



Fife Council Transportation Development Guidelines (Revised June 2015)

Regional Variations to SCOTS National Roads Development Guide

Introduction

This document details Fife Council's departures from the SCOTS National Roads Development Guide in terms of variations and/or additions to the advice contained within the national guide. For ease of reference, these variations (within Chapter 2) are identified using the same numbering system as used with the SCOTS guide. Please note that Fife Council has developed its own off-street parking standards which apply to all development within Fife and supersedes section 3.7 Parking Standards for Use Classes contained within the SCOTS National Roads Development Guide.

Planning policy requires new development sites to be fully accessible to all modes of transport. In addition, Designing Streets recommends that the use of conventional culs-de-sac, are strongly discouraged. Instead Designing Streets recommends that housing layouts should be designed with a grid type road pattern with multiple points of vehicular access with the surrounding road network, including road links to existing adjoining developments. Fife Council fully supports the advice given in Designing Streets and expects this approach to be adopted by designers in all new development layouts.

The Oxford English Dictionary defines a cul-de-sac as "a street, lane, or passage closed at one end, a blind alley; a place having no outlet except by the entrance". In terms of existing roads and streets, the start of a cul-de-sac is deemed as the point where a vehicle entering the road or street has no alternative other than to leave by the same point. On the premise that an additional vehicular access from the wider road network cannot be provided and that the proposed site can be designed in accordance with all other principles of Designing Streets, it will be acceptable for additional dwellings to be served from an existing cul-de-sac, subject to the total number of dwellings (existing + proposed) **not exceeding 200**.

Chapter 1 is not intended as variations or additional detail to the SCOTS Guide Part 3 or Designing Streets. Chapter 1 does not contain a comprehensive list of street design principles that will contribute to making a successful place, but it does provide designers with a starting point. Chapters 2 and 3 contain Fife Council's regional variations to the SCOTS National Roads Development Guide and are supplementary to that document and should therefore be used in conjunction with it.

CHAPTER 1 – STREET DESIGN GUIDING PRINCIPLES

1. Layout and Connectivity

- Multiple points of vehicular and pedestrian access with the surrounding public road network and integration with existing settlement shall be provided.
- The use of cul-de-sacs shall be avoided. However, the use of short cul-de-sacs serving a small number of units (10 – 15) may be acceptable, subject to site constraints.
- All remote footpath/cyclepaths shall be overlooked by property frontages. Both ends of a remote footpath shall be intervisible.

2. Quality Places

- Parking provision for housing located within parking courts to the rear of properties is acceptable. The housing courts shall be overlooked by houses (pictures 1 & 2).
- The use of cross-roads junctions with reduced radii and raised tables is acceptable.
- The use of car free streets is acceptable.
- The provision of public squares where a number of roads meet is acceptable.
- Direct vehicular access to houses fronting distributor roads is acceptable in principle, subject to individual site circumstances. In general, direct vehicular access will not be acceptable from distributor roads having a design speed greater than 30mph and a weekday two-way traffic flow greater than 10,000.



Pictures 1 & 2 – McDonald Street, Dunfermline (examples of over-looked, well illuminated, rear courtyard parking)

3. Street Users Needs

- Grid type street layouts shall be provided.
- The form of the street layout will influence the size and shape of the building blocks (or vice-versa) – the building blocks can be in any form of loose grid or geometrical shape.
- Maximum 400 metres (measured along the walking route) walking distance between front door of residential property and closest bus stop.
- Maximum 800 metres (measured along the walking route) walking distance between front door of residential property and local centre.
- The street layout shall accommodate adequate provision for refuse collection. Appendix 1 – Waste Storage, Recycling and Servicing Provision.

4. Street Geometry

- 4.1 Design Speed – 10mph on shared surface streets and private parking courts.
20mph on housing streets
30mph on distributor roads
- 4.2 Statutory Limits – 20mph on housing streets
30mph on distributor roads
- 4.3 Junction Spacing – The provision of crossroad junctions is acceptable. If in doubt, the advice given in Table 1 - Junction Spacing for Major Road Types will apply, particularly for non-Designing Streets layouts. The minimum 40 metres junction spacing for a housing road may be relaxed, subject to individual site circumstances.

Major Road Type	Junction Spacing
District Distributor Road (A & B)	200m
Traffic Distributor Road	100m
Housing Streets	40m
Industrial Roads	40m

Table 1 - Junction Spacing for Major Road Types

- 4.4 Junction Geometry – $90^{\circ} \pm 10^{\circ}$
- 4.5 Junction radii – 2 metres at junctions of housing street/shared surface street/housing court with housing street.
4.5 metres at junctions of housing streets with distributor roads.
- 4.6 Horizontal Radius – A minimum radius is not specified. The designer shall ensure with swept paths that a refuse vehicle can safely negotiate the proposed layout (refer to Appendix 1).
- 4.7 Vertical Gradient – Minimum of 1% on all roads
Maximum of 7% on shared surface streets and private parking courts.
Maximum of 8% on housing streets
Maximum of 6% on distributor roads
- 4.8 Carriageway Width – 4.5 metres on shared surface streets.
5.0 – 6.7 metres on housing streets. Wider carriageways will be acceptable in order to accommodate on street parking. Narrower carriageways, a minimum of 3.5 metres, will be acceptable over short lengths where there is suitable pedestrian provision and no direct frontage access.
6.0 – 7.3 metres on distributor roads. Minimum width of 6.0 metres for bus routes.
- 4.9 Footways – 2.0 metres wide on both sides of the carriageway, except on shared surface roads where 2 metres wide grass service strips shall be provided on both sides of the carriageway.
3.0 metres wide on shared footway/cycleways.
- 4.10 Service Strips - If the service strip is being provided within the carriageway of a shared surface road it shall be clearly delineated. The carriageway shall be wide enough to allow utility companies access to the service strip without requiring a road closure.
- 4.11 Forward Visibility – Maximum of 70 metres within all housing areas. Forward visibility shall be restricted with the careful positioning of buildings,

landscaping etc, rather than the use of physical traffic calming measures (eg. speed cushions). A maximum length of 70 metres of straight carriageway shall be provided within a grid street layout (pictures 3 – 6).

Minimum of 43 metres* on 30mph road.

Minimum of 25 metres* on 20mph street.

Minimum of 11 metres* on 10mph street/parking court.

(*from Scottish Government Designing Streets Policy)



Pictures 3 & 4 – Melrose Crescent, Dunfermline & Centenary Place, Cowdenbeath
(restricted forward visibility)

4.12 Junction Visibility –

An 'x' distance of 2 metres for all vehicular accesses serving 1 – 5 houses with a shared surface street/housing street.

An 'x' distance of 2.4 metres for all vehicular accesses serving 5 or more houses with a shared surface street/housing street.

The 'y' distance shall be in accordance with the Stopping Site Distance (SSD) adjusted for body length as specified within Page 33 of Designing Streets.

If in doubt the visibility splays specified within Table 2 – Junction Visibility Standards will apply.

- The y-distance shall be measured to the nearside channel line. However, if vehicles approaching from the left are physically segregated from the opposing flow then the y-distance can be measured to the centreline of the main road.
- Visibility in the vertical plane shall also be checked to ensure that views in the horizontal plane are not affected, for example by the crest of a hill, dip in the road or bridge abutment. Eye height is generally taken at 1.05 metres. Drivers shall see all obstacles between 600mm (small child) and 2 metres in height within the required visibility splay. (This applies to both forward and junction visibility).

Speed Value	No of Houses Served by the Road	Visibility Splay
32kph (20mph)	1 - 5	2m x 30m
	6 - 50	2.4m x 40m
	more than 50	4.5m x 40m
50kph (30mph)	1 - 5	2m x 60m
	6 - 50	3m x 90m*
	more than 50	4.5m x 90m
60kph (40mph) Urban	1 - 5	2m x 110m
	6 - 50	4.5m x 110m
	more than 50	6 x 110m
60kph (40mph) Rural	1 - 5	3m x 140m
	6 - 20	4.5m x 140m
	more than 20	6m x 140m
80kph (50mph)	1 - 5	3m x 180m
	6 - 20	4.5m x 180m
	more than 20	6m x 180m
100kph (60mph)	1 - 5	3m x 210m
	6 - 20	4.5m x 210m
	more than 20	6m x 210m

*The y-distance may be reduced to 60 metres if the junction is with a housing road.

Table 2 - Junction Visibility Standards



Pictures 5 & 6 – Low Causeway Culross

(Medieval village not designed to accommodate motorised vehicles. Narrow road, hidden junctions and lack of footways encourage low vehicle speeds and can still accommodate buses).

5. Parking

- 5.1 Parking for houses and flats shall be in accordance with Chapter 2 – Parking Standards.
- 5.2 Within a proposed development, it is acceptable for 25% of the total number of units to utilise road space to provide 1 of the required parking spaces per unit on-street. The 25% figure may be increased, subject to site circumstances and the proposed layout. However, these spaces cannot be allocated and are for general use. For example –
 - In a proposed development of 20 three and 40 four bedroom houses, it will be acceptable for -
 - 5 of the 20 three bedroom houses to each have 1 in-curtilage parking space with 1 parking space being provided on-street (rather than 2 in-curtilage spaces), and
 - 10 of the 40 four bedroom houses to each have 2 in-curtilage parking spaces with 1 parking space being provided on street (rather than 3 in-curtilage spaces).
 - The houses shall be spread evenly throughout the development layout.
- 5.3 Visitor parking shall be in accordance with Chapter 2 – Parking Standards. However, the visitor spaces can be provided on-street with the use of varying road widths, rather than formal laybys.
- 5.4 Shared, covered and secure cycle parking facilities shall be provided for flatted developments (for example – beneath stairwells).
- 5.5 Courtyard parking to rear of properties is acceptable. Properties served by courtyard parking must have direct access to the courtyard.
- 5.6 Undercroft/underground parking shall be considered and encouraged for flatted/office developments.

