

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION - RESIDUAL HAZARD INFORMATION**  
 REFER TO PRE-CONSTRUCTION INFORMATION FOR FURTHER INFORMATION ON HAZARDS. 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/SHOCK.
- THE SHEET PILING OPERATIONS OF THE TRAILER RISK OF COLLISION.
- THE PRESENCE OF COLLAPSE BELOW THE FOOTWAY AND CARRIAGEWAY COULD LEAD TO AN INCREASED RISK OF FOOTWAY AND CARRIAGEWAY COLLAPSE / MOVING AT HEIGHT.
- UNSTABLE SOILS, SOIL COLLAPSE, UNSTABLE EQUIPMENT MAY BE PRESENT ABOVE OR ON THE IMMEDIATE VICINITY OF COLLAPSE, INCLUDING THE RISK OF STATUTORY UNDERMINE (SUS) RISKS.
- AN EXISTING HIGH VOLTAGE CABLE RUNNING FROM UNIDENTIFIED SOURCE, OVER PROXIMITY TO BRIDGE / FOOTWAY TERRACE AND BUS ROADS, MAY BE IN CLOSE PROXIMITY TO PROPOSED WORKS. DAMAGE BY USE (PROXIMITY, EXPOSURE, COLLAPSE, OR COLLAPSE / MOVING AT HEIGHT).
- HOLES AND GULLIES: THE PRESENCE OF THE HISTORICAL, TERTIARY STRUCTURE COULD LEAD TO AN INCREASED RISK OF COLLAPSE / MOVING AT HEIGHT.
- UNSTABLE SOILS: THERE IS A RISK OF COLLAPSE / MOVING AT HEIGHT WITHIN A CONTROLLED ZONE WHICH COULD RESULT IN AN INCREASED RISK OF ACCIDENTS WITH TRAFFIC.
- A SECTION GAS NETWORKS (GAS) FROM PIPE HAS BEEN IDENTIFIED RUNNING ADJACENT TO AND IN CLOSE PROXIMITY OF THE PROPOSED WORKS ON THE OVERHEAD SIDE OF THE CARRIAGEWAY AND ADJACENT TO THE FOOTWAY. THE PIPE HAS BEEN IDENTIFIED AS BEING POTENTIALLY SUBJECT TO BEING DAMAGED DUE TO THE WEIGHT AND USE OF THE PIPE. CARE SHOULD BE TAKEN WITH REGARD TO THE IMPACT OF VIBRATIONS AND PLANT LOADING EFFECTS HERE.
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- EXISTING CARRIAGEWAY PAVEMENT MATERIALS MAY CONTAIN COAL TARS (EXTENT UNKNOWN), RISK OF DISPOSURE.

**TRAFFIC MANAGEMENT:**

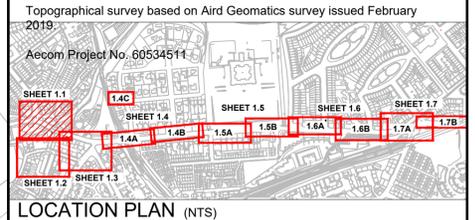
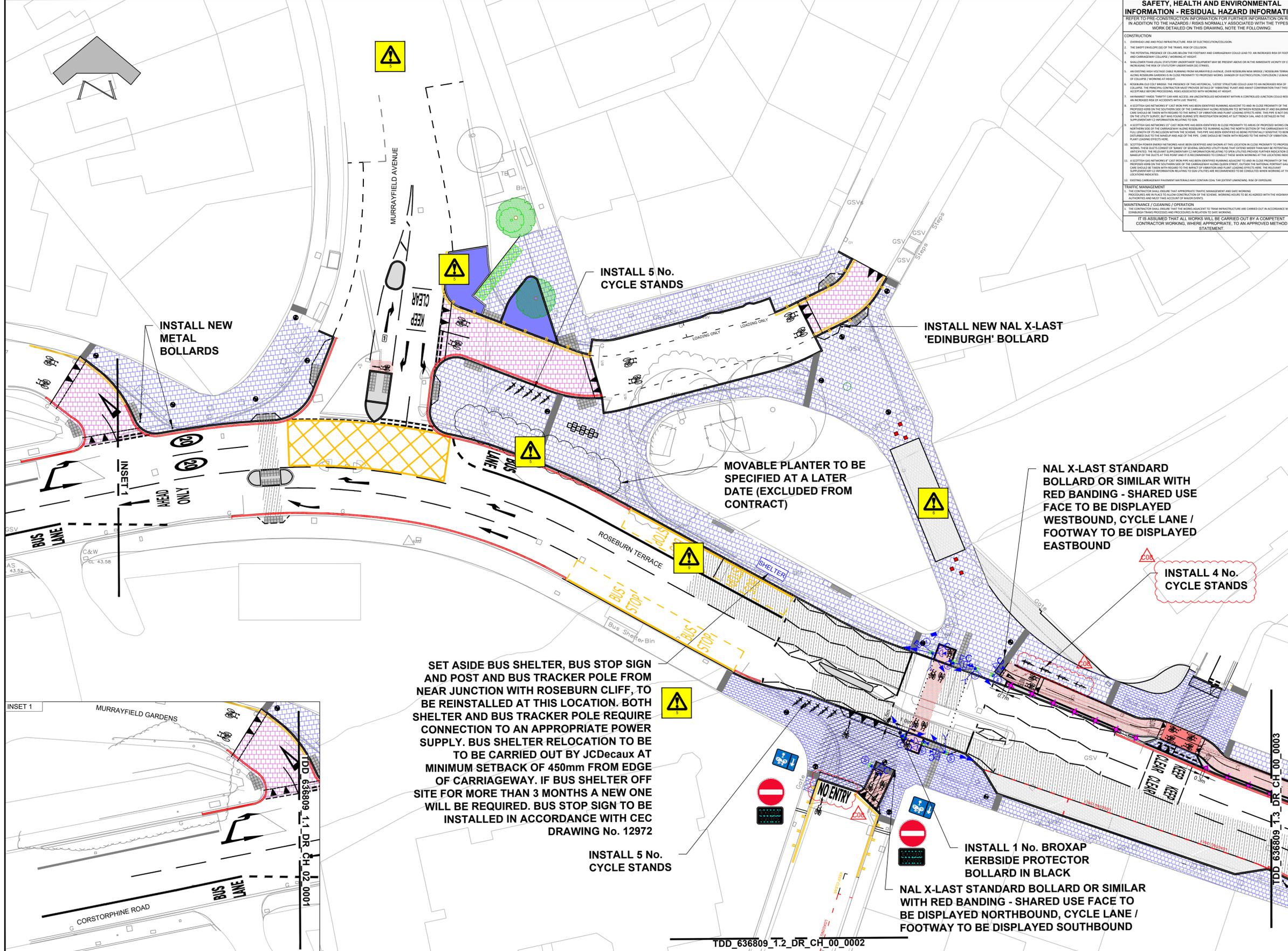
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC MANAGEMENT AND SAFE WORKING. PROCEDURES ARE IN PLACE TO ALLOW CONTRIBUTION OF THE LOCAL BUSINESS TO BE AS AGED WITH THE HIGHWAY AUTHORITY'S REQUIREMENTS FOR ANY WORKING.

