

NOTES:

- ALL WORKS TO BE EXECUTED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS - THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS, DESIGN MANUAL FOR ROADS AND BRIDGES, TRAFFIC SIGNS MANUAL AND LOCAL COUNCIL GUIDELINES.
- ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE. ALL LEVELS ARE IN METRES AND RELATE TO ORDNANCE DATUM.
- DO NOT SCALE FROM ANY DRAWING. WORK TO REFERRED DIMENSIONS ONLY. ANY DISCREPANCIES IN DIMENSIONS ARE TO BE REFERRED TO THE DESIGNER BEFORE WORK IS PUT TO HAND.
- ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
- ALL WORKS BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A WAY THAT ALL REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
- ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE STATUTORY AUTHORITIES AND CONSTRUCTION DESIGN AND MANAGEMENT REGULATIONS.
- DRAWING BASE RECEIVED FROM OTHERS, SURVEY CARRIED OUT BY OTHERS, AECOM CANNOT GUARANTEE THEIR ACCURACY. CONTRACTOR TO SATISFY THEMSELVES AS TO THE ACCURACY OF SUCH INFORMATION.

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100023420 (2020)

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION - RESIDUAL HAZARD INFORMATION**

REFER TO PRE-CONSTRUCTION INFORMATION FOR FURTHER INFORMATION ON RISKS IN ADDITION TO THE HAZARDS / RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING. NOTE THE FOLLOWING:

**CONSTRUCTION**

- OVERHEAD LINE AND POLE INFRASTRUCTURE: RISK OF ELECTROCUTION/COLLISION.
- THE SHORTEST ROUTES OF THE TRAFFIC ROUTES OF COLLISION.
- THE POTENTIAL PRESENCE OF CELLARS BELOW THE FOOTWAY AND CARRIAGEWAY COULD LEAD TO AN INCREASED RISK OF FOOTWAY AND CARRIAGEWAY COLLAPSE / PROTRUSION AT HEIGHT.
- SUBGRADE THAN EQUAL STATIONARY UNDERMINE EQUIPMENT MAY BE PRESENT ABOVE OR IN THE IMMEDIATE VICINITY OF CELLARS, INCLUDING THE RISK OF STATIONARY UNDERMINE COLLISIONS.
- AN EXISTING HIGH VOLTAGE CABLE RUNNING FROM UNIDENTIFIED TOWER OVER ROOSEBURN NEW BRIDGE / ROOSEBURN TERRACE AND ALONG ROOSEBURN GARDENS IS IN CLOSE PROXIMITY TO PROPOSED WORKS. DANGER OF ELECTROCUTION / EXPOSURE / DAMAGE. RISK OF COLLAPSE / PROTRUSION OF FENCE.
- ROOSEBURN OLD COY BRIDGE: THE PRESENCE OF THIS HISTORICAL 'VOTED' STRUCTURE COULD LEAD TO AN INCREASED RISK OF COLLAPSE. THE CONTRACTOR MUST PROVIDE DETAILS OF 'VOTING' PLANT AND AREA COMBINATION THAT IS ACCEPTABLE BEFORE PROCEEDING. RISK ASSOCIATED WITH WORKING AT HEIGHT.
- MANAGEMENT: TRAFFIC CARRIAGE ACCESS: AN UNCONTROLLED MOVEMENT WITH A CONTROLLED JUNCTION COULD RESULT IN AN INCREASED RISK OF ACCIDENTS WITH LIVE TRAFFIC.
- A SECTION HAS IDENTIFIED IF ANY OTHER RISKS HAVE BEEN IDENTIFIED RUNNING ADJACENT TO AND IN CLOSE PROXIMITY TO THE PROPOSED AREA AND THE SOUTHERN SIDE OF THE CARRIAGEWAY ALONG ROOSEBURN TO THE WESTERN SIDE OF THE CARRIAGEWAY. CARE SHOULD BE TAKEN WITH REGARD TO THE RISK OF COLLISION AND TRAFFIC CONTROLLED EFFECTS. THE RISK IS NOT IDENTIFIED BY THE PRELIMINARY SURVEY AND THE CONTRACTOR SHOULD BE ADVISED TO CONSULT THE DESIGNER FOR FURTHER INFORMATION RELATING TO THIS.
- A SECTION HAS IDENTIFIED IF ANY OTHER RISKS HAVE BEEN IDENTIFIED RUNNING ADJACENT TO AND IN CLOSE PROXIMITY TO THE PROPOSED AREA AND THE SOUTHERN SIDE OF THE CARRIAGEWAY ALONG ROOSEBURN TO THE NORTH SIDE OF THE CARRIAGEWAY FOR THE FULL LENGTH OF THE SECTION WITHIN THE SCHEME. THE RISK IS NOT IDENTIFIED BY THE PRELIMINARY SURVEY AND THE CONTRACTOR SHOULD BE ADVISED TO CONSULT THE DESIGNER FOR FURTHER INFORMATION RELATING TO THIS.
- SCOTTISH POWER ENERGY NETWORKS HAVE BEEN IDENTIFIED AND SHOWN AT THIS LOCATION IN CLOSE PROXIMITY TO PROPOSED WORKS. THE DESIGNER HAS ADVISED THAT THE RISK OF COLLISION COULD BE MITIGATED BY THE CONTRACTOR PROVIDING A PROTECTIVE FENCE TO THE EAST OF THE DUCTS AT THIS POINT. IT IS RECOMMENDED TO CONSULT THE DESIGNER FOR FURTHER INFORMATION RELATING TO THIS.
- A SECTION HAS IDENTIFIED IF ANY OTHER RISKS HAVE BEEN IDENTIFIED RUNNING ADJACENT TO AND IN CLOSE PROXIMITY TO THE PROPOSED AREA AND THE SOUTHERN SIDE OF THE CARRIAGEWAY ALONG ROOSEBURN TO THE NORTH SIDE OF THE CARRIAGEWAY. CARE SHOULD BE TAKEN WITH REGARD TO THE RISK OF COLLISION AND TRAFFIC CONTROLLED EFFECTS. THE RISK IS NOT IDENTIFIED BY THE PRELIMINARY SURVEY AND THE CONTRACTOR SHOULD BE ADVISED TO CONSULT THE DESIGNER FOR FURTHER INFORMATION RELATING TO THIS.
- EXISTING CARRIAGEWAY PAVEMENT MATERIALS MAY CONTAIN COAL TAR EXPOSED UNDESIRABLE RISK OF EXPOSURE.