6. Materials, Adoption and Maintenance

- 6.1 The use of surfacing materials other than those specified within the Transportation Development Guidelines may be considered acceptable, subject to the materials being easy to maintain; safe for purpose; durable; sustainable and appropriate to the context. Fife Council may request developers to provide an additional supply of the materials used in a development, to ensure the long-term maintenance of novel street construction, subject to storage space being available.
- 6.2 Where different colours of the same material are being utilised within a street layout there must be a marked contrast between the two colours. For example, the difference with the use of brindle blocks in conjunction with buff blocks, rather than red blocks (picture 7).
- 6.3 The use of trees and landscaping within the road boundary (e.g. to limit forward visibility or denote on-street parking spaces) may be considered acceptable, subject to suitable planting arrangements (e.g. tree pits, avoidance of Public Utility plant) being in place. Soft landscaping and trees adjacent to streets will not generally be considered for addition to the List of Public Roads.
- 6.4 The use of permeable paving within laybys; filter drains to the rear of footways, swales adjacent to distributor roads and bio-retention features are acceptable as the first level of treatment for surface water run-off from roads, subject to site circumstances.
- 6.5 Distributor roads, housing roads, shared surface roads and their associated footways, verges, service strips, supporting retaining walls and embankments and street lighting will be considered for addition to the List of Public Roads.
- 6.6 Link footpaths and footpath/cyclepaths will be considered for addition to the List of Public Roads.



Picture 7 – Fosterton Crescent, Kirkcaldy (better contrast would have been provided with use of buff blocks rather than brindle).

- 6.7 Parking courts will not be considered for addition to the List of Public Roads (pictures 8 & 9).
- 6.8 Art features will not be considered for addition to the List of Public Roads.
- 6.9 Separate maintenance arrangements shall be provided for areas and features not being added to the List of Public Roads.

7. Traffic Signs and Road Markings

- 7.1 The creation of street clutter by the over-provision of sign posts, lighting columns and unnecessary road markings shall be avoided.
- 7.2 Street nameplates shall be located in prominent positions and be provided prior to the first house being occupied within the street. Street nameplates mounted on buildings or boundary walls is preferable to street nameplates mounted on posts in the footway. The street nameplate specification is within Appendix 2.
- 7.3 The use of advance direction signs shall be avoided. The provision of landmark buildings or features within housing developments will make the sites easy to move around in.
- 7.4 Centre line road markings shall be omitted from all housing roads and shared surface roads.
- 7.5 Give-way markings shall be omitted from all junctions within housing layouts.
- 7.6 Give-way markings (omitting the triangle marking and give-way sign) shall be provided on junctions with distributor roads.
- 7.7 On-street parking bays shall be denoted with contrasting surfacing finishes, concrete blocks, build-outs, variable road widths, aluminium road studs, trees, landscaping, etc. in preference to the use of road markings.

- 7.8 Following substantial completion of the streets, during the maintenance period, Fife Council will monitor the operation of the streets. The developer will be required to provide additional, or remove existing, signing and lining if deemed necessary by Fife Council, prior to the streets being added to the List of Public Roads.



Pictures 8 & 9 – Dewar Avenue, Kincardine (vehicular access to private parking court)

8. Street Furniture, Street Lighting and Art Features

- 8.1 The street lighting shall be planned as an integral part of the street layout design, rather than at the end of the design process.
- 8.2 Wall mounted street lighting is preferable to the use of street lighting columns, subject to acceptable maintenance access arrangements being in place.
- 8.3 Any warning signs that are required shall be mounted on street lighting columns, rather than on separate posts.
- 8.4 Street furniture (seating, litter bins, art features, etc) shall be positioned in a manner that does not restrict the minimum footway width.

9. “Home Zones”

- 9.1 The Fife Council Transportation Development Guidelines does not give guidance on the design of Home Zones. Home Zones are public spaces between buildings that are designed to allow people and vehicles to share them on equal terms. Motorists should feel that they are guests when entering a Home Zone environment designed for people to walk and play. Successful Home Zones are typically provided within existing housing areas with community involvement and support.

- 9.2 The Home Zones (Scotland) (No 2) Regulations 2002, define a series of steps that local authorities must follow during the creation of a Home Zone. The Regulations allow statutory speed limits of 10mph. Further advice is available within the Scottish Government Home Zones Guidance Consultation (August 2002) and the Institute of Highway Incorporated Engineers Home Zone Design Guidelines (June 2002). The Regulations and Guidance will have to be followed by Developers and designers who wish to promote a Home Zone development.
- 9.3 Given that community involvement and support is essential, it is difficult to design successful new-build Home Zones. Incoming residents may not be fully aware of the environment they are moving into. The road layout alone cannot deliver a successful Home Zone.
- 9.4 Housing layouts designed in accordance with the advice given in paragraphs 1 – 8 above will provide novel road layouts that incorporate Home Zone elements, but will not be designated as Home Zones. Housing layouts designed without any community involvement cannot be designated as Home Zones.

10. Example



Figure 1 – Council Housing, Cawdor Crescent, Kirkcaldy – Draft Layout

- 10.1 Figure 1 shows the initial draft layout submitted in support of a proposed Council housing development of 46 dwellings on a brownfield site in Kirkcaldy. The site is bounded by terraced housing to the north, allotment gardens to the west and by large public open space to the south. The draft layout shows the proposed housing being served by a single point of vehicular access from Cawdor Crescent with the provision of an internal loop road; use of standard carriageway & footway widths and all off-street parking located at 90° to the prospectively adoptable roads. The only novel part of the draft layout is the over-use of raised tables at the corners of the loop road. The draft layout was considered unacceptable.



Figure 2 – Council Housing, Cawdor Crescent, Kirkcaldy – Approved Layout

10.2 Figure 2 shows the proposed layout for 66 dwellings for the same site that received planning permission. The layout has been amended to adopt Designing Streets principles. The approved layout shows two means of vehicular access with Cawdor Crescent (by incorporating the former School Lodge building within the site): a grid type street pattern; variable road widths; use of shared surface roads; avoids use of long straight roads and provides a variety of both on and off-street parking provision. Given that an existing large area of open-space exists to the south of the site, improvements to the existing play facilities will be provided rather than the provision of additional play facilities within the site. The approved layout is an example of the designer working with planning, urban design and transportation development management officers.

CHAPTER 2 – REGIONAL VARIATIONS

For ease of reference, the following variations are identified using the same numbering system as used with the SCOTS National Roads Development Guide.

Part 2 – Principles

2.1.1 Statutory Consents – Security must be provided to Fife Council for all new roads works in all developments not covered by the Regulations (with the exception of registered housing association developments).

2.2.7 Drainage and Sustainable Urban Drainage Systems (SUDS) – For the avoidance of doubt, Fife Council will only adopt SUDS features that deal with surface water from public roads only.

2.3.11 Road Bonds – The Road Bond for a development shall include the SUDS facilities that the development roads drain to. This is essential regardless of whether or not the SUDS facility will be considered for adoption by Fife Council.

2.4.2 (e) Owner's Objections – A Construction Consent with an unresolved objection must go to the appropriate Fife Council Area Planning Committee for determination.

Figures 9 & 10 – A maximum of 20 No spaces can be served via a vehicular crossing of the footway.

Part 3 – Details

3.1.3 (g) Provision for Public Transport - Designing for Bus Passengers – See Appendix 3 Drawing No IPTW.04/FCCE/02 Typical Bus Stop Layout, including boarder facilities and bus box markings. The detailed design of bus stop flags for new bus stops (including bus stop reference and name) will be provided by Fife Council.

3.1.6 Statutory Undertaker Services (e) Services within Shared Surfaces – In instances where a shared surface is constructed from wall to wall, a suitable delineation of the service strip shall be provided.

3.1.7 Rural Areas (c) - Road Widths –

- Transportation Development Management have a policy against the formation of new access roads or intensification of existing accesses and junctions on unrestricted roads out with established urban areas. From a transportation point of view a built-up area is defined as the area within a 30 or 40mph speed limit.
- A minimum visibility splay x-distance of 4.5 metres shall be provided at junctions in rural areas. In certain circumstances consideration will be given to reduce the x-distance to an absolute minimum of 3 metres from the road channel line.

3.3 Quality Audit – Auditing Quality Using Designing Streets - Fife Council will accept developers entering into a suitable processing agreement with the Council in lieu of a Quality Audit approach.

Figure 30 – The use of square channels within ramps is not acceptable as there have been too many instances of these failing. Ramps should be formed in HRA rather than blocks to avoid the need for square channels. At this authority's discretion, the use of blocks may be permitted to blend in with the rest of innovative layouts.

3.4.9 Roads Drainage and SUDS – (b) Gully spacing - Double gullies shall be provided at any low points within street layouts

3.4.10 Landscape Treatment - (b) Planting - For proposed trees within the prospective public road boundary, refer to Appendix 4, drawing 01/R04260/224 – Semi-Mature Tree in Planter. Recommended species of tree for small narrow places and tree pits –

Mountain Ash = Rowan = Sorbus aucuparia fastigiata (light-weight tree, but provides good food supply for birds)

Oak = Quercus robur fastigiata (heavyweight tree, which supports insects)

Cherry = Prunus serulata “Amanogawa”

Hornbeam = Carpinus betulus fastigiata

Birch = Betula pendula fastigiata

3.4.11 Street Lighting Design – Please refer to Appendix 5 – Fife Council Street Lighting Design Guidance.

CHAPTER 2 – PARKING STANDARDS

SCOTS National Roads Development Guide Section 3.5 Parking Considerations shall be read in conjunction with the following Fife Council Parking Standards. However, Fife Council has the following variations to Section 3.5.

