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TOPLINE REPORT; HEALTHCHECK QUESTIONNAIRES

Designing Streets

Online Survey Findings – Local Authority Planning & Roads Department Survey & Developers Survey

February 2013

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Section 1 | Introduction

1.1   Introduction

Working with Anderson Bell Christie Architects, we (ODS Consulting) were commissioned, to run two online surveys; one for Developers and one for Local Authority Planning and Roads Departments as part of a wider study on the Implementation of Designing Streets Policy across Scotland.

This short report details the findings from both surveys.

Section 2 | Methodology

2.1   Online surveys

We gathered information through an online survey (using Survey Monkey) which was distributed to Local Authority Planning and Roads Departments and Developers across Scotland.

The questionnaires were designed by Anderson Bell Christie in collaboration with the Scottish Government. Once the content of both surveys was agreed we produced on online survey (using Survey Monkey). We sent a hyperlink for each survey to Anderson Bell Christie who then distributed this to all local authority and developer contacts.

The surveys were available online from 12 December 2012 until 1 February 2013 – a total of seven weeks. Anderson Bell Christie sent email reminders throughout January 2013, to further encourage response.

We received a total of 25 Developer surveys and 25 surveys from local authority officers from planning and roads departments covering 21 local authority areas.

3. Analysis – Local Authority Survey

3.1 Introduction

This chapter explores the results of the online local authority survey. Anderson Bell Christie distributed the survey to 32 local authorities in Scotland. The survey was intended for officers from planning and roads departments. Twenty-five responses were received from 21 local authorities in Scotland representing a 66% response rate from authorities.

The survey was divided into five short sections – Background, Guidance, Process, Practice and Case Studies.

Who responded to the survey

The local authorities that responded covered a mix of geographies and included both urban and rural areas:

Aberdeen City Council
Aberdeenshire Council
Argyll & Bute Council
City of Edinburgh Council
Clackmannanshire Council
Comhairle nan Eilean Siar (Western Isles Council)
Dumfries and Galloway Council
Dundee City Council
East Dunbartonshire Council
East Renfrewshire Council
Fife Council
Glasgow City Council
Highland Council
North Ayrshire Council
North Lanarkshire Council
Orkney Islands Council
Scottish Borders Council
Shetland Islands Council
South Ayrshire Council
South Lanarkshire Council
West Lothian Council

The officers who responded were from planning or roads departments, although it was not possible to tell from all responses which department people worked in.

Who did not respond to the survey

Thirty-four per cent local authorities did not respond to the survey:

Angus Council
East Ayrshire Council
East Lothian Council
Falkirk Council
Inverclyde Council
Midlothian Council
Moray Council
Perth Council
Renfrewshire Council
Stirling Council
West Dunbartonshire Council

3.2   Compliance and Guidance

> *Street Design Guidance can be a material consideration in determining planning applications and appeals. Local authorities should adopt Designing Streets Policy. "Location Specific2 planning/roads guidance can complement (rather than repeat) Designing Streets where necessary.*

This section of the survey attempts to find out how local authorities are currently ensuring that guidance documents comply with the policies of Designing Streets Policy.

Q5 – Please tell us what stage you are at in ensuring that your local authority policy and guidance documents relating to street design comply with the policies of Designing Streets?

Options	Response Percent	Response Count
Fully compliant (All documents - planning and roads - are fully compliant).	4%	1
Partially compliant (Some documents are compliant but others are not).	63%	15
None are compliant (We have not yet started this process).	17%	4
Don't know.	17%	4
Answered Question		24
skipped question		1

Twenty-four of the twenty-five respondents answered this question. There was only one council who said that their policies and guidance documents were fully compliant with the policies. However they then qualified this by saying that their Local Plan

2011 and Placemaking and Design Supplementary Planning Guidance were fully compliant and Roads Development Guidelines are partially compliant.

Fifteen respondents (63%) stated that they were partially compliant – with some providing the following comments:

Local Authority 1	Their Development Plan 2012 and supplementary guidance and master plans arising from this.
Local Authority 2	Roads Development Guide has still to be rewritten. Small scale development guidance is compliant.
Local Authority 3	We are currently not fully compliant, however, we are preparing new Street Design Guidance that will comply with Designing Streets. This is to be published in draft in the first 6 months of 2013. This will replace Movement and Development and the Standards for Streets as well as other related council guidance. The Standards for Streets deals with some of the issues but predates Designing Streets. Movement and Development does not comply.
Local Authority 4	The newly adopted local planning and supplementary guidance reference the principles of Designing Streets. The Roads policy from the Technical Services dept of the council is under development.
Local Authority 5	Streets Ahead was prepared in advance of Designing Streets and contains some of the ethos but will be under complete review in 2013. Our Urban Design guide holds the tenets of Designing Streets, and was ahead of its time in 2001 and will be reviewed in 2013 so that both design parameters and technical guidance are assimilated.
Local Authority 6	Developing specific guidelines to apply Designing Streets policies within our own standards. While our current guidance is mostly pre-Designing Streets, we also refer to the Designing Streets document while we work to develop our own overall guidance.
Local Authority 7	The Council has made a committee decision formally committing itself to applying Designing streets principles. In practice however there remains an element of "Roads Standards" thinking. The currently adopted Local Plan contains a commitment to reviewing and updating the relevant Guidance Note. Together with an urban design Guidance Note, this should remove the need for any further reference to the roads standards.
Local Authority 8	A finalised draft of a "Residential Design Guide for New Residential Areas" is being completed and will be presented to the Council for approval at end of January / publication in February. This document will act as a