**TRAFFIC MANAGEMENT**

- THE CONTRACTOR SHALL PROVIDE THAT APPROPRIATE TRAFFIC MANAGEMENT AND SAFE WORKING PROCEDURES ARE IN PLACE TO ALLOW CONSTRUCTION OF THE SCHEME. WORKING HOURS TO BE AS AGREED WITH THE HIGHWAY AUTHORITIES AND MUST TAKE ACCOUNT OF LOCAL EVENTS.

**MAINTENANCE / CLEANING / OPERATION**

THE CONTRACTOR SHALL PROVIDE THAT APPROPRIATE TRAFFIC MANAGEMENT TO TRAFFIC INFRASTRUCTURE ARE CARRIED OUT ACCORDING WITH LOWLANDS TRAFFIC PROCESSES AND PROCEDURES IN RELATION TO SAFE WORKING.

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

FOR CONTINUATION REFER TO SECTION 3 - SHEET 3.4

|     |                    |     |          |    |
|-----|--------------------|-----|----------|----|
| C05 | CONSTRUCTION ISSUE | SN  | 13/05/22 | LB |
| C04 | CONSTRUCTION ISSUE | LBA | 29/10/21 | GD |
| C03 | CONSTRUCTION ISSUE | LBA | 08/10/21 | NW |
| C02 | CONSTRUCTION ISSUE | DR  | 04/06/21 | NW |
| C01 | CONSTRUCTION ISSUE | DR  | 20/11/20 | NW |

| REVISION | DETAILS | BY | DATE | CHECKED |
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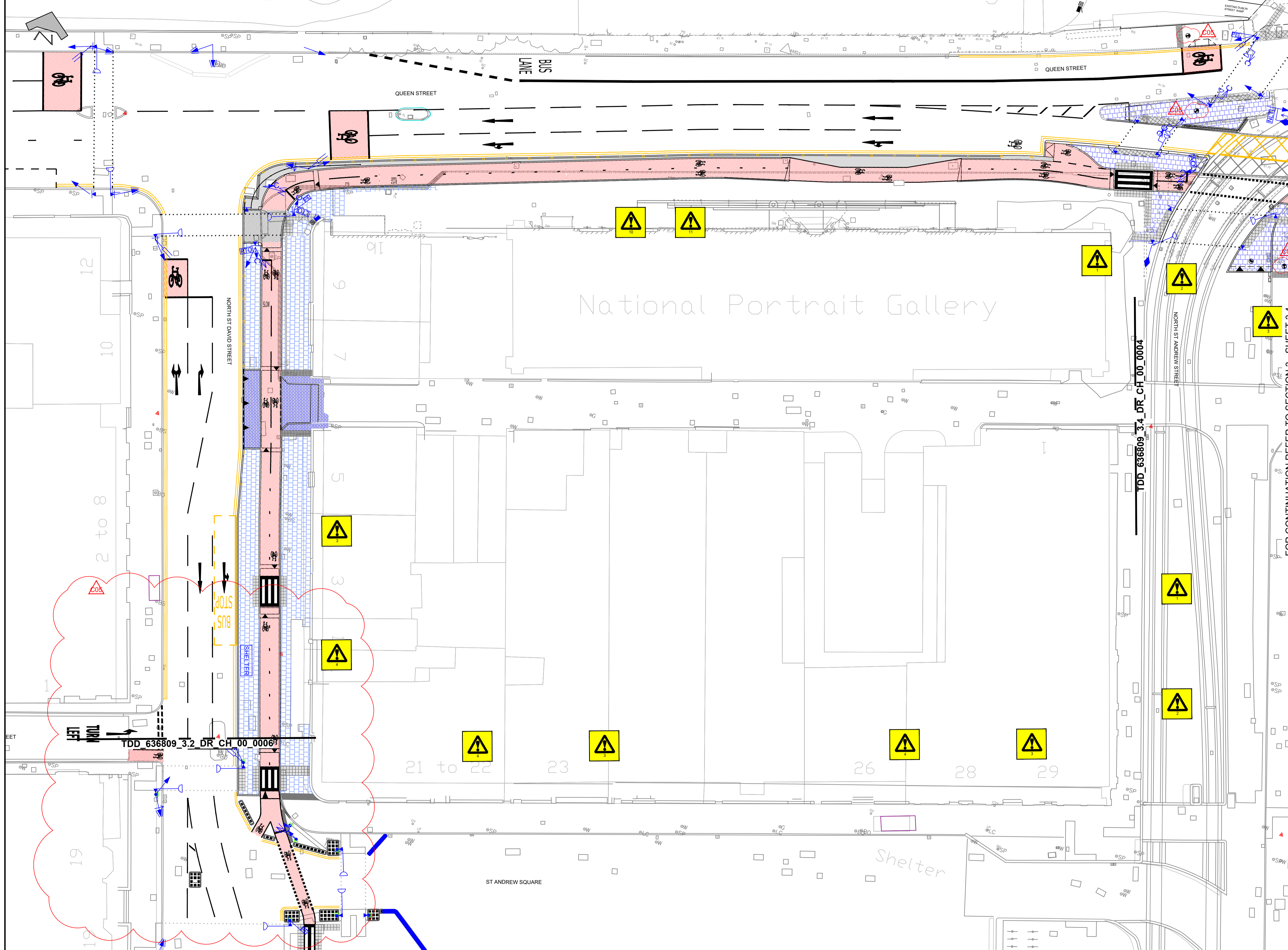


