
January 2026