	Supplementary Planning Guidance and replace the current Roads Development Guide, with respect to new build residential development that requires Roads Construction Consent.
Local Authority 9	Roads and Transport Guidelines for New Developments (currently in draft form)
Local Authority 10	The three Concept Statements prepared for the Council's Community Growth Areas refer to the need for full consideration to be given to Designing Streets. Where appropriate, reference is made in Development Briefs issued by the Council in respect of Council owned land being sold. Further Supplementary Guidance on Designing Streets is being prepared.
Local Authority 11	The emerging local development plan, which is about to be submitted for examination makes reference to Designing Streets. In addition, urban design frameworks and development briefs make reference to designing streets including; Kirkwall and Stromness Urban Design Frameworks Dounby, Finstown and St Margaret's Hops 3 Village Masterplans Kirkwall Central West Development Brief Stromness North End Development Brief Garson Development Brief St Margaret's Hope South Development Brief Netherton Road Development Brief Watersfield Development Brief Corse West Development Brief Westermill Development Brief Black Building Development Brief Grainbank Development Brief Hatston Enterprise Area Development Brief Lyness Development Brief http://www.orkney.gov.uk/Service-Directory/R/Related-Planning-Documents.htm It is proposed that the Roads Development Guide will be reviewed in 2013.
Local Authority 12	We are applying the Designing Streets in negotiations with developers - and being flexible in our approach from the existing Roads Development Guide.
Local Authority 13	Council's Roads Guidelines comply with one exception being advice in relation to Distributor Roads.

Four authorities stated that 'None' were compliant. Different respondents from the same local authority gave different responses to this question. One respondent from stated:

"I am on the SCOTS working group involved with producing a construction guidance document to compliment designing streets but this has not yet been produced and as such we currently use the Designing Streets manual but still refer to the roads development guidance for construction make-up, drainage etc."

Four respondents stated that they 'did not know'. Two responses were received from the same council – one from a Roads Development Officer and one from a Principal Planner. The Roads Development Officer stated that he 'Did not know' while the Principal Planner stated the authority was 'partially compliant'.

Of the respondents who 'did not know' two qualified their response saying:

"As far as I am aware no documents have been amended and we refer applicants directly to Designing Streets."

"We don't have any specific street design or place making policy/ guidance documents. We provide guidance on minimum road/ pavement width space requirements but allow the designer a fair degree of freedom in how they provide this."

Q6 – Do you promote compliance with Designing Streets?

Options	Response Percent	Response Count
Yes - By promotion of our 'location specific' guidance that is clear and compliant	12%	3
Yes - By direct referral to Designing Streets document	88%	22
Yes - A planner or roads engineer can chat through the process	72%	18
No - Do not promote	0%	0
Don't know	0%	0
answered question		25
skipped question		0

All respondents stated that they promoted compliance with Designing Streets in some capacity. The largest majority (88%) said that they did this by 'direct referral to the Designing Streets document'. Followed by 72% who stated that 'a planner or roads engineer can chat through the process'. Three authorities (12% of respondents) said that they used 'location specific guidance that is clear and compliant'. Please note that respondents could indicate more than one response.

3.3 Process

> *Street Design should be based on decision-making and must adopt a multi-disciplinary collaborative approach. Planning Permission and Roads Construction Consent (RCC processes should be run in parallel.*

Q7 – Do you work with local authorities who have collaborative working methods in place to resolve potential conflicts in the development process (before or after applications for consents are submitted)?

Options	Response Percent	Response Count
Yes - between local authority departments and/or developers (provide details)	74%	17
Currently developing collaborative working methods, but not yet implemented	17%	4
No	0%	0
Don't know	0%	0
Other (provide details)	9%	2
If yes or other, please provide details here:		20
answered question		23
skipped question		2

All but two respondents provided a response to this question. Almost three-quarters (74%) of respondents indicated that they had collaborative working methods in place to resolve potential street design conflicts within the development process - 'between local authority departments and/or developers'. A quarter of respondents (17%, 4 respondents) stated that they were 'currently developing collaborative working methods, but that they were not yet implemented'.