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PLACE  
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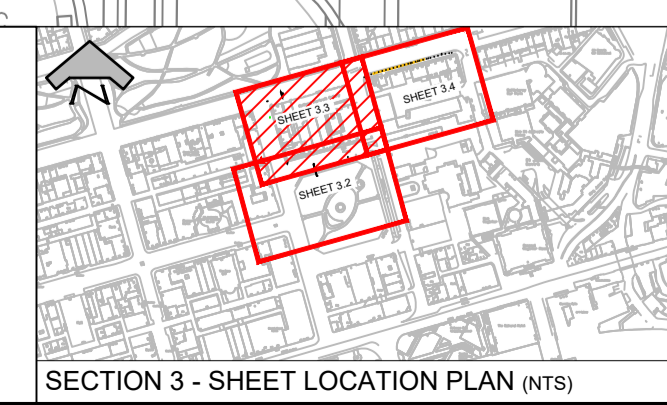
CITY CENTRE WEST TO EAST CYCLE LINK  
CCWEL - SECTION 3  
SHEET 3.3  
PROPOSED LAYOUT

|                   |                 |                 |
|-------------------|-----------------|-----------------|
| Date: 20/11/20    | Job No.: 636809 | Drawn by: JC    |
| Scale: 1:250 @ A1 |                 | Checked by: DR  |
|                   |                 | Reviewed by: NW |

