NOTES:

1. Light segregation to be defined with 2.5m Wand Orca kerbs at 7.5m centres (5m gaps).
2. All existing DYLs to be retained.
3. Bus stops to be made of Rediweld Traficop Speed Cushions or similar approved. Ramped edges to face cycle lanes, flat edges with white lining on top to face meeting kerb and bus stop end. Product height (65 or 75mm) to be adjusted to site specific requirements to reduce step with existing kerb.

Replace existing 30mph plate with 20mph TSRGD diag. 670 (Ø450mm)

Plaques

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THE CITY OF EDINBURGH COUNCIL
The City of Edinburgh Council
Waverley Place
4 East Market Street
Edinburgh, EH8 8BG
Telephone: 0131 200 2000

SPACES FOR PEOPLE
SLATES/SHORE ROAD
GENERAL ARRANGEMENT
SHEET 1 OF 9
NOTES:
1. Light segregation to be defined with 2.5m Wand Orca kerbs at 7.5m centres (5m gaps).
2. Bus stops to be made of Rediweld Traficop Speed Cushions or similar approved. Ramped edges to face cycle lanes, flat edges with white lining on top to face existing kerb.
3. Proposed new road markings.
4. Proposals for proposed inner road marking to restructure roundabout to 1 lane.
5. Proposed TSRGD diag. 1057 to put cyclists in primary position in the roundabout.
6. Proposed junction tightening.

EXISTING ROAD MARKINGS
PROPOSED WHITE ROAD MARKINGS
PROPOSED YELLOW ROAD MARKINGS
PROPOSED PLANTER
PROPOSED WAND ORCA KERB
PROPOSED TEMPORARY KERB
EXISTING VEHICLE CROSSOVERS
COLOURED SURFACING

Proposed signage - from TfL Temporary Traffic Management handbook

Proposed additional walking area

1. Light segregation to be defined with 2.5m Wand Orca kerbs at 7.5m centres (5m gaps).
2. All existing DYLs to be retained.
3. Bus stops to be made of Rediweld Traficop Speed Cushions or similar approved. Ramped edges to face cycle lanes, flat edges with white lining on top to face existing kerb.
4. Proposed new road markings.
5. Proposed inner road marking to restructure roundabout to 1 lane.
6. Proposed TSRGD diag. 1057 to put cyclists in primary position in the roundabout.
7. Proposed junction tightening.

Key:
- Existing road markings
- Proposed white road markings
- Proposed yellow road markings
- Proposed planter
- Proposed wand orca kerb
- Proposed temporary kerb
- Existing vehicle crossovers
- Coloured surfacing

Proposed signage - from TfL Temporary Traffic Management handbook

Proposed additional walking area

1. Light segregation to be defined with 2.5m Wand Orca kerbs at 7.5m centres (5m gaps).
2. All existing DYLs to be retained.
3. Bus stops to be made of Rediweld Traficop Speed Cushions or similar approved. Ramped edges to face cycle lanes, flat edges with white lining on top to face existing kerb.
4. Proposed new road markings.
5. Proposed inner road marking to restructure roundabout to 1 lane.
6. Proposed TSRGD diag. 1057 to put cyclists in primary position in the roundabout.
7. Proposed junction tightening.
**NOTES:**

1. Existing road markings to be defined with 2.5m Wand Orca kerbs at 7.5m centres (5m gaps).
2. Bus stops to be made of Rediweld Traficop Speed Cushions or similar approved. Ramped edges to face cycle lanes, flat edges with white lining on top to face existing kerb and bus stop end. Product height (65 or 75mm) to be adjusted to site specific requirements to reduce step with existing kerb.
3. Intersection rearangement to reduce vehicle speeds. Cyclists sent to onto the carriageway behind bus stop.
4. cyclist to occupy primary position on traffic lanes across signalised crossing as width not enough for segregation.