3.5.5 Shared Use Provision – This will be considered on a site specific basis.

3.5.9 Provision for Cycle Parking – Commuted sums for shortfalls in cycle parking will not be considered.

3.6.4 Residential Parking Design (a) Shared Surface – On street parking integrated into Design Streets layouts is encouraged through appropriate design. For the avoidance of doubt, the provision of on-street parking will not be accepted on traditional shared surface roads to overcome a shortfall in car parking as part of proposals to extend existing dwellings etc.



Picture 10 – Carnegie Drive, Dunfermline (Retail unit with undercroft parking)

3.7 Fife Council Parking Standards for Use Classes

Maximum Parking Standards

Development	Threshold above which standard applies ¹	Level 1 town centres (inner core)	Level 1 town centres ² (outer core) and Level 2 town centres ³	All other locations (as per SPP17)
Retail (food)	1000m ²	1 space per 20m ²	1 space per 17m ²	1 space per 14m ²
Retail (non-food)	1000m ²	1 space per 40m ²	1 space per 30m ²	1 space per 20m ²
Business	2500m ²	1 space per 60m ²	1 space per 45m ²	1 space per 30m ²
Cinemas	1000m ²	1 space per 10 seats	1 space per 7.5 seats	1 space per 5 seats
Conference facilities	1000m ²	1 space per 10 seats	1 space per 7.5 seats	1 space per 5 seats
Stadia	1500 seats	1 space per 30 seats	1 space per 22.5 seats	1 space per 15 seats
Leisure (other than cinemas and stadia)	1000m ²	1 space per 44m ²	1 space per 33m ²	1 space per 22m ²
Higher and further education	2500m ²	1 space per 4 staff plus 1 space per 30 students	1 space per 3 staff plus 1 space per 22.5 students	1 space per 2 staff plus 1 space per 15 students

Table 3.7 MS Maximum Parking Standards

Notes for Table 3.7 MS

Thresholds refer to gross floor areas.

¹ Below this threshold, minimum parking standards apply as per 3.7 Fife Council Parking Standards for Use Classes

² Level 1 town centres are Kirkcaldy, Dunfermline, Glenrothes and St Andrews

³ Level 2 town centres are Cupar, Leven and Cowdenbeath

Plans indicating level 1 and 2 town centres are shown in Figures 3.71 to 3.77

Disabled Parking for Table 3.7 MS

There is no separate maximum standard for disabled space provision. The provision below is the same as for our Minimum Parking Standards

Type of Development	Size of Car Park	Number of Spaces Designated for Disabled Use	Advisory Notes
Employment Premises	Up to 200 spaces	1 No space per disabled employee plus 2 spaces or 5% of total number, whichever is greater	Minimum of 2 spaces
	Over 200 spaces	6 No spaces plus 2% of the total number	
Shopping, Leisure or Recreational	Up to 200 spaces	3 No spaces or 6% of total number, whichever is greater	Minimum of 3 spaces
	Over 200 spaces	4 No spaces plus 4% of the total number	

Class 1: Shops

Retail sale of goods, hairdresser, undertaker, travel and ticket agency, post office, dry cleaners, laundrette, cold food consumption on premises. Display of goods for sale, hiring out of domestic goods or articles, reception of goods to be washed.

Type of Development	Vehicle Minimum (spaces for gross floor area, GFA)
Shops	1 No spaces per 20m ² plus adequate servicing provision

Class 2: Financial, Professional and Other Services

Financial, professional or any other services expected in shopping areas, eg, betting offices, lawyers, accountants or estate agents.

(Health care) applies to health centres, dental surgeries, GP surgeries and vet practices.

Type of Development	Vehicle Minimum (spaces for gross floor area, GFA)	Advisory Notes
A2	1 No spaces per 20m ² plus an additional 10% of that total for visitor provision	
A2 health care	2 No spaces per consulting room if operates on an appointment basis* + 1 No space per practitioner + 1 No space per 3 other members of staff *4 No spaces per consulting room if no appointment system	A consulting room is defined as any room where patients visit via appointment or where treatments are provided. A practitioner is defined as a staff member who provides consultations or treatments etc. If no appointment system operates then 4 No spaces must be provided along with the provision for practitioners and other staff members.

Class 3: Food and Drink

Restaurant, café, snack bar and other pub style eateries (which have the majority of their public floor areas for food type uses with ancillary bar areas).

Type of Development	Vehicle Minimum (spaces for public floor area, PFA)	Advisory Notes
Class 3 (excluding Transport Cafes)	1 No spaces per 5 m ² (PFA)	Adequate servicing areas must be provided.

Class 4: Business

Offices (other than that specified under Class 2), research and development of products or processes, light industry

Type of Development	Vehicle Minimum (spaces for gross floor area, GFA)	Advisory Notes
Offices	1 No space per 30m ²	Floor plans must include seating layout.
High Density Offices	1 No space per 18m ²	This standard is for call centre and hot desk type office layouts and floor plans must include seating layout.

Class 5: General Industrial

General industrial (use for the carrying out of an industrial process other than one falling within the Class 4 Business definition).

Type of Development	Vehicle Minimum (spaces per 100m ² gross floor area, GFA)	Advisory Notes
General Industrial	2 No spaces	
Lorry Parking Factories Business Park and Science Park	1 No space 2 No spaces	In all cases provision must be made for the parking and turning of servicing vehicles off road. Consideration should also be given for overnight parking areas.

Class 6: Storage and Distribution

Storage or Distribution.

Type of Development	Vehicle Minimum (spaces for 100m ² gross floor area, GFA)	Advisory Notes
Warehousing and Distribution Depots Warehousing (with public sales)	1 No space 2 No spaces	Distribution depots operating a minimal window for deliveries (less than 60 minutes) shall provide a separate parking/layover area/waiting area for goods vehicles.
Lorry Parking Warehousing	0.5 No spaces	In all cases provision must be made for the parking and turning of servicing vehicles off road. Consideration should also be given for overnight parking areas.

Class 7: Hotels and Hostels

Hotel, boarding and guest house, hostel

Type of Development	Vehicle Minimum (spaces for gross floor area, GFA)	Advisory Notes
Hotel and B&B	1 No space per bedroom	This standard applies only to the accommodation element of the hotel and separate standards apply to the bar and restaurant (if open to the general public). Function/Conference suites will also be assessed separately. Coach parking must be provided for premises which cater for weddings. Consideration will be given on a site by site basis to reductions in the parking standard for function suites subject to suitable coach parking provision.
Hotel Restaurant	1 No space per 5m ² Public floor area	
Hotel Public Bar	1 No space per 15m ² Public floor area	
Hotel Function Suites	1 No space per 5m ² Public floor area	
Hotel Staff Provision	1 No parking space per 2 staff	
Hostels	1 No space per bedroom 1 No parking space per 2 staff	Hostels will be generally assessed on the hotel parking standards. However, dependant on the use of the hostel, relaxations may be considered.
Student Flats	1 No space per 7 students	
Student Halls of Residence	1 No space per 7 students	

Note

A lower provision may be appropriate in town centre locations, particularly for redevelopment of existing buildings or brownfield sites. This consideration will only apply at sites with good access to sustainable forms of transport and are in close proximity to existing public car parking facilities which have a recognised spare capacity.

Class 8: Residential Institutions

Hospitals, nursing homes, residential training centres and residential accommodation with care

Type of Development	Vehicle Minimum (spaces for gross floor area, GFA)	Advisory Notes
Residential Care Home	1 No space per staff member plus 1 No visitor space per 3 beds	50% of the overall parking provision must have 3 metre wide spaces.
Hospitals		
Wards and A&E	1 No space per 3 beds + 1 No space per doctor + 1 No space per 3 other staff	Travel Plans for staff, patients and visitors play an important role in traffic reduction, especially encouraging modal shifts for staff.
All outpatient clinics/services	2 No spaces per consulting room if operates on an appointment basis* + 1 No space per practitioner + 1 No space per 3 other members of staff *4 No spaces per consulting room if no appointment system	The impact of potential parking overspill on the surrounding area should be considered and if necessary waiting restrictions and resident's parking schemes implemented. If no appointment system operates then 4 No spaces must be provided along with the provision for practitioners and other staff members.

Note

A lower provision may be appropriate in town centre locations, particularly for redevelopment of existing buildings or brownfield sites. This consideration will only apply at sites with good access to sustainable forms of transport and existing public car parking facilities which have a recognised spare capacity.

Class 9: Houses

House occupied by a single person, or a number living together as a family, or as a household of 5 persons or less. Limited use as a B&B, guest house or for child minding.

Flats and houses are to be treated the same with parking standards determined by the number of bedrooms within the dwelling.

Private Housing and Accommodation		
Type of Development	Vehicle Minimum	Advisory Notes
1 bedroom dwelling	1 No space per dwelling*	
2 or 3 bedroom dwelling	2 No spaces per dwelling*	*Garages with internal dimensions measuring less than 7m x 3m will not be included as part of the parking provision and will be classed as storage only.
4 or more bedroom dwellings	3 No spaces per dwelling*	
Visitor Parking	0.25 spaces per dwelling (unallocated)	In Designing Streets type layouts visitor parking can be provided on-street, subject to acceptable design layouts.
Town Centre Redevelopment and Refurbishment (Residential)	1 No space per dwelling (Inner Core) - figures 3.71 to 3.77 for definitions	For Outer Core a 25% reduction will be applied to the standard parking requirement.
Retirement Developments (eg warden assisted independent living accommodation)	1 No space per dwelling	
Sheltered Housing	1 No space per 3 units for visitors + 1 No space per resident staff + 1 No space per 3 other staff (non-resident)	Private and local authority housing require the same off-street parking provision.