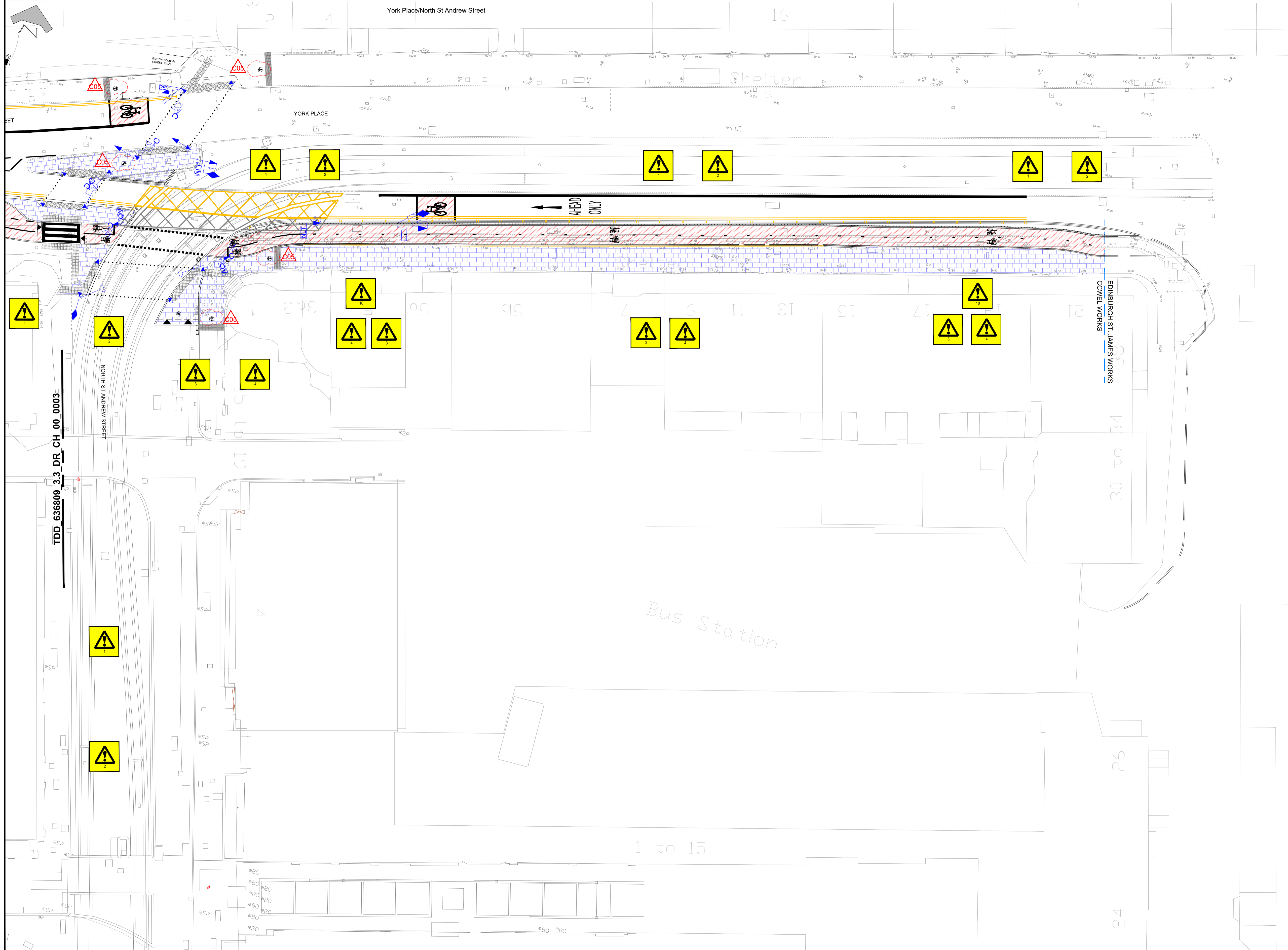


**LEGEND**

|   |   |  |  |   |  |
|---|---|--|--|---|--|
| <p><b>PROPOSED LOADING:</b></p> <ul style="list-style-type: none"> <li>LOADING BAY</li> <li>DOUBLE YELLOW</li> <li>SINGLE YELLOW</li> <li>GREENWAY DOUBLE</li> <li>GREENWAY SINGLE</li> </ul> | <p><b>PROPOSED ROAD/FOOTWAY ALTERATIONS:</b></p> <ul style="list-style-type: none"> <li>CYCLE LANE</li> <li>RAISED TABLE (ASPHALT)</li> <li>RECONSTRUCTED CARRIAGEWAY</li> <li>NEW FOOTWAY / RECONSTRUCTED FOOTWAY</li> <li>CONTINUOUS FOOTWAY ACROSS JUNCTION</li> </ul> | <p><b>GRANITE SETTS/ CUBES</b></p> <ul style="list-style-type: none"> <li>CONTINUOUS FOOTWAY / FOOTWAY CROSSINGS WITH VEHICULAR LOADING</li> <li>SEPARATION ISLAND (PEDESTRIAN LOADING)</li> <li>SEPARATION ISLAND (VEHICULAR LOADING)</li> <li>CROSSING (ZEBRA / TOUCAN/ INFORMAL)</li> </ul> | <p><b>EXTENT OF PROPOSED CARRIAGEWAY RESURFACING/REPROFILING</b></p> <ul style="list-style-type: none"> <li>TACTILE PAVING</li> <li>TACTILE PAVING LADDER / TRAILLINE</li> <li>RAMP (ON)</li> <li>SEPARATION ISLAND (VEHICULAR LOADING)</li> <li>BOLLARDS</li> <li>CYCLE STANDS</li> </ul> | <p><b>EXISTING LINING (COLOUR VARIES)</b></p> <ul style="list-style-type: none"> <li>NEW TRAFFIC SIGNAL INFRASTRUCTURE (TYPE / POSITION No. TBC BY TRAFFIC SIGNALS TEAM)</li> <li>EXISTING TRAFFIC SIGNAL INFRASTRUCTURE</li> <li>AREA DESIGNATED FOR RECYCLING BINS</li> <li>DROPPED KERB</li> </ul> | <p><b>INSTALL RETENTION SOCKETS WITH COVER PLATES AT 3m CENTRES CENTERED IN SEPARATION STRIP FOR FUTURE BOLLARD PROVISION. NAL RS 115 OR APPROVED EQUAL.</b></p> <p><b>SHARED USE SYMBOL PAVING SLAB</b></p> |
|---|---|--|--|---|--|







NOTES:

1. ALL WORKS TO BE EXECUTED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS - THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS, DESIGN MANUAL FOR ROADS AND BRIDGES, TRAFFIC SIGNS MANUAL AND LOCAL COUNCIL GUIDELINES.
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6. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE STATUTORY AUTHORITIES AND CONSTRUCTION DESIGN AND MANAGEMENT REGULATIONS.
7. DRAWING BASE RECEIVED FROM OTHERS, SURVEY CARRIED OUT BY OTHERS, AECOM CANNOT GUARANTEE THEIR ACCURACY. CONTRACTOR TO SATISFY THEMSELVES AS TO THE ACCURACY OF SUCH INFORMATION.

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100023420 (2020)

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION - RESIDUAL HAZARD INFORMATION**