Two local authorities provided 'other' details of their collaborative working methods:

"Within the Authority, the Roads Construction Consent and Section 56 Approval processes have been transferred to the same service department as the planning function and a greater level of collaborative working has occurred. The next task is for the developers to embrace this process."

"We are a very rural authority and designing streets is quite alien to the majority of developments we deal with. However, it is referenced and used where it applies - all large developments are subject to round table discussions with any relevant party, including the planning and roads sections and the developer."

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3.4   Consent processes run in parallel

Q8 – Are Planning Permission and Road Construction Consent (RCC) processes run in parallel, so that Planning Consent is not needed before RCC is applied for?

Options	Response Percent	Response Count
Yes - Run in parallel	22%	5
No - Planning consent obtained before RCC is applied for	17 %	4
Mixture of yes and no (please provide details)	57%	13
Don't know	4%	1
If a mixture of yes and no, please provide details here:		18
answered question		23
skipped question		2

Twenty-three respondents provided a response. Of these, five (22%) said 'yes – planning consent and RCC were run in parallel'. Four (17%) said 'no – planning consent obtained before RCC is applied for'. Over half of respondents (57%, `3 respondents) said – 'a mixture of yes and no'. One respondent said that they 'Did not know'.

The authorities who said 'Mixture of yes and no' provided the following details.

Local Authority 1	Virtually impossible to comply with this DS requirement. Key component is the agreement of the layout details that will then be reflected in the technical submissions for RCC. Early RCC applications can be processes to a degree, but with SUDs design, consideration of Flood Risk and PUs, to then inform a final layout / levels of house units and roads, this only comes once appropriate planning conditions are discharged.
Local Authority 2	There is no barrier to Planning Consent and RCC processes being applied for and run together. In practice, it is our experience that developers often do not have the level of technical detail required by RCC prepared and ready at the Planning Consent stage, and we have not noted a strong desire on the part of developers to run both processes concurrently. In fact, experience suggests that developers are reluctant to commit resources to commissioning technical input prior to PP being in place. I would also add that as our process ensures consistency of Roads & Transportation advice an input from Planning Consent stage through to RCC, we are able to assure developers that the details of the layout granted PP will be capable of securing RCC. We feel this approach is well suited to developers' needs, and provides confidence in moving between the two stages.

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Local Authority 3	There are very few developments where RCC is applied for, due to the rural nature of our authority. Most RCCs are post consent, but the roads section are involved through the entire assessment at the planning stage and amendments are made to ensure compliance with RCC requirements. In relation to question 9, it is more an issue of the type of development's here, where the applicant is not always the developer or is only involved in a short stage of the development. All multi-house developments on the island are for social housing.
Local Authority 4	The processes can be run in tandem although Planning Consent is usually granted before CC.
Local Authority 5	An RCC will not be given until planning consent is granted.
Local Authority 6	The processes are run in parallel but DCC will not issue a RCC until formal planning consent is granted
Local Authority 7	I am only aware of one development proposal that both applications were submitted in tandem. In most cases the RCC is applied for after planning permission has been granted.
Local Authority 8	If the developer is willing to follow the recommended design process we will be able to run both in parallel. The parallel process was applied to the 2014 Commonwealth Games Athletes Village, but varying interpretations of Designing Street by the multiple disciplines involved in the design process, lessened the potential time savings in running the two processes together.
Local Authority 9	RCC will only be considered in detail after Planning Consent is granted. However Roads Engineers need to be satisfied at the Planning Stage that there will be no impediment to granting RCC in due course.
Local Authority 10	There is no formal obligation for planning consent to be obtained before submitting for RCC, but in most cases developers do so, in which case (where Transportation have agreed the layout through the planning application process, the RCC procedure is much more straightforward).
Local Authority 11	Roads and Development Management state that the process followed by us is similar to that established in the Designing Streets document. However it often fails at the implementation stage due to lack of willing from developers. Developers are requested to undertake both contents together by Roads Services but in practice are unwilling to do RCC before planning permission is achieved. Detailed issues contained within Designing Streets are not being considered by Planning Department in some cases - deferred to RCC.
Local Authority 12	Run in parallel, bur RCC not normally issued until planning permission granted. This is to ensure that any changes resulting from the planning process are incorporated into the RCC application.

| Local Authority 1 | Planning application submitted first - sometimes developers choose to submit RCC at same time - by Planning/Roads close working relationship we can ensure that the RCC reflects the planning permission position |

3.5   Feasibility of establishing processes to run in parallel

Q9 – When Planning and RCC is not run in parallel, how feasible would this be to set up?