Council and Affordable Housing		
Type of Development	Allocated Parking	Communal Parking
1 bedroom dwelling	1 space per dwelling	1.25 spaces per dwelling
2 bedroom dwelling	2 spaces per dwelling	1.5 spaces per dwelling
3 or 4 bedroom dwelling	2 spaces per dwelling	2 spaces per dwelling
5 or more bedroom dwellings	3 spaces per dwelling	2.5 spaces per dwelling
Visitor Parking	0.25 spaces per dwelling (unallocated)	
Town Centre Redevelopment and Refurbishment (Residential)		1 No space per dwelling (Inner Core) - figures 3.71 to 3.77 for definitions. For Outer Core a 25% reduction will be applied to the standard parking requirement.

Residential Parking

Dwellings are predominantly travel origins as opposed to destinations. Previously parking standards have attempted to reduce car use by restricting parking spaces at origin and destinations. It is now recognised that reduced residential parking provision does not discourage people from owning vehicles.

Within a proposed designing streets type development, it is acceptable for 25% of the total number of units to utilise road space to provide 1 of the required parking spaces per unit on-street. The 25% figure may be increased, subject to site circumstances and the proposed layout. However, these spaces cannot be allocated and are for general use. For example, in a proposed development of 20 three and 40 four bedroom houses, it will be acceptable for –

- 5 of the 20 three bedroom houses to each have 1 in-curtilage parking space with 1 parking space being provided on-street (rather than 2 in-curtilage spaces), and
- 10 of the 40 four bedroom houses to each have 2 in-curtilage parking spaces with 1 parking space being provided on street (rather than 3 in-curtilage spaces).
- The houses shall be spread evenly throughout the development layout.

General Notes

- Visitor parking shall be in accordance with the Fife Council Transportation Development Guidelines.
- Visitor spaces can be provided on-street with the use of varying road widths, rather than formal laybys.
- Visitor spaces shall be evenly provided throughout the development.
- Visitor spaces provided at 90° to the street shall not be located in front of living room windows.
- Shared, covered and secure cycle parking facilities shall be provided for flatted developments (for example – beneath stairwells).
- Courtyard parking to rear of properties is acceptable. Properties served by courtyard parking must have direct access to the courtyard.
- Undercroft/underground parking shall be considered and encouraged for flatted, office and retail developments.
- All garages adjacent to dwellinghouses being located 0 – 1 metre from the rear of the road boundary (back of footway or verge) **or** at least six metres from the road boundary. Garage doors shall not overhang or open into the public road.

Class 10: Non-Residential Institutions

Creche, day nursery, day centre, provision of education, museum, exhibition hall, public library, display of art, public worship, religious instruction, social activities of a religious body

Type of Development	Vehicle Minimum (spaces for gross floor area, GFA)	Advisory Notes
Creche, Child Care (including nursery)	1 No space per full-time equivalent staff plus provision of adequate drop off/pick up facilities**	**The necessary drop off/pick up provision will be dependent on the size of the facility and its location and will be assessed on an individual site basis.
Day Care Centre	1 No space per full-time equivalent staff plus provision of adequate drop off/pick up facilities including for buses**	**The necessary drop off/pick up provision will be dependent on the size of the facility and its location and will be assessed on an individual site basis.
Community Centres	5 – 20 No spaces per 100m ²	Applicable figure is determined by proximity of facility to catchment area Lower provision only acceptable if in walking distance of whole community, village etc.
Education – Primary and Secondary Schools	1 No space per staff member + Adequate parking provision for schools buses + The provision of adequate drop off/pick up facilities**	No parking will be provided for senior pupils who may own or have the use of a vehicle. School bus provision will be assessed on a site by site basis depending on catchment areas. **The necessary drop off/pick up provision will be dependent on the size of the facility and its location and will be assessed on an individual site basis.
Education – Further/Higher	1 No space per staff member 1 No space per 15 students for their use	
Art Galleries, Museums, Public/Exhibition Hall	1 No space per 30m ² public display space 1 No space per 2 other staff	
Libraries	3 spaces per 100m ² plus 1 No space per 3 staff	
Places of Worship	5 – 20 No spaces per 100m ²	Applicable figure is determined by proximity of facility to catchment area.
Crematoria	1 No space per 4 seats	

For Special Schools parking/drop-off arrangements must be taken into consideration as these facilities generally have extra staff and most pupils/students arrive by mini-bus, taxi or private car.

Class 11: Assembly and Leisure

Cinema, concert hall, bingo hall, casino, dance hall, discotheque, skating rink, swimming bath, gymnasium or for indoor sports or recreation not involving motorised vehicles or firearms

Type of Development	Vehicle Minimum	Advisory Notes
Cinema/Bingo Halls	1 No space per 5 seats	
Concert Halls (also applies to theatres)	1 No space per 5 seats	
Team Sports (outdoor sports pitches)	12 No spaces per pitch	Pitches and ancillary facilities for dedicated junior/amateur football and rugby clubs etc will be assessed on an individual basis.
Sports Centres		
Swimming Pools	10 No spaces per 100m ² of pool area	
Snooker/Pool Halls	1 No space per table	
Golf clubs	3 No spaces per hole plus 1 No space per 2 staff members	
Gymnasium, Fitness & Dance Studios		
Gymnasium (with freestanding equipment)	1 No space per 10m ² of gym floor area	Applies to facilities with rowing, cross training, cycling and weight machines etc.
Fitness Studios (for the use of fitness classes etc)	1 No space per 5m ² of fitness studio floor area	For use for zumba, yoga, aerobics etc.
Dance Studios	1 No space per 5m ² of dance studio floor area	Reductions will be considered when all classes are for children only.
Other Sports Facilities	Individual merit	

Note - The requirement for coach parking must be assessed on an individual basis.

Other: Sui Generis

Type of Development	Vehicle Minimum (spaces per 100m ² gross floor area, GFA)	Advisory Notes
Garden Centres	5 No spaces per 100m ²	Adequate servicing area must be provided.
Hot Food Takeaways	5 No spaces per 100m ²	
Motor Trade Vehicle Display Areas Spares Department Servicing, MOT & Bodywork Tyre and exhaust centre Jet wash Car wash (automatic style) Scrapyards Staff for all of the above	4 No spaces per 100m ² 4 No spaces per 100m ² 4 No spaces per service bay 2 No spaces per service bay 5 No queuing spaces per wash lane 5 No queuing spaces per unit 2 No spaces per 100m ² 1 No space per 2 staff	All parking for customers, staff and vehicles awaiting collection after MOT and servicing etc shall be clearly sign and lined for their purpose. Additional parking must be provided for valet operations. Additional parking must be provided for valet operations.
House of Multiple Occupation (HMO)	1 No space per bedroom	If bedrooms can accommodate more than 2 people then the provision of additional parking may be necessary.

Disabled Parking Provision for Use Classes

Type of Development	Size of Car Park	Number of Spaces Designated for Disabled Use	Advisory Notes
Classes 4, 5 & 6 and all Sui Generis Uses except Garden Centres & Hot Food Takeaways	Up to 200 spaces	1 No space per disabled employee plus 2 spaces or 5% of total number, whichever is greater.	Minimum of 2 spaces
	Over 200 spaces	6 No spaces plus 2% of the total number.	
Classes 1, 2, 3, 7, 11 Class 10 with the exception of Creche, Child Care & Day Care Centre Sui Generis for Garden Centre and Hot Food Takeaway only	Up to 200 spaces	3 No spaces or 6% of total number, whichever is greater.	Minimum of 2 spaces
	Over 200 spaces	4 No spaces plus 4% of the total number.	
Class 8			
Residential Care Home	N/A	50% of overall parking provision to have 3m wide spaces.	
Hospital	N/A	Assessed on individual basis, although expected to be significantly higher than requirement for business or recreational.	
Class 9	N/A	Assessed on individual basis, bays to be provided at appropriate points in parking courts. After request from qualifying resident, on-street bays in designing streets layouts to be provided at suitable locations by local authority once streets are adopted.	
Class 10 for Creche, Child Care & Day Care Centre	N/A	1 bay or 5% of total, whichever is greater	

Cycle Parking Provision for Use Classes

Type of Development	Appropriate Provision
<p>Classes 4, 5 & 6</p> <p>Class 10 – Only for Creche, Child Care, Community Centres & Day Care Centres</p> <p>Sui Generis - Garden Centres only</p>	<p>1 No space per 8 parking spaces</p> <p>1 No space per 8 parking spaces</p> <p>2 No spaces plus 4 spaces per 100 car spaces</p>
<p>Classes 1 & 2</p> <p>Class 10 – Only for Libraries, Art Galleries, Museums & Public/Exhibition Hall</p>	<p>0.25 No spaces per 100m² gross floor area</p> <p>0.25 No spaces per 100m² gross floor area</p>
<p>Classes 3, 7 (with the exception of student accommodation), 11 and Sui Generis Motor Trade only</p> <p>Class 7 Students Flats/Halls of Residence</p>	<p>1 No space per 8 car parking spaces</p> <p>1 No space per 2 students</p>
<p>Class 8</p> <p>Hospitals</p>	<p>1 No space per 8 parking spaces</p>
<p>Class 9</p> <p>Flats</p> <p>Houses</p>	<p>1 No space per dwelling. Provision preferred internally under stairwells but suitable external covered and secure parking will be considered.</p> <p>Residents will provide suitable storage within their curtilage via a shed or by using part of 7m x 3m garage. Garages with internal dimensions of less than 7m x 3m can provide storage for bikes amongst other items.</p>
<p>Class 10 for Education</p> <p>Primary/Secondary Schools</p> <p>Colleges and Universities</p>	<p>Will be assessed on an individual basis depending on catchment area and amount of school bus provision</p> <p>1 No space per 3 students and 1 No space per 5 staff</p>

Motorcycle Parking Provision for Use Classes

Type of Development	Appropriate Provision
Classes 1, 2, 3, 4, 5, 6, 7, 8, 10, 11 & Sui Generis	1 No space plus 1 space per 50 car parking spaces
Class 9	
Flats	1 No space plus 1 space per 50 car parking spaces. Consideration should be given to providing secure motorcycle parking
Students Flats/Halls of Residence	1 No space plus 1 space per 50 car parking spaces
Houses	Garages with internal dimensions of less than 7m x 3m can provide storage for motorcycles amongst other items.