**MAINTENANCE / CLEANING / OPERATION:**

- THE CONTRACTOR SHALL ENSURE THAT ALL WORKS TO BE CARRIED OUT TO TRAFFIC INFRASTRUCTURE ARE CARRIED OUT IN ACCORDANCE WITH THE RELEVANT STANDARDS AND PROCEDURES IN RELATION TO WORKING.

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

- 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 FIGURED 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 DESIGNED FROM OTHERS, SURVEY CARRIED OUT BY OTHERS. AECOM CANNOT GUARANTEE THEIR ACCURACY. CONTRACTOR TO SATISFY THEMSELVES AS TO THE ACCURACY OF SUCH INFORMATION.
  - CYCLE STANDS TO BE 'SHEFFIELD' BICYCLE PARKING STANDS TO CEC DRAWING No. 12967.
  - METAL BOLLARDS TO BE CAST IRON 'EDINBURGH' PATTERN ORNAMENTAL BOLLARDS TO CEC DRAWING No. 12975.



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100023420 (2017)

REVISION	DETAILS	BY	DATE	CHECKED
C08	CONSTRUCTION ISSUE	ST	06/06/22	GD
C07	CONSTRUCTION ISSUE	LBA	04/04/22	GD
C06	CONSTRUCTION ISSUE	TB	29/03/22	GD
C05	CONSTRUCTION ISSUE	TB	22/03/22	GD
C04	CONSTRUCTION ISSUE	LBA	29/10/21	GD
C03	CONSTRUCTION ISSUE	LBA	10/09/21	GD
C02	CONSTRUCTION ISSUE	CN	04/06/21	GD
C01	CONSTRUCTION ISSUE	CN	20/11/20	GD

**EDINBURGH**  
 THE CITY OF EDINBURGH COUNCIL

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 Waverley Court  
 4 East Market Street  
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PLACE  
 PLANNING AND TRANSPORT  
 INFRASTRUCTURE  
 TRANSPORT DESIGN & DELIVERY

**CITY CENTRE WEST TO EAST CYCLE LINK  
 CCWEL - SECTION 1  
 SHEET 1.1  
 PROPOSED LAYOUT**

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

DRG. NO. TDD\_636809\_1.1\_DR\_CH\_00\_0001

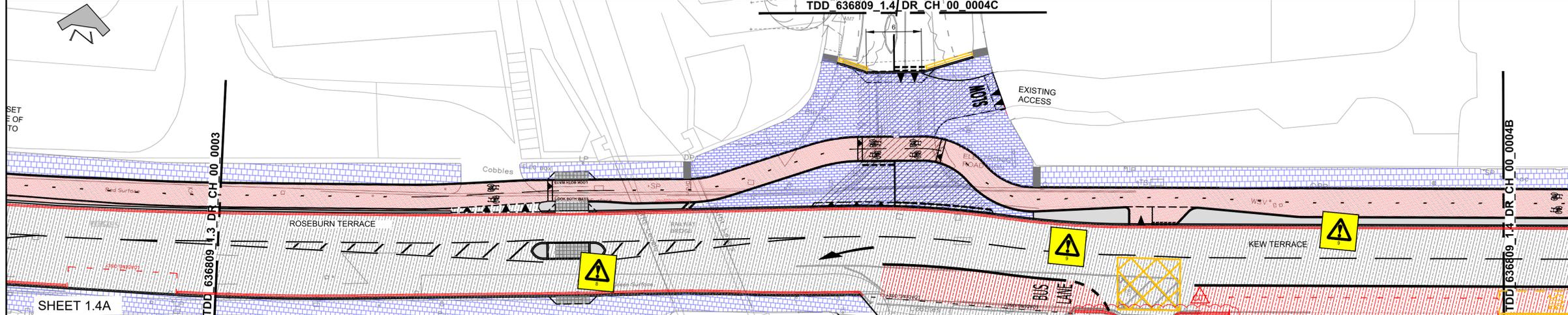
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 Scale 1:250 @ A1

**LEGEND**

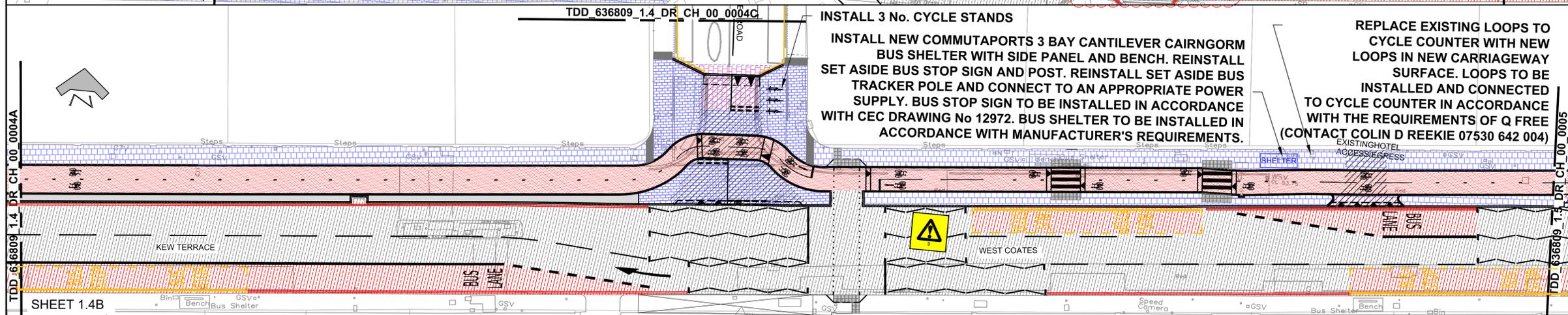
<b>PROPOSED LOADING:</b>	<b>PROPOSED ROAD/FOOTWAY ALTERATIONS:</b>	<b>GRANITE SETTS/ CUBES</b>	<b>EXTENT OF PROPOSED CARRIAGEWAY RESURFACING/REPROFILING</b>	<b>EXISTING LINING (COLOUR VARIES)</b>	<b>INSTALL RETENTION SOCKETS WITH COVER PLATES AT 3m CENTRES CENTERED IN SEPARATION STRIP FOR FUTURE BOLLARD 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. TRC BY TRAFFIC SIGNALS TEAM)	SHARED USE SYMBOL PAVING SLAB
LOADING BAY	RAISED TABLE (ASPHALT)	CONTINUOUS FOOTWAY / FOOTWAY CROSSINGS WITH 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	CROSSING (ZEBRA / TOUCAN / INFORMAL)	BOLLARDS	DROPPED KERB	
SINGLE YELLOW	CONTINUOUS FOOTWAY ACROSS JUNCTION		CYCLE STANDS		
GREENWAY DOUBLE					
GREENWAY SINGLE					







- 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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  5. 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.
  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.
  8. CYCLE STANDS TO BE 'SHEFFIELD' BICYCLE PARKING STANDS TO CEC DRAWING No. 12967.
  9. METAL BOLLARDS TO BE CAST IRON 'EDINBURGH PATTERN' ORNAMENTAL BOLLARDS TO CEC DRAWING No. 12975.



Topographical survey based on Aird Geomatics survey issued February 2019.

