
To: Infrastructure, Land and Environment Policy Board

On: 7 June 2017

Report by: Director of Community Resources

Heading: National Roads Development Guide – Adoption by Renfrewshire Council

1. Summary

- 1.1 The purpose of this report is to seek approval from the Infrastructure, Land and Environment Policy Board to adopt the National Roads Development Guide, as the roads development guide for Renfrewshire.
 - 1.2 The National Roads Development Guide will deliver consistency across local authorities with their design approach for new developments, supporting Scottish Government Policy of Designing Streets. This Guide replaces the Strathclyde Regional Council Guidelines for Development Roads and the Roads Development Guide of 1995 as currently used by Renfrewshire Council.
 - 1.3 The National Roads Development Guide aligns the current planning process and the roads construction consent process, reducing the time involved to determine and approve a development. The Guide ensures accessibility is at the centre of decision making and supports the priority of pedestrians, cyclists and public transport before the private car.
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2. Recommendations

It is recommended that the Infrastructure, Land and Environment Policy Board:-

- 2.1 Approves the adoption of the National Roads Development Guide, as the assessment document for roads development within Renfrewshire;

- 2.2 Approves the inclusion of Renfrewshire Council's local variation, detailed in paragraph 3.11 of this report, into the National Roads Development Guide; and
 - 2.3 Delegates authority to the Director of Community Resources to incorporate further variations into the Guide's Appendix 'Local Authority Variations, Renfrewshire', as a result of changes to legislation, best practice, codes of practice, guides and other such documents relevant to roads development within Renfrewshire.
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3. Background

- 3.1 To ensure a degree of commonality nationally and to make the best use of resources, The Society of Chief Officers in Transportation in Scotland (SCOTS) agreed to develop and conform to a National Roads Development Guide. All 32 Local Authorities, Transport Scotland and the Scottish Government agreed to participate in the process.
- 3.2 The National Roads Development Guide, which provides consistent and transparent guidance for developers and their agents across Scotland, is web based, free to access and provides hyperlinks to relevant legislation, best practice and specific technical advice. It describes the necessary legislative framework and requirements, explains the policies with regard to the adoption of roads infrastructure on completion and includes guidance on the technical process together with electronic application forms to apply for Road Construction Consent.
- 3.3 In recognition that the requirements of each Scottish Local Authority will vary and to support their place making ambitions, a map embedded in the Guide provides effective links to a Local Authority's Appendix page, where variations unique to that authority are identified or hyperlinked to their bespoke guidance if required.
- 3.4 The National Roads Development Guide incorporates a review panel which meets annually to update the Guide content over time, which effectively future proofs the work to date. This ensures that the most relevant and contemporary technical advice and guidance is being delivered for road infrastructure developments.
- 3.5 The National Roads Development Guide is consistent with Planning Policy 'Designing Streets'. Also, in response to Scottish Government's requirement to further integrate the Road Construction Consent (RCC) process with the Planning process, the Guide has developed a two part RCC process outlined below. This revision to practice is designed to better align with the Planning process, resulting in a more effective and efficient RCC process. No change to primary legislation to support this procedural development is required as it can operate within the existing Acts. In practice, this means that the road layout contains sufficient road infrastructure details so that an early stage approval (RCC Stage 1) can be granted in conjunction with the planning permission so that no further material changes in layout are encountered at the final RCC stage (RCC Stage 2).

- 3.6 Renfrewshire Council has already been running its RCC process in parallel with the planning process since taking part in a trial for the Scottish Government around five years ago.
- 3.7 The Guide builds on 'Designing Streets' planning policy, providing more details to assist developers understanding. It moves away from a standards based approach, supporting early engagement and a multi-disciplinary approach to achieve a balanced outcome based on the user hierarchy and function. It includes Sustainable Urban Drainage Systems (SUDS) as a part of the Road Infrastructure and provides a system that enables suitable SUDS Infrastructure to be vested by Scottish Water on completion.
- 3.8 A quality audit is introduced into the RCC process and this is currently linked to Scottish Government guidance to demonstrate a development's compliance with Designing Streets Policy. The quality audit ensures accessibility is central to consideration during the design. This provides a particular benefit in terms of the Council's equalities requirements.
- 3.9 The National Roads Development Guide was launched in May 2014. It was recommended for immediate use by all developers, their agents and local authorities. Adoption of a National Roads Development Guide replacea both the former 'Strathclyde Regional Council's Roads Development Guide' (1995) and the parking standards included in the 'Strathclyde Guidelines for Development Roads' (1986), which are currently in use by Renfrewshire Council. Nineteen local authorities have adopted the National Roads Development Guide to date.
- 3.10 The quality of Road's Infrastructure is critical to supporting sustainable development and economic growth in Renfrewshire. The National Roads Development Guide provides comprehensive and innovative methods, based on scientific evidence, and includes best practice to assist developers when preparing their development plans to ensure that they meet the Council's sustainability requirements.
- 3.11 Under the National Roads Development Guide, local authorities can provide variation to support local place development aspirations. Under most circumstances accommodation of parking provision is required where residential development is proposed. However, a local variation is proposed for Town Centre areas within Renfrewshire where parking provision may not be possible. The local variation would be as follows:
- "Where proposals involve the conversion or sub-division of upper floors to residential use within the designated town centres, where no land is available, no off-street or dedicated car parking provision will be sought."
- 3.12 Adoption of the National Road Development Guide supports Renfrewshire's Cycling Strategy approved by the former Environment Policy Board in November 2016. It does this by placing the development of cycling infrastructure at the centre of development proposals.

- 3.13 Any changes to legislation, best practice, codes of practice, guides and other such documents may be incorporated into the document such that the Guide is maintained and reflects current practice at all times.
- 3.13 The national status of the Roads Development Guide together with the extensive consultation on a wide range of technical issues with all the relevant national agencies, provides significant depth as non-statutory guidance when considering a planning application. It is not necessary to term the Guide as Statutory Supplementary Guidance at this stage. However, if the Council introduces any significant future variations it may be considered appropriate to revisit the Guide with a view to adopting it as Statutory Supplementary Guidance at that stage.
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Implications of the Report

1. **Financial** - There are no financial implications as a result of the adoption of the National Roads Development Guide.
2. **HR & Organisational Development** - There are no Human Resource or Organisational Development implications as a result of the adoption of the National Roads Development Guide.
3. **Community Planning**

Jobs and the Economy – Quality Road Infrastructure supports sustainable growth and economic development in Renfrewshire.
4. **Legal** - There are no legal implications with regards to the adoption of the National Roads Development Guide.
5. **Property/Assets** - There are no impacts on the assets of the Council as a result of the adoption of the national Roads Development Guide.
6. **Information Technology** - The National Roads Development Guide is available on-line, and supports digital service delivery.
7. **Equality & Human Rights** - Adoption of National Roads Development Guidance will ensure disability and accessibility is considered during Infrastructure design.
8. **Health & Safety** - There are no health and safety implications with regards to the adoption of the National Roads Development Guide.
9. **Procurement** - There are no health and safety implications with regards to the adoption of the National Roads Development Guide.
10. **Risk** - There are no risk implications with regards to the adoption of the National Roads Development Guide.

11. **Privacy Impact** - There are no privacy implications with regards to the adoption of the National Roads Development Guide.
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List of Background Papers

The National Roads Development Guide can be found on-line with this link;

<http://www.scotsnet.org.uk/documents/national-roads-development-guide.pdf>

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