Figure 3.71 – Dunfermline (Level 1 Town Centre)

Figure 3.72 – Glenrothes (Level 1 Town Centre)

Figure 3.73 – Kirkcaldy (Level 1 Town Centre)

Figure 3.74 – St Andrews (Level 1 Town Centre)

Figure 3.75 – Cowdenbeath (Level 2 Town Centre)

Figure 3.76 – Cupar (Level 2 Town Centre)

Figure 3.77 – Leven (Level 2 Town Centre)

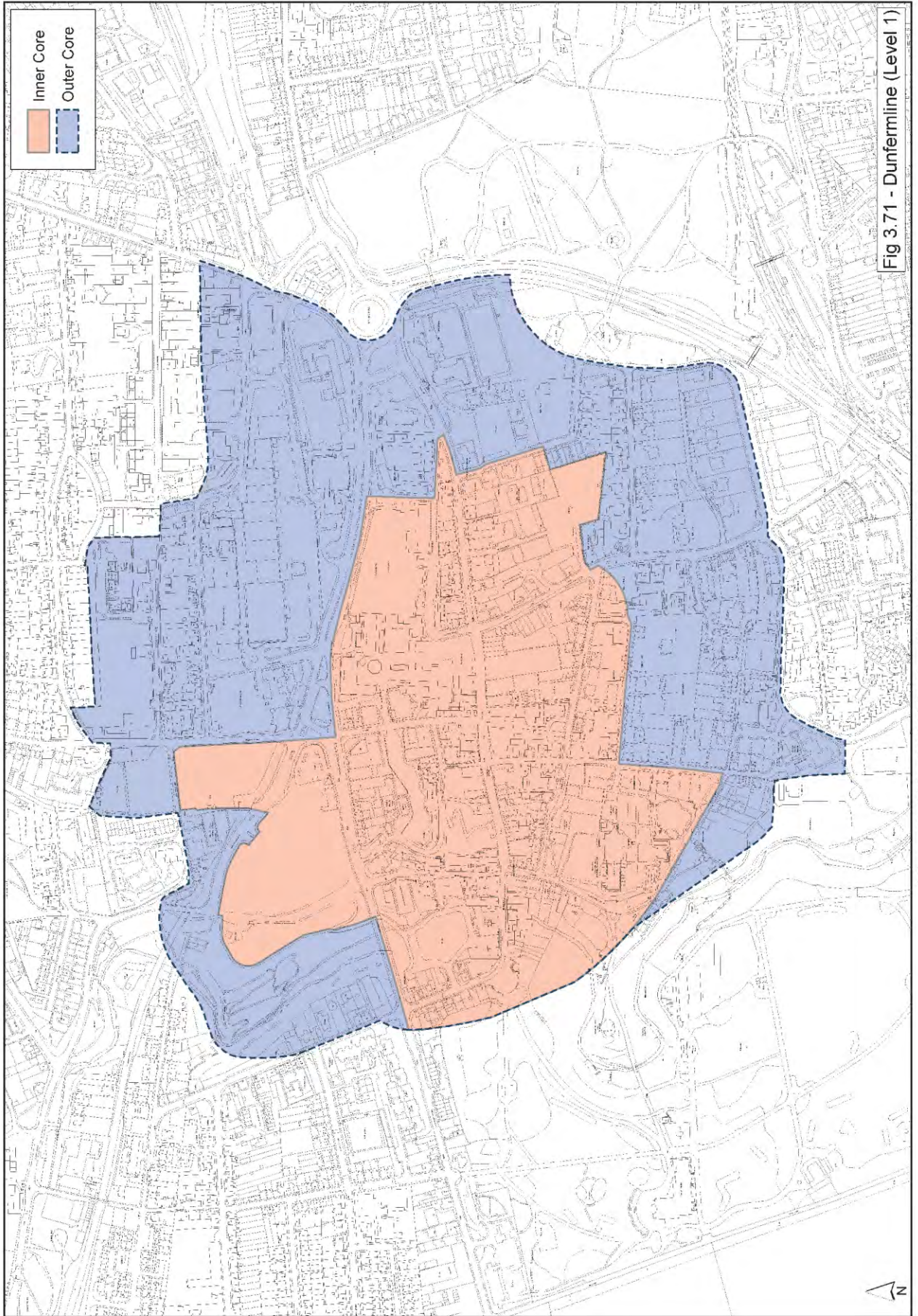
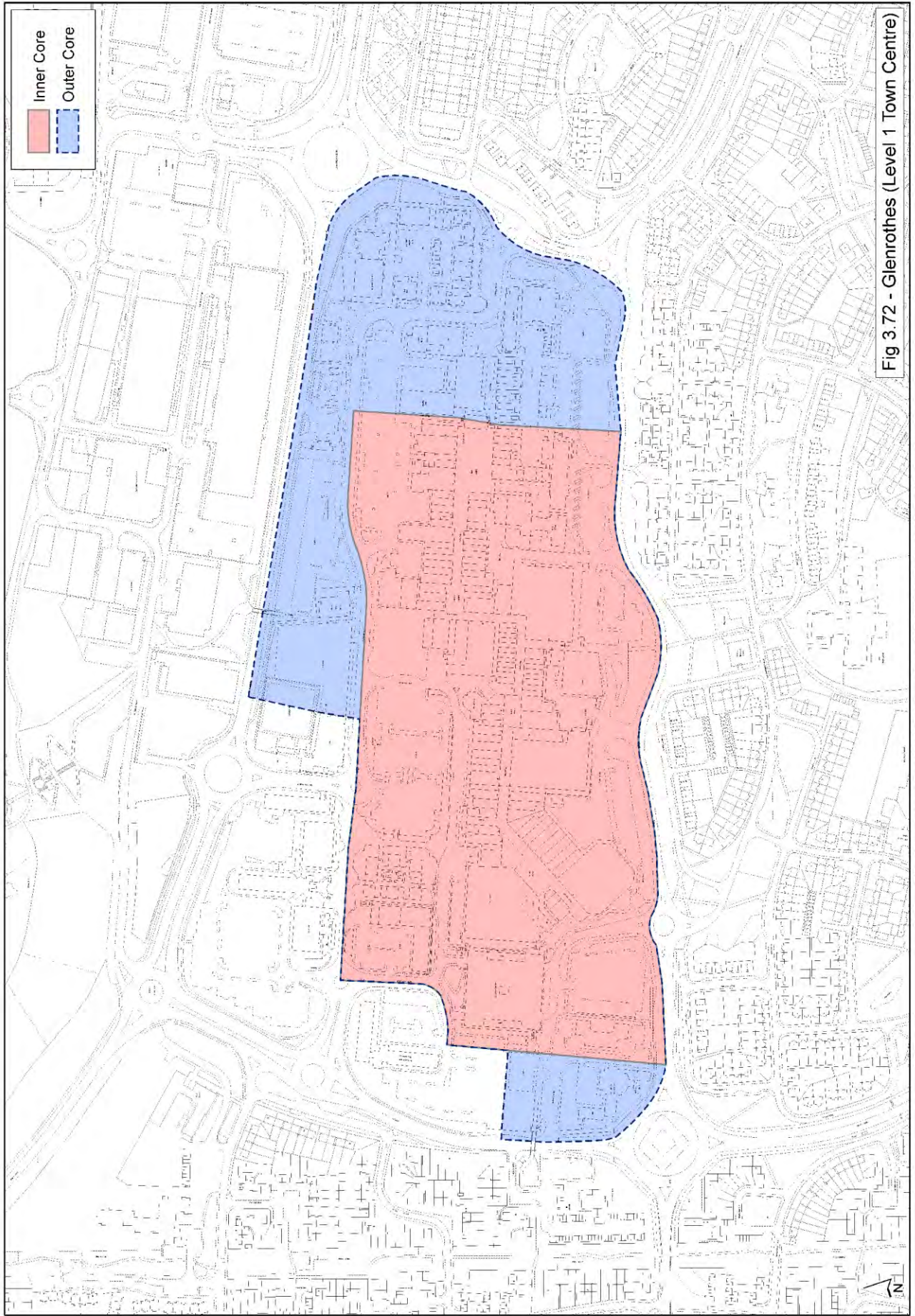


Fig 3.71 - Dunfermline (Level 1)