Aecom Project No. 60534511

**LOCATION PLAN (NTS)**

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100023420 (2017)



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

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1. OVERHEAD LINE AND POLE INFRASTRUCTURE. RISK OF ELECTROCUTION/COLLISION.
2. THE BERRY MANOR SIDE OF THE TRUNK ROAD OF COLLISION.
3. THE POTENTIAL PRESENCE OF CELLARS BELOW THE FOOTWAY AND CARRIAGEWAY COULD LEAD TO AN INCREASED RISK OF FOOTWAY AND CARRIAGEWAY COLLISIONS AT BENTON.
4. SHOULDER THIN LAYER (SLURRY) UNDERLAYMENT EQUIPMENT MAY BE PRESENT ABOVE OR IN THE IMMEDIATE VICINITY OF FOOTWAY AND CARRIAGEWAY COLLISIONS AT BENTON.
5. AN EXISTING HIGH VOLTAGE CABLE RUNNING FROM MANUFACTURED WORKS OVER ROSEBURN NEW BRIDGE / ROSEBURN TERRACE AND ALONG ROSEBURN GARDENS IS IN CLOSE PROXIMITY TO PROPOSED WORKS OVER ROSEBURN NEW BRIDGE / ROSEBURN TERRACE AND ALONG ROSEBURN GARDENS. RISK OF COLLISION / INTERFERENCE WITH THE CABLE.
6. ROSEBURN OLD COOT BRIDGE. THE PRESENCE OF THIS HISTORICAL 'TRESTLE' STRUCTURE COULD LEAD TO AN INCREASED RISK OF COLLISION. THE STRUCTURE COULD BE AT RISK OF COLLISION FROM PROPOSED WORKS OVER ROSEBURN NEW BRIDGE / ROSEBURN TERRACE AND ALONG ROSEBURN GARDENS. RISK OF COLLISION / INTERFERENCE WITH THE STRUCTURE.
7. MANUFACTURED WORKS TRAFFIC GATEWAY ACCESS. AN UNCONTROLLED MOVEMENT AT THIS CONTROLLED JUNCTION COULD RESULT IN AN INCREASED RISK OF ACCIDENTS WITH TRAFFIC.
8. A SECTION AND NETWORKING OF CAST IRON PIPE HAS BEEN IDENTIFIED RUNNING ADJACENT TO AND IN CLOSE PROXIMITY TO THE PROPOSED AREA ON THE SOUTH SIDE OF THE CARRIAGEWAY ALONG ROSEBURN NEW BRIDGE / ROSEBURN TERRACE AND ALONG ROSEBURN GARDENS. THE EXISTING PIPE COULD BE AT RISK OF COLLISION FROM PROPOSED WORKS OVER ROSEBURN NEW BRIDGE / ROSEBURN TERRACE AND ALONG ROSEBURN GARDENS. RISK OF COLLISION / INTERFERENCE WITH THE PIPE. THE EXISTING PIPE COULD BE AT RISK OF COLLISION FROM PROPOSED WORKS OVER ROSEBURN NEW BRIDGE / ROSEBURN TERRACE AND ALONG ROSEBURN GARDENS. RISK OF COLLISION / INTERFERENCE WITH THE PIPE.
9. A SECTION AND NETWORKING OF CAST IRON PIPE HAS BEEN IDENTIFIED RUNNING ADJACENT TO AND IN CLOSE PROXIMITY TO THE PROPOSED AREA ON THE NORTH SIDE OF THE CARRIAGEWAY ALONG ROSEBURN NEW BRIDGE / ROSEBURN TERRACE AND ALONG ROSEBURN GARDENS. THE EXISTING PIPE COULD BE AT RISK OF COLLISION FROM PROPOSED WORKS OVER ROSEBURN NEW BRIDGE / ROSEBURN TERRACE AND ALONG ROSEBURN GARDENS. RISK OF COLLISION / INTERFERENCE WITH THE PIPE. THE EXISTING PIPE COULD BE AT RISK OF COLLISION FROM PROPOSED WORKS OVER ROSEBURN NEW BRIDGE / ROSEBURN TERRACE AND ALONG ROSEBURN GARDENS. RISK OF COLLISION / INTERFERENCE WITH THE PIPE.
10. SCOTTS POWER BRIDGE NETWORKS HAVE BEEN IDENTIFIED AND SHOWN AT THIS LOCATION IN CLOSE PROXIMITY TO PROPOSED WORKS OVER ROSEBURN NEW BRIDGE / ROSEBURN TERRACE AND ALONG ROSEBURN GARDENS. THE EXISTING NETWORKS COULD BE AT RISK OF COLLISION FROM PROPOSED WORKS OVER ROSEBURN NEW BRIDGE / ROSEBURN TERRACE AND ALONG ROSEBURN GARDENS. RISK OF COLLISION / INTERFERENCE WITH THE NETWORKS.
11. A SECTION AND NETWORKING OF CAST IRON PIPE HAS BEEN IDENTIFIED RUNNING ADJACENT TO AND IN CLOSE PROXIMITY TO THE PROPOSED AREA ON THE SOUTH SIDE OF THE CARRIAGEWAY ALONG ROSEBURN NEW BRIDGE / ROSEBURN TERRACE AND ALONG ROSEBURN GARDENS. THE EXISTING PIPE COULD BE AT RISK OF COLLISION FROM PROPOSED WORKS OVER ROSEBURN NEW BRIDGE / ROSEBURN TERRACE AND ALONG ROSEBURN GARDENS. RISK OF COLLISION / INTERFERENCE WITH THE PIPE. THE EXISTING PIPE COULD BE AT RISK OF COLLISION FROM PROPOSED WORKS OVER ROSEBURN NEW BRIDGE / ROSEBURN TERRACE AND ALONG ROSEBURN GARDENS. RISK OF COLLISION / INTERFERENCE WITH THE PIPE.
12. EXISTING CARRIAGEWAY PAVEMENT MATERIALS MAY CONTAIN COAL TAR (EXTENT UNKNOWN). RISK OF EXPOSURE.

**TRAFFIC MANAGEMENT**

1. THE CONTRACTOR SHALL ENSURE THAT APPROPRIATE TRAFFIC MANAGEMENT AND SAFE WORKING PROCEDURES ARE IN PLACE TO ALLOW CONTINUATION OF THE SCHEME. WORKING HOURS TO BE AS AGREED WITH THE HIGHWAY AUTHORITIES AND MUST TAKE ACCOUNT OF LOCAL EVENTS.
1. 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
C07	CONSTRUCTION ISSUE	PAW	22/08/22	NW
C06	CONSTRUCTION ISSUE	ST	06/06/22	GD
C05	CONSTRUCTION ISSUE	LBA	29/10/21	GD
C04	SIGNAL POLES LOCATIONS UPDATED	LBA	08/10/21	GD
C03	CONSTRUCTION ISSUE	LBA	10/09/21	GD
C02	CONSTRUCTION ISSUE	CN	04/06/21	GD
C01	CONSTRUCTION ISSUE	CN	20/11/20	GD