**EXISTING ROAD MARKINGS**

**PROPOSED WHITE ROAD MARKINGS**

**PROPOSED YELLOW ROAD MARKINGS**

**PROPOSED PLANTER**

**PROPOSED WAND ORCA KERB (see note 1)**

**COLOUR SURFACING**

**BUS STOP BUILD OUT (see note 2)**

**EXISTING LIGHTING COLUMN OR POST WITH PROPOSED SIGN**

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**EDINBURGH CITY COUNCIL**

The City of Edinburgh Council

4 East Market Street

Edinburgh, EH8 8BG

Telephone: 0131 200 2000

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**SPACES FOR PEOPLE**

**SLATEFORD ROAD**

**GENERAL ARRANGEMENT**

**SHEET 3 OF 9**
Replace existing 30mph plate with 20mph TSRGD diag. 670 (Ø450mm)

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1. Light segregation to be defined with 2.5m Wand Orca kerbs at 7.5m centres (5m gaps).
2. All existing DYLs to be retained.
3. Bus stops to be made of Rediweld Traficop Speed Cushions or similar approved. Ramped edges to face cycle lanes, flat edges with white lining on top to face existing kerb and bus stop end. Product height (65 or 75mm) to be adjusted to site specific requirements to reduce step with existing kerb.
NOTES:

1. Cycle priority side road crossing.
2. All double yellow markings (TSRGD Diagram 1018.1) on non-hatched areas (bus stops and intersections) to be installed along with double blips (TSRGD Diagram 1020.1) to prohibit loading and unloading unless indicated otherwise on the drawing.
3. All extra pedestrian crossing (TSRGD Diagram 1104.1) to be retained.

Junction tightened to 6.0m width and 6.0m radius.

Replacing existing "20 ZONE ENDS" & 40mph plate with 30mph TSRGD diag. 670 (Ø450mm).

Replace existing 40mph plates with 30mph TSRGD diag. 670 (Ø450mm).

Proposed bus lane

Mount proposed sign to TSRGD diag. 959B (825mm) on existing lighting column.

Mount proposed sign to TSRGD diag. 958 (825mm) on existing sign post after removing 40mph sign.

Mount proposed sign to TSRGD diag. 964 (50mm high text) on existing sign post ensuring 2.1m clearance from sign bottom to ground.

No blips along DYL between these 2 points to allow loading-unloading (see note 3).

Temporary bus stop Option C (See Standard Detail 60636731-SHT-C-SP-DET-0903)

Temporary bus stop Option A (See Standard Detail 60636731-SHT-C-SP-DET-0901)

Parking space for 11 vehicles approx.

Orcas with wands cycle segregation

1. Light segregation to be defined with 2.5m Wand Orca kerbs at 7.5m centres (5m gaps).
2. All existing DYLs to be retained.
3. All double yellow markings (TSRGD Diagram 1018.2) on non-hatched areas (bus stops and intersections) to be installed along with double blips (TSRGD Diagram 1020.2) to prohibit loading and unloading unless indicated otherwise on the drawing.

Chocks with awings cycle segregation

PROPOSED WHITE ROAD MARKINGS

PROPOSED YELLOW ROAD MARKINGS

PROPOSED DOUBLE RED ROAD MARKINGS

PROPOSED CARRIAGEWAY SEGREGATION

BUS STOP BOARDER

EXISTING VEHICLE CROSSOVER

EXISTING ROAD MARKINGS

PROPOSED 20mph SIGN ON EXISTING POST/LIGHTING COLUMN

PROPOSED 20mph sign on existing post/ lighting column

PROPOSED 20mph sign on existing post/ lighting column

KEY
NOTES:

1. Cycle segregation to be defined with 2.5m Wand Orca kerbs at 7.5m centres (5m gaps).
2. All existing DYLs to be retained.
3. All double yellow markings (TSRGD Diagram 1018.1) on non-hatched areas (bus stops and intersections) to be installed along with double blips (TSRGD Diagram 1020.1) to prohibit loading and unloading unless indicated otherwise on the drawing.