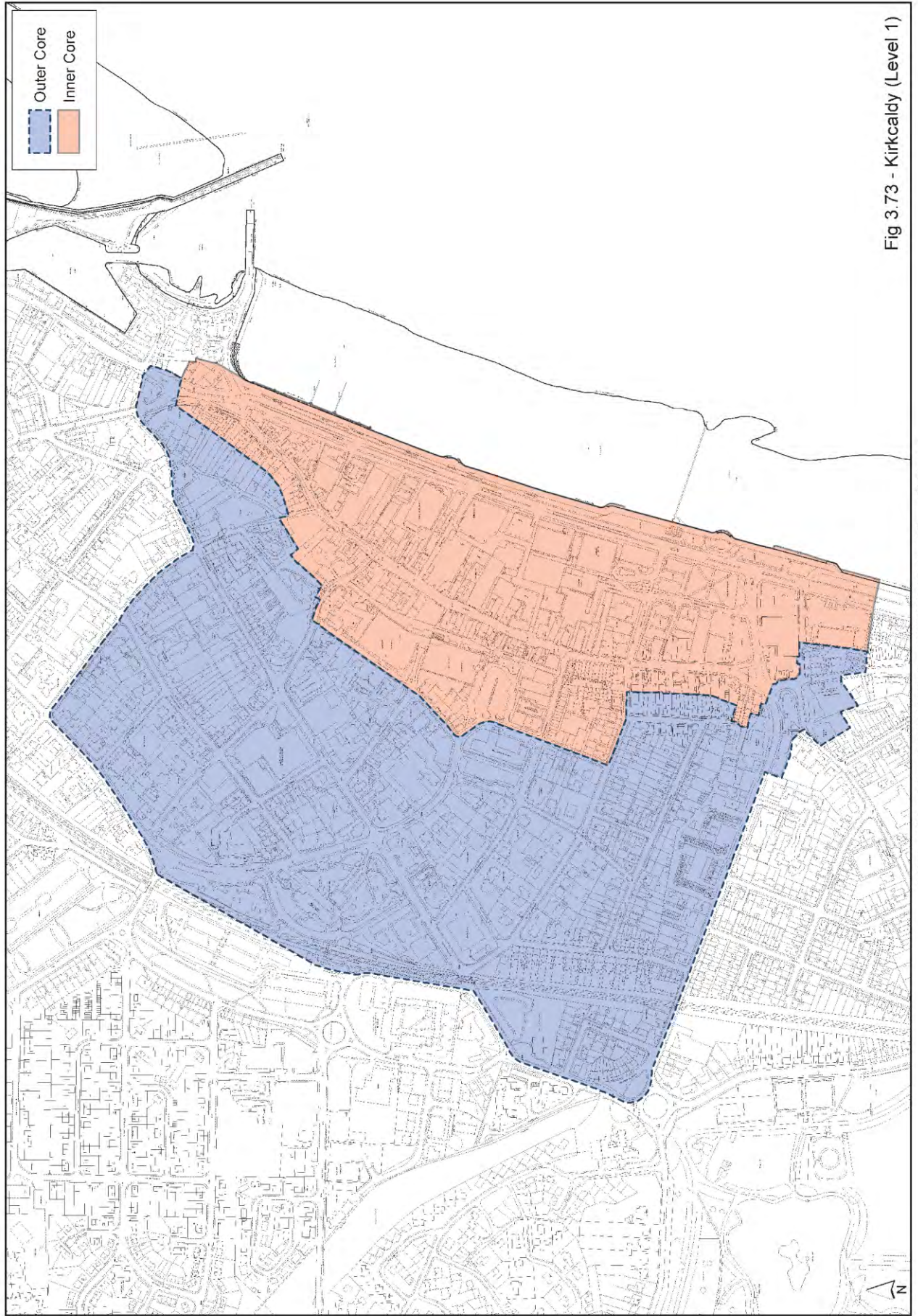


Fig 3.73 - Kirkcaldy (Level 1)

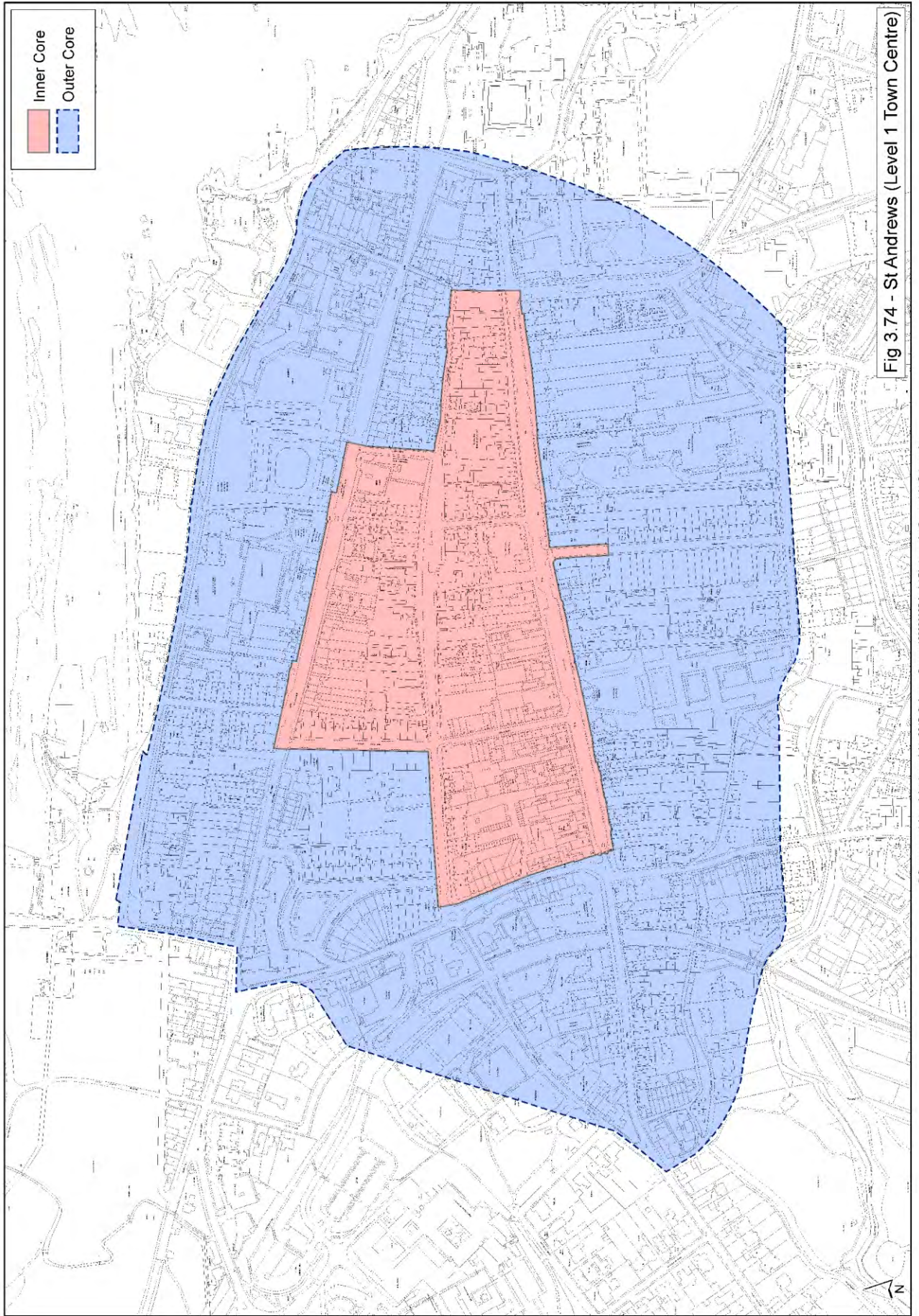


Fig 3.74 - St Andrews (Level 1 Town Centre)

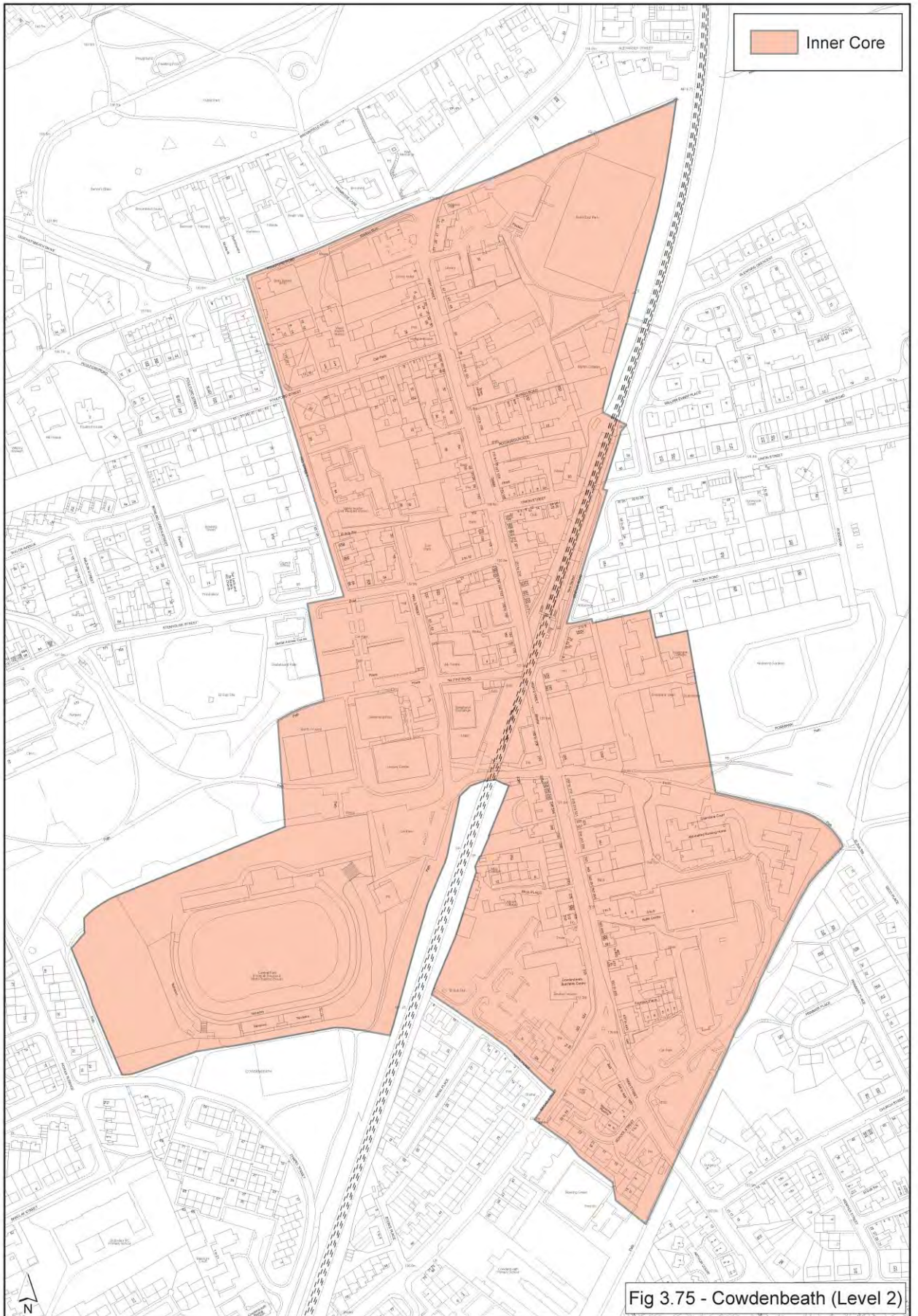


Fig 3.75 - Cowdenbeath (Level 2)