**SHEET 1.4C**

0 5m 10m 15m 20m  
Scale 1:250 @ A1

DRG. NO. TDD\_636809\_1.4\_DR\_CH\_00\_0004

**LEGEND**

**PROPOSED ROAD/FOOTWAY ALTERATIONS:**

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

**EDINBURGH**  
THE CITY OF EDINBURGH COUNCIL

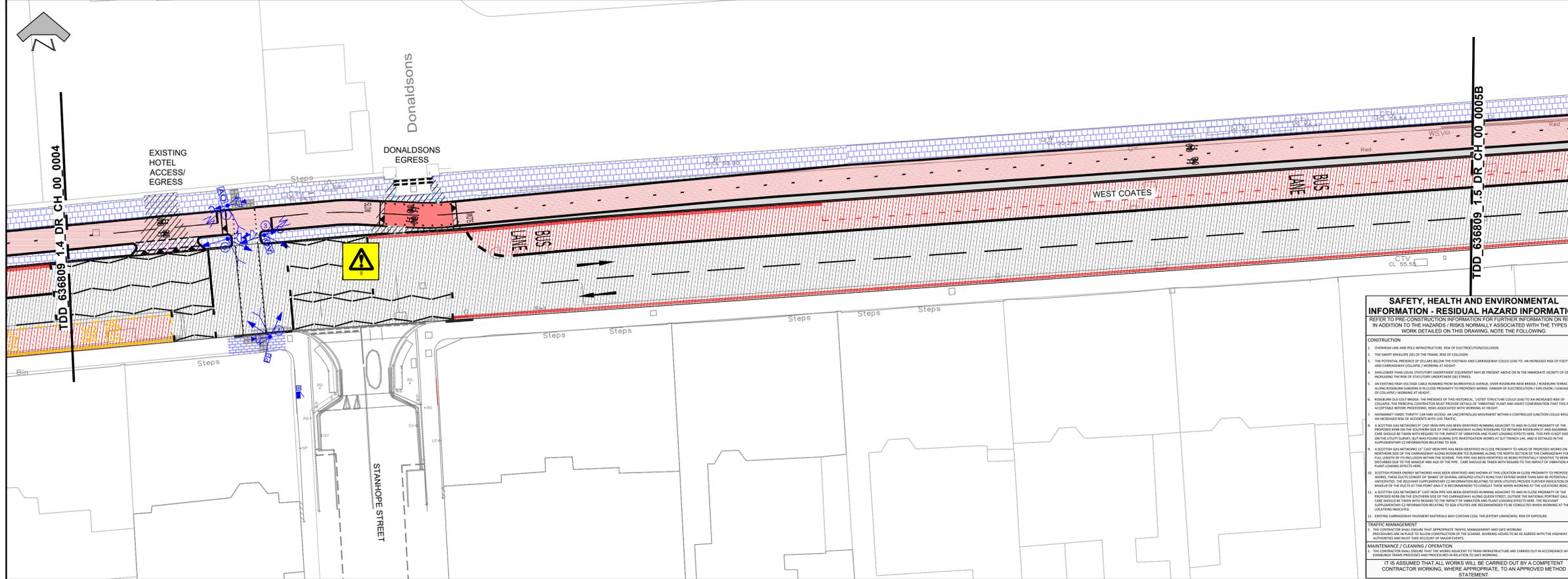
The City of Edinburgh Council  
Waverley Court  
4 East Market Street  
Edinburgh, EH8 8BG  
Telephone: 0131 200 2000

PLACE  
PLANNING AND TRANSPORT  
INFRASTRUCTURE  
TRANSPORT DESIGN & DELIVERY

**CITY CENTRE WEST TO EAST CYCLE LINK  
CCWEL - SECTION 1  
SHEET 1.4  
PROPOSED LAYOUT**

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

DRG. NO. TDD\_636809\_1.4\_DR\_CH\_00\_0004



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**CONSTRUCTION**

1. OVERHEAD LINE AND POLE INFRASTRUCTURE RISK OF ELECTROCUTION/COLLISION.
2. THE HEAVY PRESENCE OF THE TRAM RISK OF COLLISION.
3. THE PRESENCE OF CELLARS BELOW THE FOOTWAY AND CARRIAGEWAY COULD LEAD TO AN INCREASED RISK OF FOOTWAY AND CARRIAGEWAY COLLAPSE WORKING AT HEIGHT.
4. CHALLENGES WITH LOCAL STATUTORY UNDERGROUND EQUIPMENT MAY BE PRESENT ABOVE OR IN THE IMMEDIATE VICINITY OF CELLARS, INCLUDING THE RISK OF STATUTORY UNDERGROUND SERVICES.
5. AN EXISTING HIGH VOLTAGE CABLE RUNNING FROM MARSHFIELD AVENUE, OVER ROSEBURN NEW BRIDGE / ROSEBURN TERRACE AND UNDER ROSEBURN BRIDGE IS IN CLOSE PROXIMITY TO PROPOSED WORKS. DAMAGE TO ELECTRICITY / APPROXIM. (LARGE) RISK OF COLLAPSE / WORKING AT HEIGHT.
6. PROPOSED WORKS COULD PRESENT THE RISK OF THE EXISTING UNDERGROUND SERVICES COLLAPSE TO AN INCREASED RISK OF COLLAPSE / WORKING AT HEIGHT.
7. THE PRESENCE OF THE EXISTING UNDERGROUND SERVICES COULD LEAD TO AN INCREASED RISK OF COLLAPSE / WORKING AT HEIGHT.
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**TRAFFIC MANAGEMENT**

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**MAINTENANCE / CLEANING / OPERATION**

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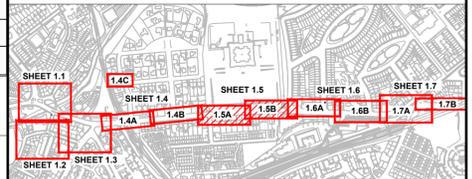
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9. METAL BOLLARDS TO BE CAST IRON 'EDINBURGH PATTERN' ORNAMENTAL BOLLARDS TO CEC DRAWING No. 12975.

Topographical survey based on Aird Geomatics survey issued February 2019.

Aecom Project No. 60534511

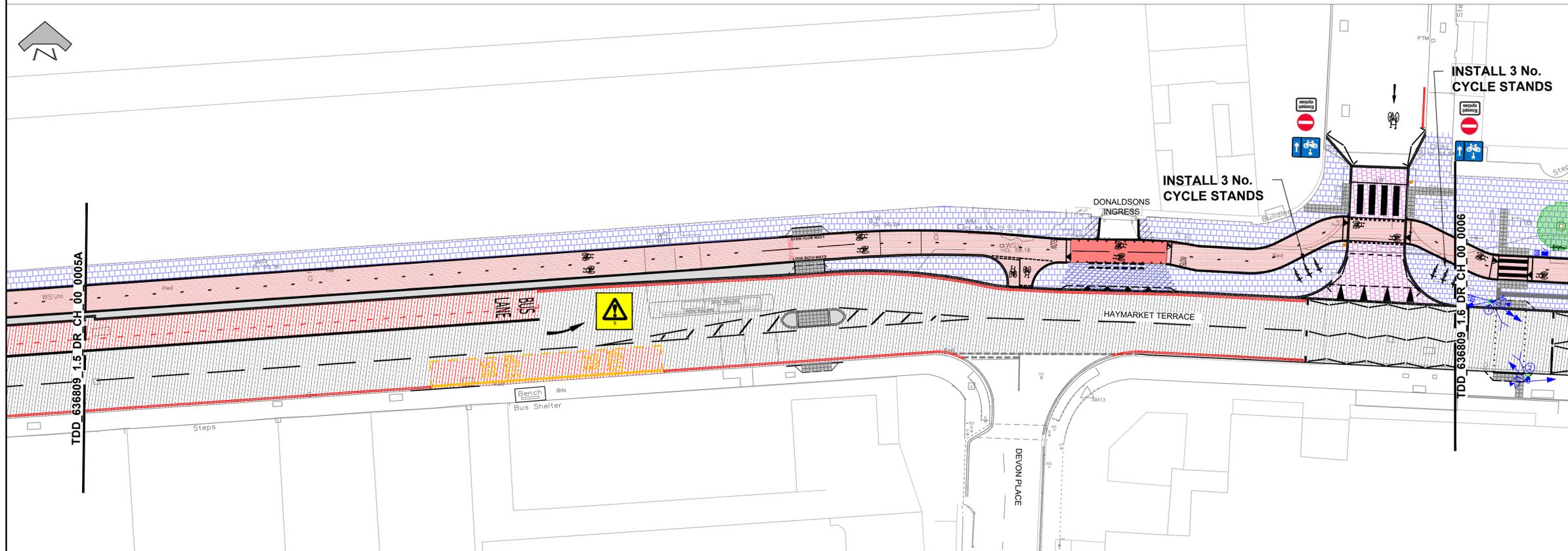


LOCATION PLAN (NTS)

