

ABERDEEN CITY COUNCIL

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COMMITTEE	Planning Development Management Committee
DATE	6 November 2014
DIRECTOR	Pete Leonard
TITLE OF REPORT	National Roads Development Guide
REPORT NUMBER	
CHECKLIST COMPLETED	Yes/No

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1. PURPOSE OF REPORT

The National Roads Development Guide has been produced by the Society for Chief Officers of Transport in Scotland (SCOTS), supported by Transport Scotland and Scottish Government Planning and Architecture Division. The document supports Designing Streets policy and expands on its principles to clarify when it can be used.

This report sets out the variations which would apply to its use in Aberdeen City, particularly with regard to guiding developers who are preparing submissions for Roads Construction Consent.

2. RECOMMENDATION(S)

It is recommended Members confirm use of the National Roads Development Guide (NRDG) by officers, with local variations applicable to Aberdeen City Council, as outlined in this report.

3. FINANCIAL IMPLICATIONS

None.

4. OTHER IMPLICATIONS

It is intended that the NRDG will assist developers with preparing and submitting Roads Construction Consent applications. Designing Streets policy recommends that geometric layouts of streets are developed at the same time as planning applications are being prepared.

## 5. BACKGROUND/MAIN ISSUES

The NRDG is now available throughout Scotland and for each Council area, there will be local variations available at the click of a mouse on the map of Scotland. Internal discussions between Aberdeen City Council Roads Officers have led to the following alterations being proposed (note that AA stands for Aberdeen Alterations).

NRDG Text	Aberdeen City Council Variation
Page 27	ACC to change to follow national guidance, i.e. 6 or more individual dwellings should normally be served by a "road". Generally, 5 or fewer dwellings will be served by a "private access". This means no variation to NRDG is required.
Page 38	1 <sup>st</sup> paragraph quotes English code "LTN 2/08" – replace with "Cycling By Design, Rev.1 (June 2011)" in AA.
Page 52	2.3.3 Housing Courts – delete "serving less than 20 dwellings" so that AA version reads "Housing Courts may be considered unsuitable for adoption."
Page 57	At 2.4 – Applying for Construction Consent – AA version to issue ACC forms, which will have links on page 186.
Page 82	Add double yellow lines to turning areas in Figure 18 for AA. Add "All turning areas need to be justified by swept path analyses for the design vehicles determined by the Local Roads Authority." above Fig. 18.
Page 87	2 <sup>nd</sup> paragraph – reduce width of separation strip from "at least 2m wide" to "at least 1m wide" in AA.
Page 100	Insert a paragraph in AA above (f) – "Service strips under private control adjacent to roads which are subject to RCC requirements, will not be permitted unless explicit arrangements have been agreed with the Local Roads Authority."
Page 105	Replace text and tables under "Speed Visibility Relationship" with the following:-  "Table 1 on page 19 should be used to determine whether DMRB or Designing Streets should apply. 85 <sup>th</sup> ile speeds, if available, could be used to determine design speeds, then visibility distances can be derived from DMRB or DS."
Page 133	Delete Figure 35 in AA – Tree Planting Detail Without Containment. Alter Root Containment text as follows:-

	“Typical details for growing trees with containment and showing the implications for tree anchorage are shown in Figure 35.”
p.137-170	Delete Sections 3.5 to 3.7 on Parking – replace with standards in Supplementary Guidance: Transport & Accessibility in AA.

Note that parking standards are undergoing review via the Local Plan Development process. The NRDG (Aberdeen version) will direct readers to the current SG for parking standards, which will be updated once the revised SG: Transport, Air Quality & Noise has been approved.

## 6. IMPACT

The report meets with the local Community Plan objectives to continually improve road safety and maximise accessibility for pedestrians and all modes of transport.

The proposals are in line with the Council’s Local Transport Strategy to improve safety for all road users by continuing to reduce the number of casualties in traffic collisions.

The contents of this report link to the Community Plan vision of creating a “sustainable City with an integrated transport system that is accessible to all”.

The development-led projects will contribute to the delivery of the Smarter Mobility aims of *Aberdeen – The Smarter City*: “We will encourage cycling and walking”, and “We will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions.”

## 7. MANAGEMENT OF RISK

The Roads Construction Consent procedure is designed to ensure that development roads will be built to adoptable standards and the NRDG will support this policy, to ensure that the City Council does not subsequently have to upgrade newly adopted roads.

## 8. BACKGROUND PAPERS

National Roads Development Guide  
<http://www.pkc.gov.uk/roadsdevguide>

Designing Streets: A Policy Statement for Scotland (2010)

9. REPORT AUTHOR DETAILS

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