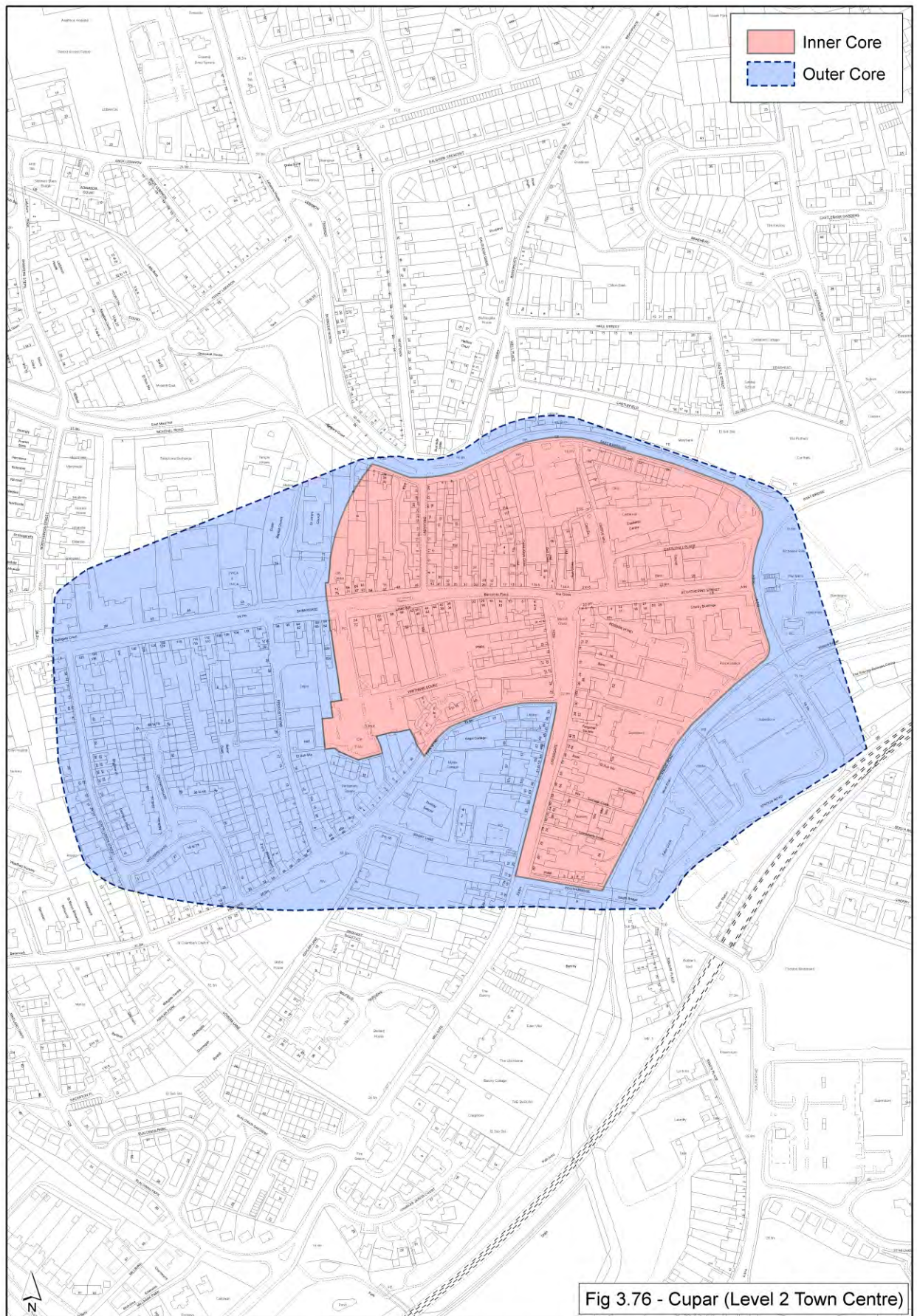


Fig 3.76 - Cupar (Level 2 Town Centre)

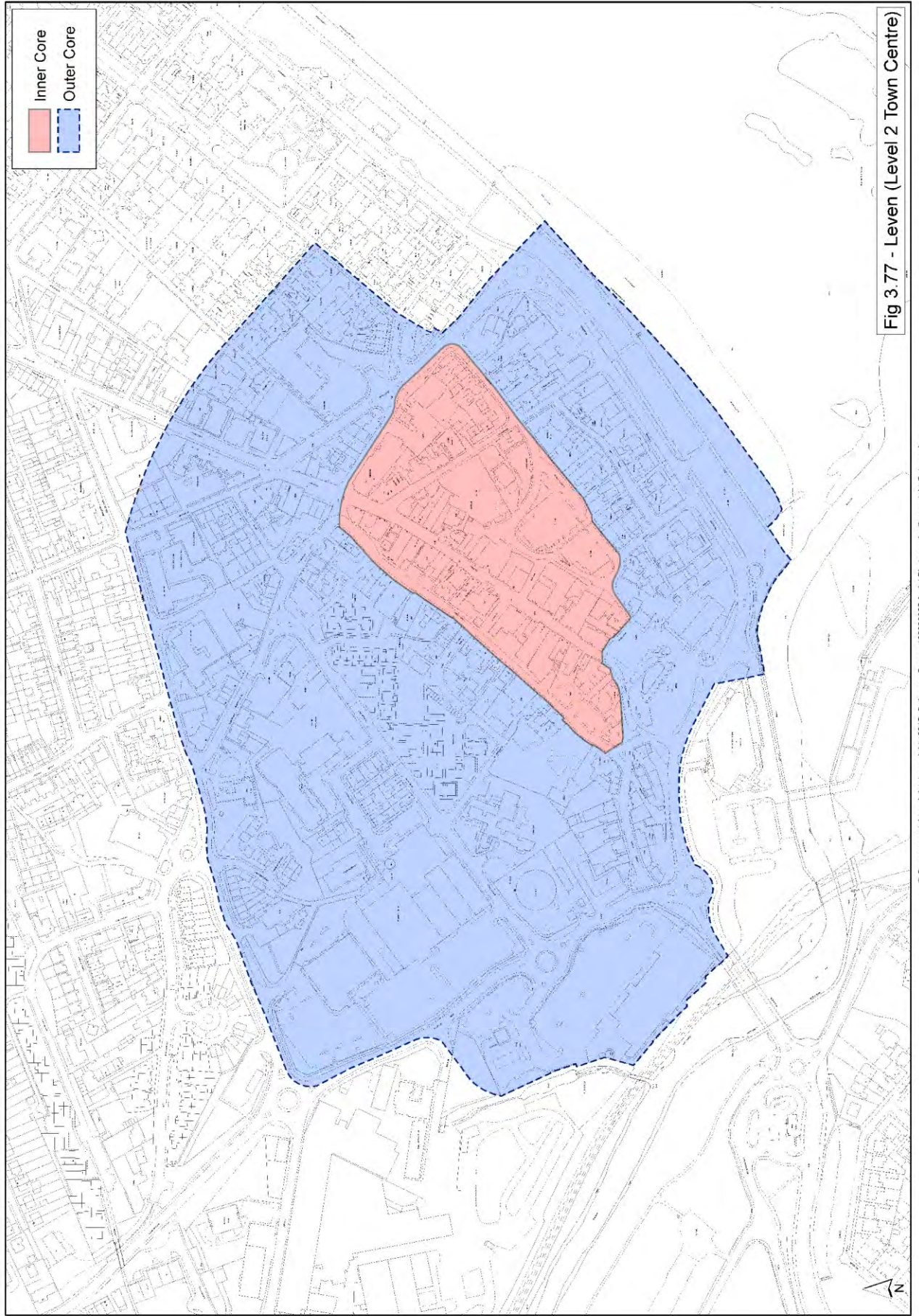


Fig 3.77 - Leven (Level 2 Town Centre)

APPENDIX 1

WASTE STORAGE, RECYCLING AND SERVICING PROVISION

The following comments are to be considered as standard points of guidance for Planners and developers in relation to Planning Applications.

1. Waste Storage, Recycling and Servicing

1.1 Individual Dwellings

Households (Individual Dwellings) - suitable provision shall be made for the storage of 4 wheeled bins:-

<u>Bin Type</u>	<u>Waste Category</u>	<u>Depth</u>	<u>Width</u>	<u>Height</u>
Grey (240 litres)	all paper based products	580mm	740mm	1070mm
Brown (240 litres)	green garden waste	580mm	740mm	1070mm
Blue (140 litres)	residual waste	560mm	480mm	1070mm
Green (240 litres)	cans and plastics	580mm	740mm	1070mm

This is a kerbside service, so access from the rear of the premises to the relevant kerbside should be a consideration. There may also be a need for some householders to have more than 4 bins or have a standard grey bin replaced by a 360 litre model (Depth - 665mm, Width - 880mm, Height - 1100mm), so sufficient storage space should be made available.