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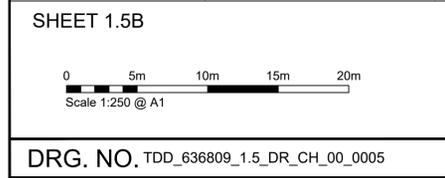
100023420 (2017)

SHEET 1.5A



INSTALL 3 No. CYCLE STANDS

INSTALL 3 No. CYCLE STANDS



**LEGEND**

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

C06	CONSTRUCTION ISSUE	ST	06/06/22	GD
C05	CONSTRUCTION ISSUE	LBA	29/10/21	GD
C04	SIGNAL POLES LOCATIONS UPDATED	LBA	08/10/21	GD
C03	CONSTRUCTION ISSUE	LBA	10/09/21	GD
C02	CONSTRUCTION ISSUE	CN	04/06/21	GD
C01	CONSTRUCTION ISSUE	CN	20/11/20	GD

REVISION	DETAILS	BY	DATE	CHECKED
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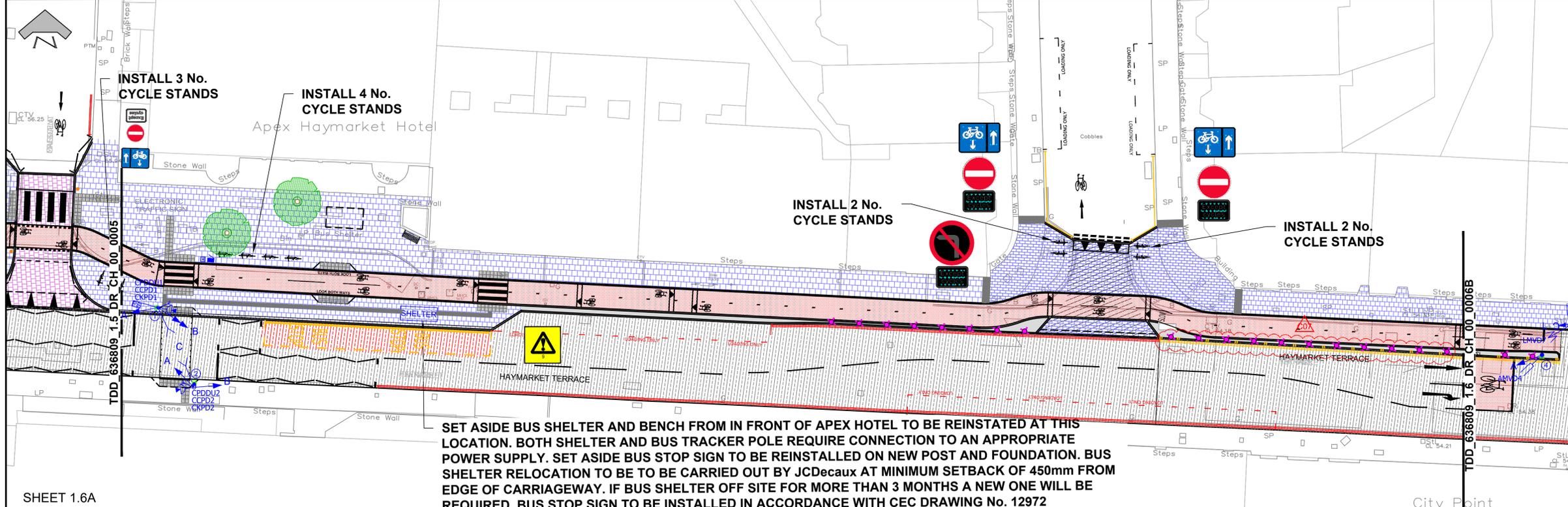
**EDINBURGH**  
THE CITY OF EDINBURGH COUNCIL

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Telephone: 0131 200 2000

PLACE  
PLANNING AND TRANSPORT  
INFRASTRUCTURE  
TRANSPORT DESIGN & DELIVERY

CITY CENTRE WEST TO EAST CYCLE LINK  
CCWEL - SECTION 1  
SHEET 1.5  
PROPOSED LAYOUT

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

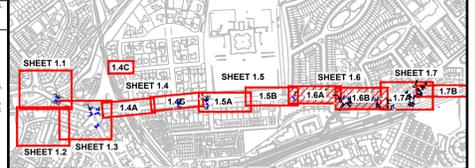


SHEET 1.6A

- 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.
  2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE. ALL LEVELS ARE IN METRES AND RELATE TO ORDNANCE DATUM.
  3. DO NOT SCALE FROM ANY DRAWING. WORK TO FIGURED DIMENSIONS ONLY. ANY DISCREPANCIES IN DIMENSIONS ARE TO BE REFERRED TO THE DESIGNER BEFORE WORK IS PUT TO HAND.
  4. ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
  5. 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.
  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.
  8. CYCLE STANDS TO BE 'SHEFFIELD' BICYCLE PARKING STANDS TO CEC DRAWING No. 12967.
  9. METAL BOLLARDS TO BE CAST IRON 'EDINBURGH PATTERN' ORNAMENTAL BOLLARDS TO CEC DRAWING No. 12975.

Topographical survey based on Aird Geomatics survey issued February 2019.