1. Light segregation to be defined with 2.5m Wand Orca kerbs at 7.5m centres (5m gaps).
2. All existing DYLs to be retained.
3. All double yellow markings (TSRGD Diagram 1018.1) on non-hatched areas (bus stops and intersections) to be installed along with double blips (TSRGD Diagram 1020.1) to prohibit loading and unloading unless indicated otherwise on the drawing.
Replace existing "20\ ZONE ENDS" & 40mph plate with 30mph TSRGD diag.670 (Ø450mm)

Replace existing "20\ ZONE ENDS" & 40mph plate with 30mph TSRGD diag.670 (Ø450mm)

Proposed parking bay for bus driver van

Temporary bus stop Option C (See Standard Detail 60636731-SHT-C-SP-DET-0903)

Temporary bus stop Option C (See Standard Detail 60636731-SHT-C-SP-DET-0903)

Proposed parking bay for 12 vehicles approx.

Access to residences to be retained

Proposed 20mph sign on existing post/lighting column

Orcas with wands cycle segregation

EXISTING ROAD MARKINGS

PROPOSED WHITE ROAD MARKINGS

PROPOSED YELLOW ROAD MARKINGS

PROPOSED DOUBLE RED ROAD MARKINGS

PROPOSED CARRIAGEWAY SEGREGATION

BUS STOP BOARDER

EXISTING VEHICLE CROSSOVER

PROPOSED DESIGN SECTION ON EXISTING POST/LIGHTING COLUMN

KEY

1. Light segregation to be defined with 2.5m Wand Orca kerbs at 7.5m centres (5m gaps).

2. All existing DYLs to be retained.

3. All double yellow markings (TSRGD Diagram 1018.1) on non-hatched areas (bus stops and intersections) to be installed along with double blips (TSRGD Diagram 1020.1) to prohibit loading and unloading unless indicated otherwise on the drawing.

4. Prescribed surcoats to be defined with 2.5m Wand Orca kerbs at 7.5m centres (5m gaps).
NOTES:
1. Light segregation to be defined with 2.5m Wand Orca kerbs at 7.5m centres (5m gaps).
2. All existing DYLs to be retained.
3. All double yellow markings (TSRGD Diagram 1018.1) on non-hatched areas (bus stops and intersections) to be installed along with double blips (TSRGD Diagram 1020.1) to prohibit loading and unloading unless indicated otherwise on the drawing.

EXISTING ROAD MARKINGS
PROPOSED WHITE ROAD MARKINGS
PROPOSED YELLOW ROAD MARKINGS
PROPOSED DOUBLE RED ROAD MARKINGS
PROPOSED TRANSPORT SEGREGATION
BUS STOP MARKINGS
EXISTING VEHICLE CROSSOVER
PROPOSED VEHICLE CROSSING ON EXISTING POST/LIGHTING COLUMN

KEY
1. Light segregation to be defined with 2.5m Wand Orca kerbs at 7.5m centres (5m gaps).
2. All existing DYLs to be retained.
3. All double yellow markings (TSRGD Diagram 1018.1) on non-hatched areas (bus stops and intersections) to be installed along with double blips (TSRGD Diagram 1020.1) to prohibit loading and unloading unless indicated otherwise on the drawing.

The City of Edinburgh Council
Waverley Court
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SPACES FOR PEOPLE
SLATEFORD ROAD
GENERAL ARRANGEMENT
SHEET 8 OF 9

Existing "No stopping at any time except buses" sign to be relocated on existing light column from adjacent light column.
Temporary bus stop Option C (See Standard Detail 60636731-SHT-C-SP-DET-0903)
Proposed parking bay for bus driver van.

PROPOSED 20mph SIGN ON EXISTING POST/LIGHTING COLUMN
NOTES:
1. Light segregation to be defined with 2.5m Wandal Orca kerbs at 7.5m centres.
2. All existing DYLs to be retained.
3. All double yellow markings (TSRGD Diagram 1018.1) on non-hatched areas (bus stops and intersections) to be extended along with double blips (TSRGD Diagram 1020.1) to prohibit loading and unloading unless indicated otherwise on the drawing.

Temporary bus stop Option D (See Standard Detail 60636731-SHT-C-SP-DET-0904)