There may be some properties that are not suitable for individual bins, and bulk bins or provision of sacks (see table below for dimensions) may be more appropriate. Environmental Services will need to be contacted to discuss further, to ensure that the correct number and type of bin is allocated to these properties.

A road end collection point should be installed for rural/restricted access properties in recognition of access difficulties, potential vehicle damage and health and safety issues, e.g. whole body vibration. Each point would need to be individually assessed, contact Environmental Services to discuss further. A suitable hard standing, a security mechanism and dropped kerbs would be a minimum requirement, the area of land needed would be dependent on number and type of bins.

1.2 Flatted Dwellings

Households (Flatted Dwellings) - suitable provision shall be made for the storage of 4 wheeled bins per premises.

<u>Bin Type</u>	<u>Waste Category</u>	<u>Depth</u>	<u>Width</u>	<u>Height</u>
Grey (240 litres)	all paper based products	580mm	740mm	1070mm
Brown (240 litres)	green garden waste	580mm	740mm	1070mm
Blue (140 litres)	residual waste	560mm	480mm	1070mm
Green (240 litres)	cans and plastics	580mm	740mm	1070mm

It may be that individual bins are not considered suitable and bulk bins (see table below for dimensions) are deemed to be more appropriate. However, the relevant Operations Officer would need to be contacted and agreement given before proceeding on this basis. This consultation would identify the number and type of bins required, thereby determining the dimensions of the required bin store. An allowance should also be made for the raising of the bin lid within the store (over 1650mm)

<u>Bin Type</u>	<u>Waste Category</u>	<u>Depth</u>	<u>Width</u>	<u>Height</u>
1280 litres	residual waste or paper based products	990mm	1260mm	1430mm

Servicing - all access roads should be constructed to support and accommodate a Class 2 Large Goods Vehicle (LGV), up to 27 tonnes gross vehicle weight. The standard vehicle dimensions for a waste collection vehicle are length: 11m, width: 3m and height: 4m, with a turning circle of 20m.

From experience old style Category 6 Shared Surface roads create access difficulties, depending on how cars are parked. Therefore, with Designing Streets type layouts, care should be exercised when inserting “choke points” within the design of the road layout. The design should also minimise the need for our servicing vehicles to reverse, as this will also address health and safety concerns.

It is recommended that particular attention is given to turning or reversing areas and these are designed in accordance with the SCOTS National Road Development Guide.

Other areas for consideration:-

- Height of entrance arches or other similar structures. These must be large enough to accommodate our servicing vehicles.
- Parking arrangements, especially at flatted dwellings. There should be a designated servicing area where the bins are presented, which does not allow parking. Turning and reversing areas may also require parking restrictions, as well as designated presentation points for bins.
- If bulk bins are to be used, then the kerb will need to be dropped to address any manual handling concerns. The same consideration will need to be applied to the route from the storage area to the presentation point, the distance of which should be kept to a minimum.
- Commercial or Industrial premises will need to ensure that they have suitable and adequate storage provision to accommodate their individual waste. They will also need to consider the aforementioned points and be aware that it is predominantly a kerbside service which is offered.
- New educational establishments should, if possible, have a separate service road to isolate children from vehicular traffic.

APPENDIX 2

STREET NAMEPLATE PROVISION

1 Introduction

The provision of street nameplates is essential to ensure that visitors, the Royal Mail and emergency services can find an individual property easily and without delay.

1.1 Materials

Street nameplates can be manufactured from a wide range of materials. There is a requirement for flexibility in the selection of nameplates to suit individual sites and to maintain efficient use of resources. Letter stripping and damage to plates by vandalism can be a problem.

The following materials are acceptable for use:

- (a) Die pressed aluminium. This is the preferred material in all new residential developments.
- (b) 11 gauge aluminium plate.
- (c) Plastic laminate.
- (d) Cast iron
- (e) Cast aluminium

Note 1:(d) and (e) are suitable for use in conservation areas and other locations of architectural interest.

Note 2:The practice of painting street names directly onto buildings as currently adopted in areas of East Fife is also acceptable in-lieu of the above materials.

1.2 Nameplate Layout Details

Street nameplates shall conform to the following styles, lettering, dimensions and colours:

- (a) The plate shall have a minimum height of 150mm.
- (b) All corners shall be rounded to 25mm.
- (c) The face of the plate shall be finished in reflective material, white in colour (reflectivity is subject to material selection). There is no requirement for the use of Class 1 reflective material.
- (d) The plate shall have a 12mm thick black border.
- (e) Lettering shall be black with a minimum height of 100mm.
- (f) Lettering style shall be in sans serif gill font.
- (g) Spacing and layout of lettering shall be in accordance with SODD circular 12/97.

Departure from these standards will only be allowed in conservation areas and areas of special architectural interest. The style, colour and lettering type shall be in agreement with Economy, Planning & Employability Services at these locations.

1.3 Other Naming Information

Former street names shall be included on replacement nameplates where accurate information is available to identify such names if considered appropriate.

In addition, additional information shall be incorporated where appropriate, such as:

- (a) Direction information, eg “leading to...”
- (b) Alternative or local names.
- (c) “Private Access”.

1.4 Installation of Street Nameplates

Section 97 of the Civic Government (Scotland) Act 1982 empowers the Council to affix, paint or mark a street name on any premises, fence, lamppost, pole or other structure in a street or road to which the public have access so as to readily legible and to erect poles or other structures there for that purpose.

To provide optimum flexibility and value for money, the widest possible remit within the spirit of the Act will be used, for example, if considered appropriate, mounting nameplates on street lighting columns and buildings.

1.5 Street Nameplate Location

- (a) Street nameplates shall be fixed obliquely and normally be provided at each corner within 6 metres of a road junction or intersection. Ideally two plates shall be provided at each leg of a junction; however, this requirement may be increased or decreased to suit individual junction layouts.
- (b) At T junctions a nameplate shall be placed directly opposite traffic approaching from the minor junction.
- (c) Where a street name changes at a point other than a junction, both names shall be displayed at the point of change.
- (d) Street nameplates shall be repeated at reasonable intervals on long lengths of road without junctions or intersections.
- (e) Departures from these guidelines are only acceptable in conservation areas and other locations of special architectural interest as defined by Economy, Planning & Employability Services.

1.6 Mounting Details

Street nameplates shall be mounted as follows: -

- (a) At the edge of a road boundary nameplates shall be mounted on existing: -

- (i) Buildings
- (ii) Walls

(iii) Fences

(b) When a suitable and agreed mounting position is not available, consideration shall be given to mounting on: -

(i) Street lighting columns within 6 metres of the junction.

(ii) 2 no 75mm diameter plastic covered and capped poles with the plate set at 900mm above ground level.

1.7 Mounting Heights

Mounting Heights for street nameplates are as follows: -

Maximum – 3.6 metres

Optimum – 2.5 metres

Minimum – 900mm

1.8 Developer Responsibility

Developers are entirely responsible for the erection of street nameplates within their development sites. In carrying out the works approved under a Construction Consent the Developer shall provide and erect at their expense such street name-plates as Economy, Planning & Employability Services may direct. Street name-plates shall be erected prior to the first house becoming occupied within the site, or as soon as the road has been provided with a street name.

APPENDIX 3

TYPICAL BUS STOP LAYOUT

Drawing IPTW.04/FCCE/02

Please note that the 550mm x 5000 non-slip surfacing (red colour) can be omitted.

APPENDIX 4

SEMI-MATURE TREE IN PLANTER

Drawing 01/R04260/224

Recommended species of tree for small narrow places and tree pits -

Mountain ash = Rowan = Sorbus aucuparia fastigiata

Oak = Quercus robur fastigiata

Cherry = Prunus serulata "Amanogawa"

Hornbeam = Carpinus betulus fastigiata

Birch = Betula pendula fastigiata

APPENDIX 5

STREET LIGHTING

Revised Fife Council Street Lighting Design Guidance to be provided by Transportation and Environmental Services.

APPENDIX 6

SUITABLE SURFACE MATERIALS FOR CARRIAGEWAYS AND FOOTWAYS

Carriageways

45mm hot rolled asphalt (the use of coloured chippings is acceptable);

40mm thin Wearing course;

45mm stone mastic asphalt (not suitable for use on roundabouts and other high stress areas);

80mm concrete or clay blocks;

Please note that the use of concrete surfacing is **not** acceptable.

Footways

30mm hot rolled asphalt;

65mm concrete or clay blocks;

Please note that the use of concrete surfacing is **not** acceptable.

Use of Alternative Materials

Fife Council recognises that applying strict construction standards and limiting the choice of materials may not always be appropriate to streets in new housing layouts and will not assist in delivering places that are distinctive, safe & pleasant, easy to move around, welcoming, adaptable and resource efficient. In addition, the use of local materials can strengthen local character.

To address this Fife Council will allow the use of alternative surfacing materials, subject to the following criteria being met –

- to a BS/EN standard;
- easy to maintain and replace;
- durable;
- safe for purpose;
- sustainable and preferably appropriate to the local character.
- durable and suitable for the hierarchy of the street/footway and the anticipated vehicle and pedestrian flows;
- provide a sustainable solution, including the ability to replace components to maximise the life of the asset;
- Must have a proven good “whole of life” cost value in terms of replacement, serviceability and maintenance regimes;
- the use of recycled materials will be considered where appropriate;
- supported by a commuted sum to meet the additional costs in maintaining and replacing non standard assets.

The use of alternative materials should not place a burden on the roads maintenance budget. So, where Fife Council agree in principle to the use of alternative materials and features, Fife Council may require the developer to pay a commuted sum to cover any additional maintenance costs.