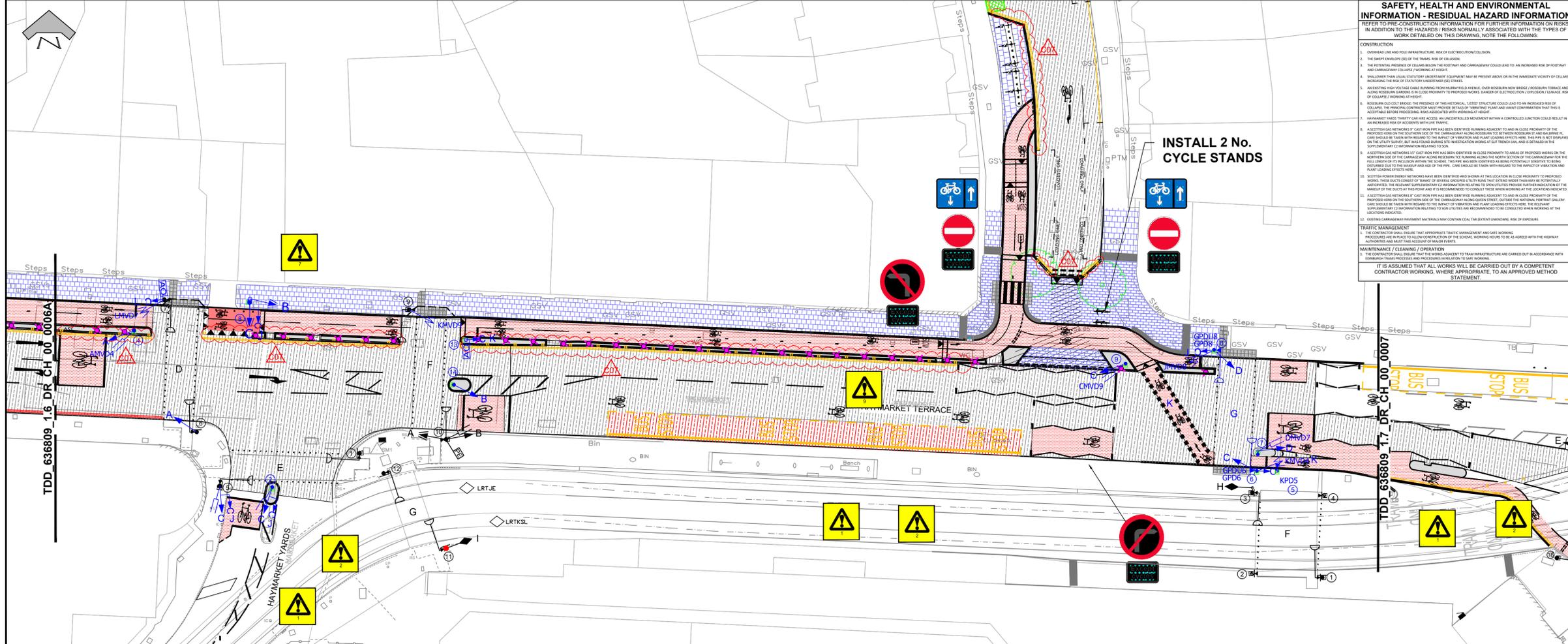
Aecom Project No. 60534511



LOCATION PLAN (NTS)

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100232420 (2017)



SHEET 1.6B

**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**

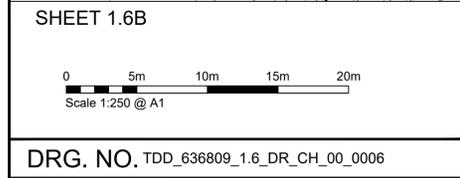
1. OVERHEAD LINE AND POLE INFRASTRUCTURE. AREA OF ELECTROCUSSION/SHOCK.
2. THE SHARP EDGES OF THE TRAFFIC RISK OF COLLISION.
3. THE PRESENCE OF CABLES BELOW THE FOOTWAY AND CARRIAGEWAY COULD LEAD TO AN INCREASED RISK OF FOOTWAY AND CARRIAGEWAY COLLAPSE / WORKING AT HEIGHT.
4. BOLLARDS MORE THAN 100mm HIGH AND UNSTABILISED MAY BE PRESENT AROUND THE IMMEDIATE VICINITY OF COLLAPSE, INCLUDING THE RISK OF STATUARY UNDERMINED SIDE STRIPS.
5. AN EXISTING HIGH VOLTAGE CABLE RUNNING FROM UNDERNEATH THE OVERHEADS INTO THE ROADWAY COULD BE DAMAGED BY CONSTRUCTION WORKS. DAMAGE TO CARRIAGEWAY AND ROADWAY SURFACING IS A CLOSE PROXIMITY TO PROPOSED WORKS. DAMAGE TO ELECTRICAL / FIREWORKS / LEAKAGE OF COLLAPSE / FUTURE FUTURE.
6. ROADSIDE CABLES: THE PRESENCE OF THE HISTORICAL, VETERAN STRUCTURE COULD LEAD TO AN INCREASED RISK OF COLLAPSE. THE PHYSICAL CONTRACTOR MUST PROVIDE DETAILS OF REMEDIATION PLAN AND AREA OF COMPANION THAT IS ACCEPTABLE BEFORE PROCEEDING. RISKS ASSOCIATED WITH WORKING AT HEIGHT.
7. MANAGEMENT HAS TAKEN CARE TO TAKE ACCESS. AN UNCONTROLLED MOVEMENT WITHIN A CONTROLLED JUNCTION COULD RESULT IN AN INCREASED RISK OF ACCIDENTS WITHIN THE TRAFFIC.
8. A SUSTAINABLE NETWORK OF GAS PIPES HAS BEEN IDENTIFIED RUNNING ADJACENT TO AND IN CLOSE PROXIMITY TO THE PROPOSED WORKS ON THE SOUTH SIDE OF THE CARRIAGEWAY ALONG ROSSBURN. THE DISTANCE BETWEEN ROSSBURN AND BURNHILL CAN BE IDENTIFIED BY THE PRESENCE OF THE HISTORICAL, VETERAN STRUCTURE COULD LEAD TO AN INCREASED RISK OF COLLAPSE. THE PHYSICAL CONTRACTOR MUST PROVIDE DETAILS OF REMEDIATION PLAN AND AREA OF COMPANION THAT IS ACCEPTABLE BEFORE PROCEEDING. RISKS ASSOCIATED WITH WORKING AT HEIGHT.
9. A SUSTAINABLE NETWORK OF GAS PIPES HAS BEEN IDENTIFIED RUNNING ADJACENT TO AND IN CLOSE PROXIMITY TO THE PROPOSED WORKS ON THE NORTH SIDE OF THE CARRIAGEWAY ALONG ROSSBURN. THE DISTANCE BETWEEN ROSSBURN AND BURNHILL CAN BE IDENTIFIED BY THE PRESENCE OF THE HISTORICAL, VETERAN STRUCTURE COULD LEAD TO AN INCREASED RISK OF COLLAPSE. THE PHYSICAL CONTRACTOR MUST PROVIDE DETAILS OF REMEDIATION PLAN AND AREA OF COMPANION THAT IS ACCEPTABLE BEFORE PROCEEDING. RISKS ASSOCIATED WITH WORKING AT HEIGHT.
10. A SUSTAINABLE NETWORK OF GAS PIPES HAS BEEN IDENTIFIED RUNNING ADJACENT TO AND IN CLOSE PROXIMITY TO THE PROPOSED WORKS ON THE SOUTH SIDE OF THE CARRIAGEWAY ALONG ROSSBURN. THE DISTANCE BETWEEN ROSSBURN AND BURNHILL CAN BE IDENTIFIED BY THE PRESENCE OF THE HISTORICAL, VETERAN STRUCTURE COULD LEAD TO AN INCREASED RISK OF COLLAPSE. THE PHYSICAL CONTRACTOR MUST PROVIDE DETAILS OF REMEDIATION PLAN AND AREA OF COMPANION THAT IS ACCEPTABLE BEFORE PROCEEDING. RISKS ASSOCIATED WITH WORKING AT HEIGHT.
11. A SUSTAINABLE NETWORK OF GAS PIPES HAS BEEN IDENTIFIED RUNNING ADJACENT TO AND IN CLOSE PROXIMITY TO THE PROPOSED WORKS ON THE NORTH SIDE OF THE CARRIAGEWAY ALONG ROSSBURN. THE DISTANCE BETWEEN ROSSBURN AND BURNHILL CAN BE IDENTIFIED BY THE PRESENCE OF THE HISTORICAL, VETERAN STRUCTURE COULD LEAD TO AN INCREASED RISK OF COLLAPSE. THE PHYSICAL CONTRACTOR MUST PROVIDE DETAILS OF REMEDIATION PLAN AND AREA OF COMPANION THAT IS ACCEPTABLE BEFORE PROCEEDING. RISKS ASSOCIATED WITH WORKING AT HEIGHT.
12. EXISTING CARRIAGEWAY PAVEMENT MATERIALS MAY CONTAIN COAL TAR EXISTING UNDERGROUND. RISK OF EXPOSURE.

