

FALKIRK COUNCIL

Subject: NATIONAL ROADS DEVELOPMENT GUIDE
Meeting: EXECUTIVE
Date: 2 DECEMBER 2014
Author: DIRECTOR OF DEVELOPMENT SERVICES

1. INTRODUCTION

- 1.1 This report seeks approval to adopt the National Roads Development Guide as the standard for roads within new housing developments in the Falkirk Council area. The guide is in the form of an online document, with an addendum permitting Falkirk Council to enter any relevant local variations to the national document.

2. BACKGROUND

- 2.1 The Design Guidelines and Construction Standards for Roads in the Falkirk Council Area gained approval at the Strategic Services Committee meeting held on 2 October 1997. There have been significant changes in national and local policy and design since then, to such an extent, that the present guidelines no longer fully reflect the prevailing policy and technical frameworks.
- 2.2 The new guidance document incorporates current design and policy. It has been produced as a Scotland wide document, with local variations, by the Society for Chief Officers of Transport in Scotland (SCOTS), with the support of Transport Scotland and the Scottish Government Planning and Architecture Division.
- 2.3 The guide accords with Scottish Planning Policy, published on 23 June 2014; Designing Streets, published in 2010; the Water Environment and Water Services (WEWS) Scotland Act 2003 and the Design Manual for Roads and Bridges (DMRB).

3. LOCAL VARIATIONS

- 3.1 The proposed local variations to the National Roads Development Guide are shown in Appendix 1: Table 3.1. These variations are based on knowledge of local circumstances which have been shown from experience to be appropriate in the Falkirk Council area.

4. LEGAL IMPLICATIONS

None.

5. PERSONNEL IMPLICATIONS

None.

6. FINANCIAL IMPLICATIONS

None

5. RECOMMENDATIONS

Members are asked to:

- 5.1 Agree that the National Roads Development Guide should be adopted for roads within new housing developments in the Falkirk Council area with the local variations identified in Table 3.1.
- 5.2 Authorise the Director of Development Services to make local variations to the documents in future, arising from local experience, new legislation and any relevant changes to future design standards.

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Director of Development Services

Date: 28 October 2014

Contact Officer: Russell Steedman ext 4830

LIST OF BACKGROUND PAPERS

1.

Any person wishing to inspect the background papers listed above should telephone Falkirk 01324 504830 and ask for Russell Steedman

Appendix 1

Table 3.1

National Roads Development Guide			Design Guidelines and Construction Standards for Roads in the Falkirk Council Area			Proposed Local Variation.
Part 2 - Principles			Part I Introduction			
2.1	Consents		2.	Policy and Procedures		
	2.1.4	<p>Design Guidance and Adoption Standards</p> <p>6 or more individual dwellings should normally be served by a 'road' which will require construction Consent and the submission of a Road Bond in a residential area.</p> <p>Generally 5 or fewer dwellings (more if a 'brownfield site', eg redeveloped farm steadings) will be served by a 'private access' which, as there is no right of public access, will not require Construction Consent and will not be available for adoption. Such layouts should provide adequate turning facilities and a satisfactory junction with a public road. The provision of a 'private access' must be indicated clearly at the planning application stage, otherwise it will be considered that a 'road' is being provided.</p>		2.3	<p>Adoption of Roads</p> <p>Falkirk Council will adopt (i.e. add to its list of public roads (Section 16 Roads (Scotland) Act 1984) and thereafter maintain any new road that has been constructed in full accordance with a Construction Consent. To be eligible for adoption a road or section of a road must form a continuous system with the existing public road network, have been completed to wearing course for a minimum of 12 months, be in a fit and satisfactory condition and serve three or more premises.</p> <p>4.1.1 Road Hierarchy</p> <p>Figure 1 Road Hierarchy.</p> <p>Indicates that General Access, Short Cul De Sacs and Minor Access Roads all serve 3 or more dwellings</p>	Retain Falkirk Council Guideline allowing a maximum of 3 dwellings off a single private access.
2.2	Design			Part II Road Design Standards		
	2.2.6(d) 2.3.2(d) 3.6.4(e) (f)(h) (i)	<p>Garage Parking.</p> <p>There are a number of references in the National Roads Development Guide, which encourage/allow the use of garages, undercrofts and carports for parking provision. It sets a minimum internal size of 7.00 x 3.00m. and sets minimum clear access dimensions of 2.1m wide x 1.98m height.</p>		5.4.3 5.4.5 Table 10 9.4	<p>Parking Standards for Development Control</p> <p>Sets out the requirements for driveways.</p> <p>Determines the setback for garages from heel kerb</p> <p>Page 53 Excludes garage parking for dwellings</p> <p>Determines the location of parking and driveways</p>	Retain Falkirk Council Guideline that garages or car ports will not be used for parking provision.

2.4	2.4.15	<p>Release of Road Bond</p> <p>The Local Roads Authority may on request of the Developer release an appropriate amount of the Road Bond in respect of a section of road within a Construction Consent where:</p> <p>Stage 1 - <i>In accordance with the Road Construction Consent and the road being constructed up to Binder Course, Surfacing Course where modular blocks are specified, the Sustainable Urban Drainage System or other drainage system is complete and functioning, all underground infrastructure is fully installed and standards of work agreed with the adopting authority and any appropriate kerb log is completed.</i></p> <p>Stage 2 - <i>Completion of all other items as detailed on the Construction Consent up to substantial completion which should only omit such items as grass or soft landscaping elements due to annual planting periods.</i></p> <p>Stage 3 - <i>Expiry of the Maintenance period (or the expiry of maintenance period of defects required identified during that period) or the addition of the private road concerned to the local Authorities List of Public Roads, whichever is the earlier.</i></p> <p>The Local Roads Authority will retain a minimum of 10% of the original security lodged until such time as the road has completed satisfactorily its maintenance period or been added to the list of Public Roads, whichever is earlier.</p>	2.7	<p>Road Bond</p> <p>Where a developer is required to lodge a Road Bond the bond must be in place prior to house building work commencing. Failure to lodge the Bond timeously will result in the site being stopped up. Should the developer breach any conditions of the Construction Consent or Road Bond, the Roads Authority reserves the right to call in the Road Bond and/or stop up the site.</p> <p>A <i>partial</i> release of the Road Bond can be applied for on completion of the binder course, drainage and kerb base of all of the roads covered by the Construction Consent.</p> <p>A partial release will also be made when the final surfacing of all roads and footways is completed, road lighting is installed and any traffic calming measures which are required being completed. At this time, a maximum of 10% of the original Road Bond value will be retained.</p> <p>On adoption of the roads the remainder of the Road Bond will be released.</p> <p>Should at any time the developer default on his obligations relative to the Construction Consent or Road Bond, the Road Bond will be called in and the funds used to complete the roadwork's and to meet the expense incurred by the Roads Authority in the completion of the road works. The Roads Authority reserves the right to reclaim costs from the developer or his guarantors should the Road Bond be insufficient to meet the costs incurred by the Roads Authority in completing the roads</p>	Retain Falkirk Council Guideline which comply with Section 17 of the Roads (Scotland) Act 1984 and the Security for Private Road Works (Scotland) Regulations (SI2080 1985).
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