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- CONSTRUCTION**
1. OVERHEAD LINE AND POLE INFRASTRUCTURE. RISK OF ELECTROCUTION/COLLISION.
  2. THE TRAFFY ENVELOPE USE OF THE TRAIL. RISK OF COLLISION.
  3. THE POTENTIAL PRESENCE OF COLLAPSE BELOW THE FOOTWAY AND CARRIAGEWAY COULD LEAD TO AN INCREASED RISK OF FOOTWAY AND CARRIAGEWAY COLLAPSE / WORKERS AT HEIGHT.
  4. OVERHEAD TRAM OVERHEAD SYSTEMS. EQUIPMENT MAY BE PRESENT ABOVE OR IN THE IMMEDIATE VICINITY OF COLLAPSE, INCREASING THE RISK OF STATUTORY UNDERSTAKE (SU) STRIKES.
  5. AN EXISTING HIGH VOLTAGE CABLE RUNNING FROM SUBMERGED METAL OVER HOLLOWBURN BRIDGE (HOLLOWBURN BRIDGE) AND ALONG HOLLOWBURN GARDENS IS IN CLOSE PROXIMITY TO PROPOSED WORKS. DANGER OF ELECTROCUTION / DISRUPTION / DAMAGE TO COLLAPSE / FLOODING / FIBRE.
  6. HOLLOWBURN OLD CRYSTAL BRIDGE. THE PRESENCE OF THIS HISTORICAL 'LISTED' STRUCTURE COULD LEAD TO AN INCREASED RISK OF COLLAPSE. THE PRINCIPAL CONTRACTOR MUST PREVENT DAMAGE TO BRICKWORK SURFACE AND ADJACENT CONNECTIONS THAT WOULD BE ACCEPTABLE BEFORE PROCEEDING. RISKS ASSOCIATED WITH WORKING AT HEIGHT.
  7. ADJACENT 'HEAVY' TRAFFIC CAN BE EXPECTED. AN UNCONTROLLED MOVEMENT WITHIN A CONTROLLED JUNCTION COULD RESULT IN AN INCREASED RISK OF ACCIDENTS WITH LIVE TRAFFIC.
  8. A SCOTTISH GAS NETWORK OF CAST IRON PIPE HAS BEEN IDENTIFIED RUNNING ALONG THE ROAD IN CLOSE PROXIMITY TO THE PROPOSED WORKS ON THE SOUTH SIDE OF THE CARRIAGEWAY ALONG HOLLOWBURN. THE NETWORK IS NOT IDENTIFIED AS A SCOTTISH GAS NETWORK. CARE SHOULD BE TAKEN WITH REGARD TO THE IMPACT OF VIBRATION AND PLANT OPERATING EFFECTS. THE RELEVANT SUPPLEMENTARY INFORMATION RELATING TO GAS UTILITIES SHOULD BE CONSULTED TO VERIFY THE LOCATION AND DEPTH OF THE NETWORK.
  9. A SCOTTISH GAS NETWORK OF CAST IRON PIPE HAS BEEN IDENTIFIED RUNNING ALONG THE ROAD IN CLOSE PROXIMITY TO THE PROPOSED WORKS ON THE NORTH SIDE OF THE CARRIAGEWAY ALONG HOLLOWBURN. THE NETWORK IS NOT IDENTIFIED AS A SCOTTISH GAS NETWORK. CARE SHOULD BE TAKEN WITH REGARD TO THE IMPACT OF VIBRATION AND PLANT OPERATING EFFECTS. THE RELEVANT SUPPLEMENTARY INFORMATION RELATING TO GAS UTILITIES SHOULD BE CONSULTED TO VERIFY THE LOCATION AND DEPTH OF THE NETWORK.
  10. SCOTTISH POWER ENERGY NETWORKS HAVE BEEN IDENTIFIED AND SHOWN AT THIS LOCATION IN CLOSE PROXIMITY TO PROPOSED WORKS. THE NETWORKS OF SCOTTISH POWER ENERGY NETWORKS HAVE BEEN IDENTIFIED AND SHOWN AT THIS LOCATION IN CLOSE PROXIMITY TO PROPOSED WORKS. THE NETWORKS OF SCOTTISH POWER ENERGY NETWORKS HAVE BEEN IDENTIFIED AND SHOWN AT THIS LOCATION IN CLOSE PROXIMITY TO PROPOSED WORKS. THE NETWORKS OF SCOTTISH POWER ENERGY NETWORKS HAVE BEEN IDENTIFIED AND SHOWN AT THIS LOCATION IN CLOSE PROXIMITY TO PROPOSED WORKS.
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  12. EXISTING CARRIAGEWAY MATERIALS MAY CONTAIN COAL TAIL DUST. UNUSUAL RISK OF EXPOSURE.
- TRAFFIC MANAGEMENT**
1. THE CONTRACTOR SHALL IMPLEMENT APPROPRIATE TRAFFIC MANAGEMENT AND SIGN WORKING PROCEDURES IN PLACE TO ALLOW CONSTRUCTION OF THE SCHEME. WORKING HOURS TO BE AS AGREED WITH THE HIGHWAY AGENCIES AND MUST BE ACCORDANT WITH THE ACCURACY OF ROAD DATA.
- MAINTENANCE / CLEANING / OPERATION**
1. THE CONTRACTOR SHALL ENSURE THAT THE WORKS DO NOT IMPAIR THE FUNCTIONALITY OF THE INFRASTRUCTURE TO BE MAINTAINED, CLEANED OR OPERATED IN ACCORDANCE WITH THROUGH TRAFFIC PROCEDURES AND PROCEDURES IN RELATION TO SAFE WORKING.
- IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

|     |                    |     |          |     |
|-----|--------------------|-----|----------|-----|
| C05 | CONSTRUCTION ISSUE | CN  | 04/05/22 | LBA |
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| C01 | CONSTRUCTION ISSUE | DR  | 20/11/20 | NW  |

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| REVISION | DETAILS | BY | DATE | CHECKED |
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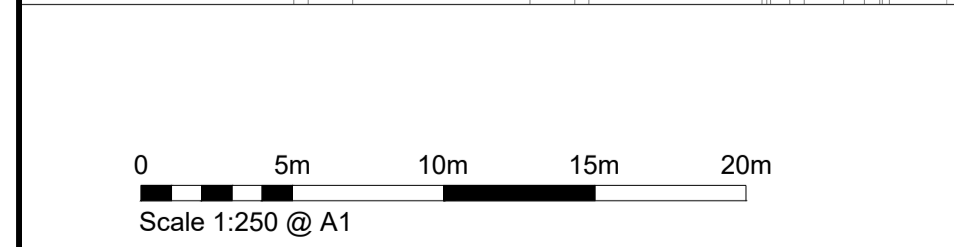