**TRAFFIC MANAGEMENT**

1. 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 MARKET EVENTS.
1. THE CONTRACTOR SHALL ENSURE THAT THE WORK IS ADJACENT TO TRAM INFRASTRUCTURE ARE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

**MAINTENANCE / CLEANING / OPERATION**

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



**LEGEND**

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

C07	CONSTRUCTION ISSUE	PAW	22/08/22	PAW
C06	CONSTRUCTION ISSUE	ST	06/06/22	GD
C05	CONSTRUCTION ISSUE	LBA	29/10/21	GD
C04	SIGNAL POLE RELOCATIONS	LBA	08/10/21	GD
C03	CONSTRUCTION ISSUE	LBA	10/09/21	GD
C02	CONSTRUCTION ISSUE	CN	04/06/21	GD
C01	CONSTRUCTION ISSUE	CN	20/11/20	GD

**EDINBURGH**  
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PLACE  
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INFRASTRUCTURE  
TRANSPORT DESIGN & DELIVERY

CITY CENTRE WEST TO EAST CYCLE LINK  
CCWEL - SECTION 1  
SHEET 1.6  
PROPOSED LAYOUT

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

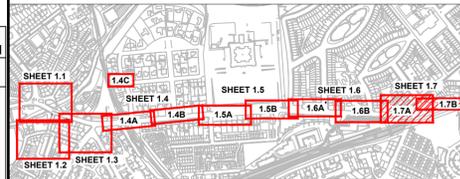
NOTES:

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.
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE. ALL LEVELS ARE IN METRES AND RELATE TO ORDNANCE DATUM.
3. DO NOT SCALE FROM ANY DRAWING. WORK TO FIGURED DIMENSIONS ONLY. ANY DISCREPANCIES IN DIMENSIONS ARE TO BE REFERRED TO THE DESIGNER BEFORE WORK IS PUT TO HAND.
4. ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
5. 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.
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.
8. CYCLE STANDS TO BE 'SHEFFIELD' BICYCLE PARKING STANDS TO CEC DRAWING No. 12967.
9. METAL BOLLARDS TO BE CAST IRON 'EDINBURGH PATTERN' ORNAMENTAL BOLLARDS TO CEC DRAWING No. 12975.



Topographical survey based on Aird Geomatics survey issued February 2019.

Aecom Project No. 60534511



LOCATION PLAN (NTS)

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100023420 (2017)

C03	CONSTRUCTION ISSUE	ST	06/06/22	GD
C02	CONSTRUCTION ISSUE	CN	04/06/21	GD
C01	CONSTRUCTION ISSUE	CN	20/11/20	GD

REVISION	DETAILS	BY	DATE	CHECKED
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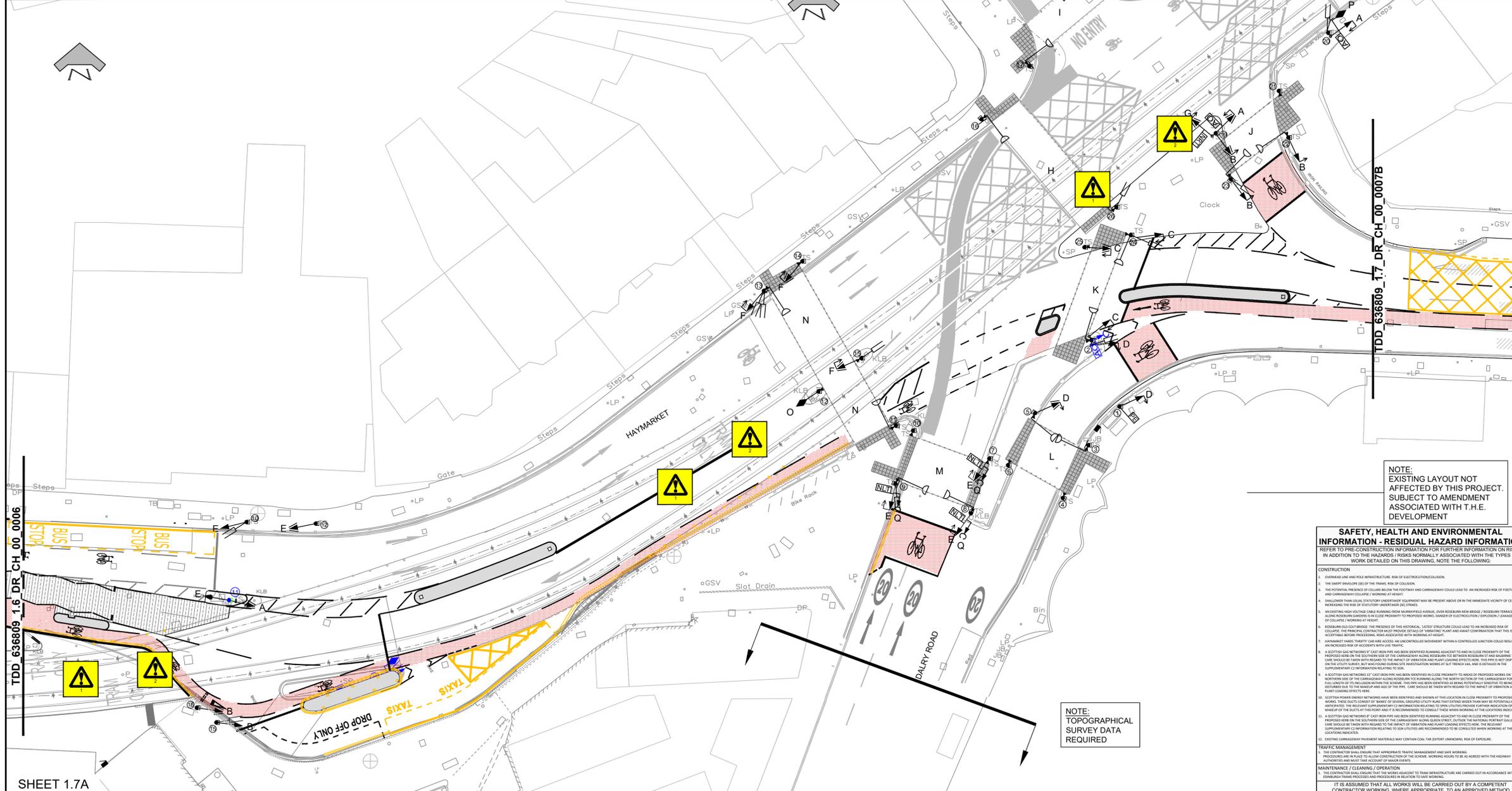


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PLACE  
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INFRASTRUCTURE  
TRANSPORT DESIGN & DELIVERY

