

From: [Dave Sinclair](#)
To: [David Key](#)
Cc: [Gavin Brown](#); [Crawford McGhie](#); [Andy Edwards](#)
Subject: Boroughmuir High School - Bus Lay-by Update
Date: 22 April 2024 15:42:52
Attachments: [2 Water](#), [Viewforth Layby Area](#), [Viewforth Trial Holes](#), [Viewforth Trial Holes](#)

Afternoon David,

Firstly, apologies for the significant delay in sending you an update following our discussion in January. I prepare a briefing note in early February, however, I think a more contemporary update may be of more use.

Update at 22/4/24.

Project Proposal: Construction of Bus Lay-By on West side of Viewforth.

1. Preferred option - Construction of bus lay-by with associated service protection/diversions, revisions to street lighting and the promotion an appropriate Traffic Regulation Order (TRO) and Redetermination Order (RSO) on Viewforth.
2. Site survey results:
 - Carriageway width 6.7m
 - Footway 5m (2.2m wide @ existing disabled bays)
 - 80m from junction to current disabled bays
3. Lay dimensions TBC – 2 coaches require 35m x 3.5m approx. (assuming 12m coach length).
4. Construction cost anticipated to be in the region of £50k including some contingency (scope of service diversions or protection TBA following further site investigation).
5. Areas of concern / further information required:
 - Depths and presence of existing public utility apparatus and underground structures have been established during the recent trial hole exercise (see attached files).
 - Trial holes have indicated the presence of utility ducting and buried structures. Further discussions are required with utility companies to identify existing apparatus and confirm removal, diversions or protection.
 - In a traffic management context, it is assumed that coaches will arrive from the south.
 - Remaining desirable width on footpath may necessitate coaches to overhang on to the road (detailed design consideration/risk assessment).
 - Project lead and design team TBA.
6. Traffic Regulation Orders and Redetermination Orders:
 - TRO required to change the existing Order and promote the necessary prohibition to protect the coach (PSV) loading area.
 - RSO required to redetermine the existing footway to carriageway.
 - The promotion of the orders cannot proceed until the layout and dimensions are finalised.
 - The making of the required orders is likely to take 12 to 18 months to complete.
7. Resources and Project Programme:
 - Project lead and design team TBC.
 - Project sponsor Strategic Asset Planning
 - Suggested project programme:

Item	Activity	Possible Programme
1	Trial holes and Ground Penetrating Radar survey	Trial holes complete / GPR survey expected in 1 month
2	Define project scope, available budget and commence outline design	Early Summer 2024
3	Engage with Utility companies (as appropriate for service diversions or protection)	Early Summer 2024
4	Develop detailed design (design resource TBA)	Summer 2024
5	Promote and undertake statutory traffic order process	Autum 2024 – Expected TRO/RSO period 1yr
6	Roadworks Noticing	Expected late 2025/early 2026 – Min 3 Month Notice period
7	Procurement	Spring 2026
8	Construction	Spring/Summer 2026

My colleague Andy has arranged for the ground penetrating radar survey to be undertaken in the next few weeks. The survey should offer further information to build-up a better picture of existing utility services and the extent of buried structures etc. Once this information is available we will pass on all our site investigation information to Crawford for his consideration.

81 Dundee Street – Lay Down Option:

It would appear the commercial property on Dundee Street is currently owned by Cortex Partners. ([81/91 Dundee Street, Edinburgh | Cortex \(cortexpartners.co.uk\)](#)). Due to restrictions on access and physical space for safe bus movements we haven't taken this enquiry further, Apologies again for the delay. Our site investigation is moving on and we will offer Crawford an update and our project recommendations when the GPR survey results are available.

Regards,
Dave

Proposed location north of existing disabled persons parking places:



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