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TRANSPORT DESIGN & DELIVERY

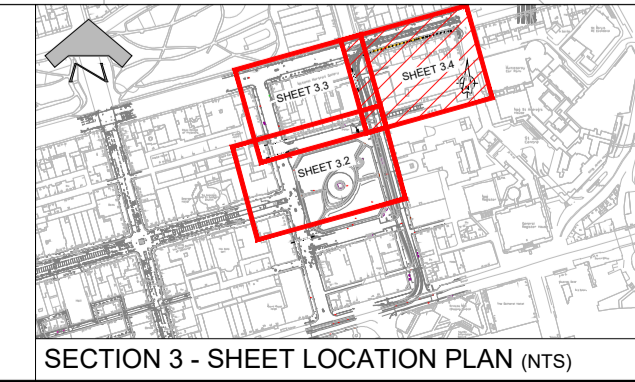
CITY CENTRE WEST TO EAST CYCLE LINK  
CCWEL - SECTION 3  
SHEET 3.4  
PROPOSED LAYOUT

Date: 20/11/20  
Scale: 1:250 @ A1  
Job No.: 636809  
Drawn by: DR  
Checked by:  
Reviewed by:

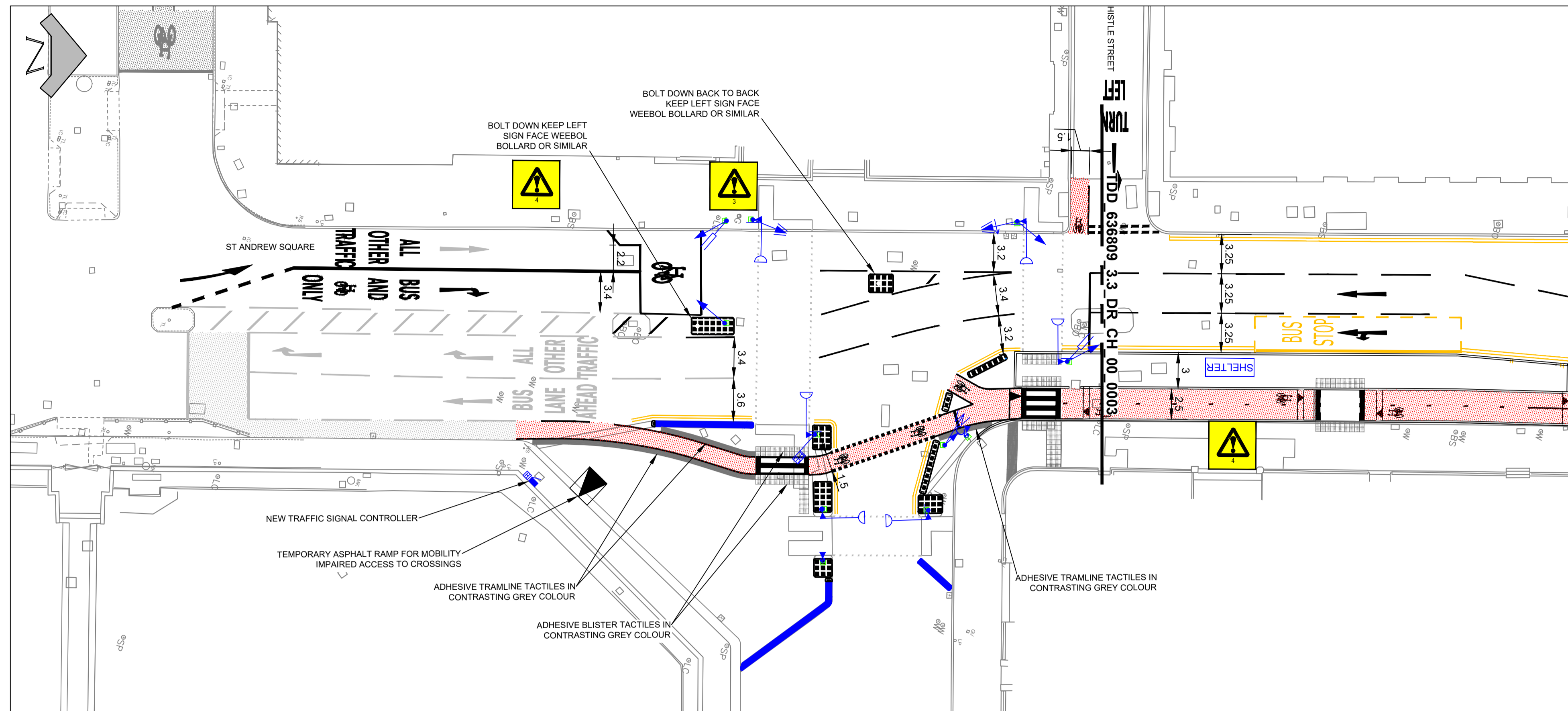


**LEGEND**

|  |   |   |   |   |   |
|--|---|---|---|---|---|
| <b>PROPOSED LOADING:</b>                 | <b>PROPOSED ROAD/FOOTWAY ALTERATIONS:</b> | <b>GRANITE SETTS/ CUBES</b>                                   | <b>EXTENT OF PROPOSED CARRIAGEWAY RESURFACING/REPROFILING</b> | <b>EXISTING LINING (COLOUR VARIES)</b>  | <b>INSTALL RETENTION SOCKETS WITH COVER PLATES AT 3m CENTRES CENTERED IN SEPARATION STRIP FOR FUTURE BOLLARD PROVISION. NAL RS 115 OR APPROVED EQUAL.</b> |
| GREENWAY LOADING                         | CYCLE LANE                                | CONTINUOUS FOOTWAY / FOOTWAY CROSSINGS WITH VEHICULAR LOADING | TACTILE PAVING  | NEW TRAFFIC SIGNAL INFRASTRUCTURE (TYPE / POSITION) No. 10C BY TRAFFIC SIGNALS TEAM | SHARED USE SYMBOL PAVING SLAB   |
| LOADING BAY                              | RAISED TABLE (ASPHALT)                    | SEPARATION ISLAND (PEDESTRIAN LOADING)                        | TACTILE PAVING LADDER / TRAMLINE                              | EXISTING TRAFFIC SIGNAL INFRASTRUCTURE  |   |