CITY CENTRE WEST TO EAST CYCLE LINK  
CCWEL - SECTION 1  
SHEET 1.7  
PROPOSED LAYOUT

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

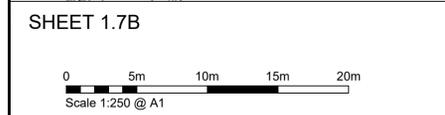
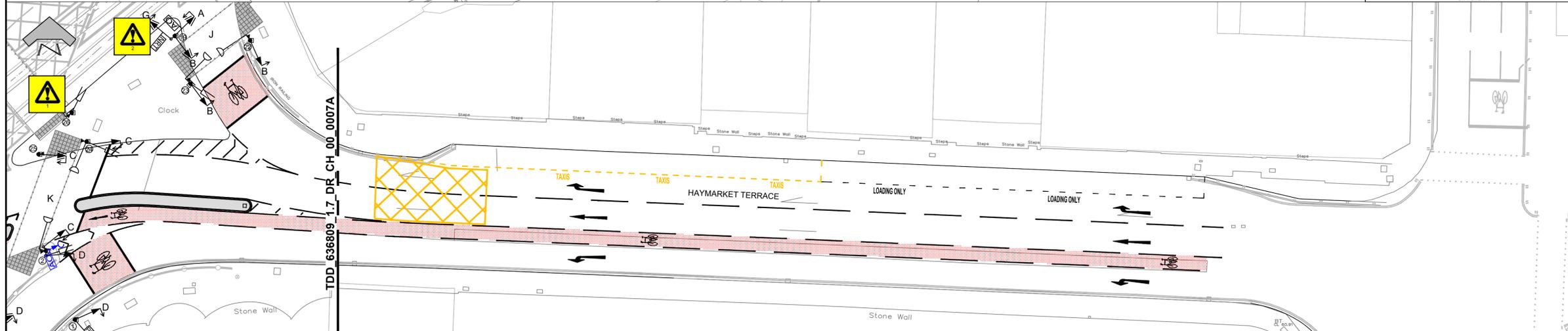


NOTE:  
EXISTING LAYOUT NOT AFFECTED BY THIS PROJECT. SUBJECT TO AMENDMENT ASSOCIATED WITH T.H.E. DEVELOPMENT

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

- REFER TO PRE-CONSTRUCTION INFORMATION FOR FURTHER INFORMATION ON RISKS IN ADDITION TO THE HAZARDOUS RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING. NOTE THE FOLLOWING:
1. OVERHEAD LINE AND POLE INFRASTRUCTURE RISK OF ELECTROCUTION/COLLISION.
  2. THE HEAVY WEIGHTS OF THE TRAFFIC RISK OF COLLISION.
  3. THE POTENTIAL PRESENCE OF COLLARS BELOW THE FOOTWAY AND CARRIAGEWAY COULD LEAD TO AN INCREASED RISK OF FOOTWAY AND CARRIAGEWAY COLLISIONS AT HEIGHT.
  4. HANDLERS WITH QUALITY UNDERWEAR EQUIPMENT MAY BE PRESENT ABOVE OR IN THE IMMEDIATE VICINITY OF COLLARS, INCREASING THE RISK OF COLLISIONS UNDERNEATH THE STREET.
  5. AN EXISTING HIGH VOLTAGE CABLE RUNNING FROM MURRAYFIELD AVENUE, OVER ROSEBURN NEW BRIDGE / ROSEBURN TERRACE AND ROUND ROSEBURN UNDERPASS, IS IN CLOSE PROXIMITY TO PROPOSED WORKS. DANGER OF ELECTROCUTION / EXPOSURE / DAMAGE, RISK OF COLLAPSE / WORKING AT HEIGHT.
  6. EXISTING 200mm DRAINAGE PIPEWORK, THE PRESENCE OF THIS INFRASTRUCTURE COULD LEAD TO AN INCREASED RISK OF COLLAPSE / WORKING AT HEIGHT. THE PRINCIPAL CONTRACTOR MUST PROVIDE DETAILS OF 'WARRANTY' PLAN AND ASSET COMPARTMENT THAT THIS IS ACCEPTABLE BEFORE PROCEEDING WITH WORKING AT HEIGHT.
  7. HANDMAINTENANCE TRAFFIC MAY ACCESS AN UNCONTROLLED MOVEMENT WITHIN A CONTROLLED JUNCTION WHICH COULD RESULT IN AN INCREASED RISK OF ACCIDENT WITH LIVE TRAFFIC.
  8. A SCOTTISH GAS NETWORK OF CAST IRON PIPE HAS BEEN IDENTIFIED RUNNING ADJACENT TO AND IN CLOSE PROXIMITY TO THE PROPOSED WORKS ON THE SOUTHERN SIDE OF THE CARRIAGEWAY ALONG ROSEBURN NEW BRIDGE AND UNDERPASS. CARE SHOULD BE TAKEN WITH REGARD TO THE IMPACT OF VIBRATION AND PLANT COLLISIONS WITH THESE PIPES. THIS PIPE IS NOT CAPABLE OF THE STRENGTHS THAT WOULD BE REQUIRED FOR THE PROPOSED WORKS AND IS NOT COVERED BY THE SUPPLEMENTARY CE INFORMATION RELATING TO SOIL.
  9. A SCOTTISH GAS NETWORK OF CAST IRON PIPE HAS BEEN IDENTIFIED IN CLOSE PROXIMITY TO AREAS OF PROPOSED WORKS ON THE NORTHERN SIDE OF THE CARRIAGEWAY ALONG ROSEBURN NEW BRIDGE AND UNDERPASS. CARE SHOULD BE TAKEN WITH REGARD TO THE IMPACT OF VIBRATION AND PLANT COLLISIONS WITH THESE PIPES. THIS PIPE IS NOT COVERED BY THE SUPPLEMENTARY CE INFORMATION RELATING TO SOIL.
  10. SCOTTISH POWER ENERGY NETWORK HAS BEEN IDENTIFIED IN CLOSE PROXIMITY TO AREAS OF PROPOSED WORKS ON THE NORTHERN SIDE OF THE CARRIAGEWAY ALONG ROSEBURN NEW BRIDGE AND UNDERPASS. CARE SHOULD BE TAKEN WITH REGARD TO THE IMPACT OF VIBRATION AND PLANT COLLISIONS WITH THESE PIPES. THIS PIPE IS NOT COVERED BY THE SUPPLEMENTARY CE INFORMATION RELATING TO SOIL UTILITIES ARE RECOMMENDED TO BE COMPLETED WHEN WORKING AT THE LOCATIONS INDICATED.
  11. EXISTING CARRIAGEWAY PAVEMENT MATERIALS MAY CONTAIN COAL TAR EXISTING UNDERNEATH, RISK OF EXPOSURE.
- TRAFFIC MANAGEMENT**
12. THE CONTRACTOR SHALL ENSURE THAT APPROPRIATE TRAFFIC MANAGEMENT AND SIGN WORKING IS IN PLACE TO MAINTAIN THE FLOW OF TRAFFIC THROUGHOUT THE WORKING PERIODS TO BE AGREED WITH THE HIGHWAY AUTHORITIES AND MUST TAKE ACCOUNT OF MAJOR EVENTS.
- MAINTENANCE / CLEANING / OPERATION**
13. THE CONTRACTOR SHALL ENSURE THAT THE WORKS ARE ACCORDANT TO TRAFFIC INFRASTRUCTURE ARE CARRIED OUT IN ACCORDANCE WITH THE CONTRACTOR'S MANUAL AND PROCEDURES RELATING TO SIGN WORKING.
- IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

NOTE:  
TOPOGRAPHICAL SURVEY DATA REQUIRED



**LEGEND**

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