| <b>WAITING AND LOADING RESTRICTIONS:</b> | RECONSTRUCTED CARRIAGEWAY                 | SEPARATION ISLAND (VEHICULAR LOADING)                         | RAMP (ON)   | AREA DESIGNATED FOR RECYCLING BINS  |   |
| DOUBLE YELLOW                            | NEW FOOTWAY / RECONSTRUCTED FOOTWAY       | CONTINUOUS FOOTWAY ACROSS JUNCTION                            | BOLLARDS  | DROPPED KERB  |   |
| SINGLE YELLOW                            |   |   | CYCLE STANDS  |   |   |
| GREENWAY DOUBLE                          |   |   |   |   |   |
| GREENWAY SINGLE                          |   |   |   |   |   |







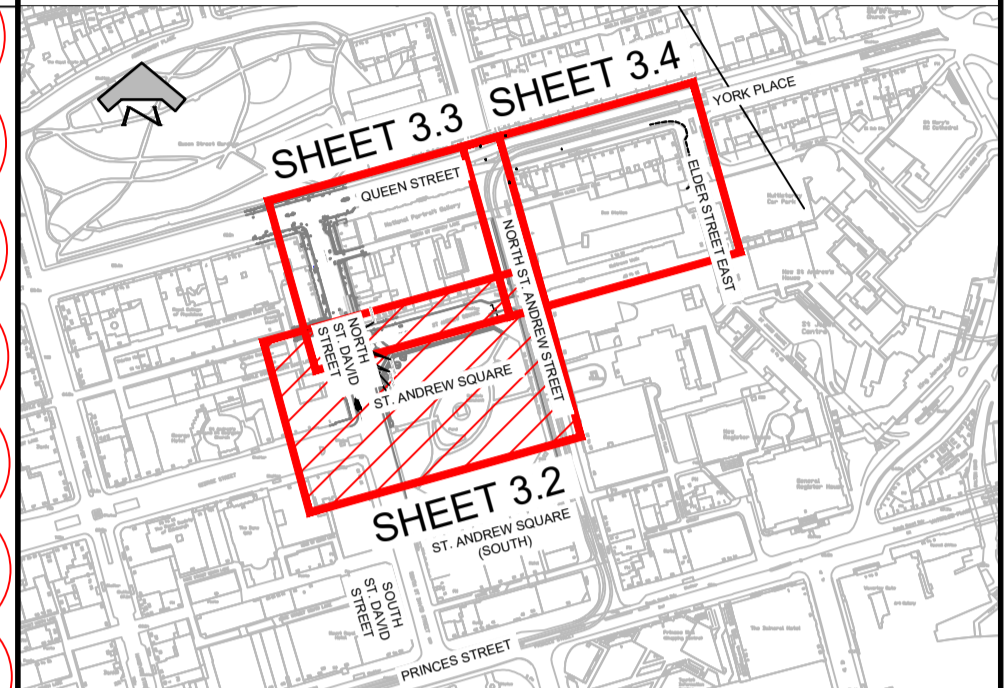
ST. ANDREW SQUARE \ NORTH ST DAVID STREET LAYOUT

LEGEND

- TEMPORARY SURFACE MOUNTED KERBING, 500mm WIDE (REDIWELDED UNITS OR SIMILAR APPROVED)
- EXISTING TEMPORARY SURFACE MOUNTED KERBING TO BE RETAINED
- NEW TRAFFIC SIGNAL INFRASTRUCTURE
- BOLLARDS
- TACTILE PAVING
- TACTILE PAVING LADDER / TRAMLINE
- DOUBLE YELLOW LINES
- EXISTING LINING (COLOUR VARIES)
- CYCLE LANE

NOTES:

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LOCATION PLAN (NTS)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION - RESIDUAL HAZARD INFORMATION

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  3. THE POTENTIAL PRESENCE OF COLLARS BEHIND THE FOOTWAY AND CARBONARY COLLARS LEAD TO AN INCREASED RISK OF FOOTWAY AND CARBONARY COLLAPSE. WORKERS AT RISK.
  4. SHIELDING FROM COLLAR STRUCTURE. UNDERSTANDING EQUIPMENT MAY BE PRESENT ABOVE OR IN THE IMMEDIATE VICINITY OF COLLARS, INCREASING THE RISK OF EXISTING INFRASTRUCTURE COLLAPSE.
  5. AN EXISTING HAZARDOUS GAS CASE BEHIND FROM UNIDENTIFIED VEHICLES. COULD OCCUR IN NEW BRIDGE / FOOTWAY TERRACE AND ALONG ROSSWYLL GARDENS IN CLOSE PROXIMITY TO PROPOSED WORKS. DANGER OF ELECTROCUTION / EXPLOSION / LEAKAGE. RISK OF COLLAPSE / FLOODING AT RISK.
  6. ROSSWYLL OLD COLT BRIDGE. THE PRESENCE OF THIS HISTORICAL, LISTED STRUCTURE COULD LEAD TO AN INCREASED RISK OF COLLAPSE. THE PROPOSED CONTRACTOR MUST PROVIDE DETAILS OF SHIELDING PLANS AND BRIDGE CONSTRUCTION THAT THESE ACCEPTABLE BRIDGE PROCEEDINGS. RISK ASSOCIATED WITH WORKING AT HEIGHT.
  7. HAZARDOUS WASTE. THERE IS A RISK OF ACCESS. AN UNCONTROLLED MOVEMENT WITHIN A CONTROLLED ZONE COULD RESULT IN AN INCREASED RISK OF ACCIDENTS WITH LIVE TRAFFIC.
  8. A SCOTCH GAS NETWORKS' CAST IRON PIPE HAS BEEN IDENTIFIED RUNNING ADJACENT TO AND IN CLOSE PROXIMITY TO THE PROPOSED WORKS ON THE SOUTHERN SIDE OF THE CARBONARY ALONG ROSSWYLL TO BETWEEN ROSSWYLL AND BALGONIE. ONE SHOULD BE TAKEN WITH REGARD TO THE IMPACT OF VIBRATION AND SHOCKING EFFECTS. THIS RISK SHOULD BE EXPLORED AND SUPPLEMENTARY C2 INFORMATION RELATED TO SAN.
  9. A SCOTCH GAS NETWORKS' CAST IRON PIPE HAS BEEN IDENTIFIED RUNNING ADJACENT TO AND IN CLOSE PROXIMITY TO THE PROPOSED WORKS ON THE NORTHERN SIDE OF THE CARBONARY ALONG ROSSWYLL TO BETWEEN ROSSWYLL AND BALGONIE. ONE SHOULD BE TAKEN WITH REGARD TO THE IMPACT OF VIBRATION AND SHOCKING EFFECTS. THIS RISK SHOULD BE EXPLORED AND SUPPLEMENTARY C2 INFORMATION RELATED TO SAN.
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  11. A SCOTCH GAS NETWORKS' CAST IRON PIPE HAS BEEN IDENTIFIED RUNNING ADJACENT TO AND IN CLOSE PROXIMITY TO THE PROPOSED WORKS ON THE SOUTHERN SIDE OF THE CARBONARY ALONG ROSSWYLL TO BETWEEN ROSSWYLL AND BALGONIE. ONE SHOULD BE TAKEN WITH REGARD TO THE IMPACT OF VIBRATION AND SHOCKING EFFECTS. THIS RISK SHOULD BE EXPLORED AND SUPPLEMENTARY C2 INFORMATION RELATED TO SAN UTILITIES ARE RECOMMENDED TO BE CONDUCTED WHEN WORKING AT THE LOCATIONS NOTED.
  12. EXISTING CARBONARY PAVEMENT MATERIALS MAY CONTAIN COAL TAR BY-PRODUCTS. RISK OF EXPOSURE.

**TRAFFIC MANAGEMENT**  
THE CONTRACTOR SHALL ENSURE THAT APPROPRIATE TRAFFIC MANAGEMENT AND SAFE WORKING PROCEDURES ARE IN PLACE TO ALLOW CONSTRUCTION OF THE SCHEME. WORKING HOURS TO BE AS AGREED WITH THE HIGHWAY AUTHORITIES AND MUST TAKE ACCOUNT OF WEAVER HOURS.

**MAINTENANCE / CLEANING / OPERATION**  
THE CONTRACTOR SHALL ENSURE THAT ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH EDINBURGH TRAFFIC PROCEDURES AND PROCEDURES IN RELATION TO SAFE WORKING.

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

| REVISION | DETAILS            | BY  | DATE     | CHECKED |
|----------|--------------------|-----|----------|---------|
| C05      | CONSTRUCTION ISSUE | MF  | 13/05/22 | LB      |
| C04      | CONSTRUCTION ISSUE | BS  | 14/04/21 | LB      |
| C03      | CONSTRUCTION ISSUE | LBA | 08/10/21 | NW      |
| C02      | CONSTRUCTION ISSUE | DR  | 04/06/21 | NW      |
| C01      | CONSTRUCTION ISSUE | DR  | 20/11/20 | NW      |



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PLACE  
PLANNING AND TRANSPORT  
INFRASTRUCTURE  
TRANSPORT DESIGN & DELIVERY

CITY CENTRE WEST TO EAST CYCLE LINK  
CCWEL - SECTION 3  
SHEET 3.2  
GENERAL ARRANGEMENT

Date: 20/11/20  
Scale: 1:250 @ A1  
Job No.: 636809  
Drawn by: DR  
Checked by: NW  
Reviewed by: NB

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