Options	Response Percent	Response Count
Very possible - can be achieved if agreed	78%	14
Possible - but unlikely to be agreed	17%	3
Not possible	6%	1
Answered Question		18
Skipped Question		7

Eighteen respondents provided a view on this question. Of those who responded, over three-quarters (78%) felt it would be 'very possible – could be achieved if agreed'. Three respondents (17%) felt it was 'possible – but unlikely to be agreed' and one respondent felt that it would not be possible.

3.6   Streamlining of consents

Q10 – Would you endorse a streamlining of consents associated with street/roads design?

Options	Response Percent	Response Count
Yes	57%	13
No	26%	6
Don't know	17%	4
Answered Question		23
Skipped Question		2

Over half (57%) of respondents to this question endorsed a streamlining of consents associated with street/roads design. Six respondents (26%) did not endorse this and four respondents (17%) stated that they did not know.

3.7 Practice – Assessing Masterplans

Street design must consider place before movement and should meet the six qualities of successful places.

Q11 – In your view, do your planning officers and road engineers assess masterplans based on a full understanding of Designing Streets?

Options	Response Percent	Response Count
Generally yes	68%	15
Generally no	27%	6
Don't know	5%	1
Answered Question		22
Skipped Question		3

Over two thirds (68%) of respondents to the question generally agreed that planning officers and road engineers in their authority assessed masterplans on a full understanding of Designing Streets. Over a quarter (27%, 6 respondents) responded – 'generally no' to this question and one respondent (5%)'did not know'.

Q12 – How useful would refresher training in Designing Streets for Planning Officers, Road Engineers and perhaps others in the authority be?

Options	Response Percent	Response Count
Very useful	64%	14
Quite useful	36%	8
Not useful	0%	0
Don't know	0%	0
If you answered 'quite useful' - please indicate guidance areas/attendees to focus on		12
Answered Question		22
Skipped Question		3

All respondents to this question felt that refresher training in Designing Streets would either be very (64%) or quite (36%) useful.

The question also asked respondents to indicate which areas or people refresher training should focus on. Respondents provided the following views:

Local Authority 1	Staff have been applying designing streets requirements for some time and are aware of the requirements. What might be useful is some information on what has been found to work in practice and examples of things that have been found not to work after construction.

Local Authority 2	The conjoining of processes for RCC and Planning Training on road layouts. This aside - the real issue may be with the training of the development industry.
Local Authority 3	I have already attended a Designing Streets session recently, however I found it quite difficult to apply to my own experiences and quite difficult to highlight the huge gaps between designing streets in an urban situation, and it's application in very rural areas or our three small main settlements.
Local Authority 4	It cannot do any harm to raise the profile of Designing Streets, particularly when in economically less buoyant times there will be greater political pressure to push for development.
Local Authority 5	Council Officers generally tend to have a good understanding. Promoting the principles into practice by developers (in particular, private volume house-builders) would be beneficial in getting the policy implemented.
Local Authority 6	Important to get Planning Officers, Roads Engineers and Developers agents together. Important to focus on interface between Designing Streets layouts and 'traditional layouts'. Important to put Designing Streets in context and accept its limitations.
Local Authority 7	The principles of Designing Streets cross over between the aesthetic (place making) and the pragmatic (engineering), and it should be recognised that there may be conflict in that Developers and their agents would also benefit from refresher training
Local Authority 8	It would be very useful. Relevant departments would be Roads Services, Engineering Services, Architects, Planners. It would be very helpful if training could also be provided to the local development industry.
Local Authority 9	Officers are very familiar with the principles of Designing Streets, but examples of good practice and sharing of experience always welcome. Others indirectly involved in the planning process may benefit from some broader training.
Local Authority 10	I think that there is still a great deal of mis-understanding as to what Designing Streets is, and what it isn't. Also, when considering a largely rural setting with scattered houses/ small developments it is not always obvious as to the scope of applicability of Designing Streets.
Local Authority 11	Some officers are on board but would be good for members of staff who don't deal directly with consents to make them aware of the wider implications of risk awareness and what designing streets hopes to achieve.
Local Authority 12	Case studies, examples of good practice for case officers within Roads and Planning

3.8   Understanding of Designing Streets

Q13 – In your view, do developers/applicants demonstrate a full understanding of Designing Streets policies in their applications?

Options	Response Percent	Response Count
Generally Yes	4%	1
Generally No	96%	21
Don't know	0%	0
Answered Question		22
Skipped Question		3

All but one respondent to this question felt that developers/applicants do not demonstrate an understanding of Designing Streets policies in applications.

Q14 – Is advice provided within your own authority on how to evaluate design proposals to confirm compliance with Designing Streets?

Options	Response Percent	Response Count
Yes (Please provide details)	41%	9
No	23%	5
Not yet, but in progress	32%	7
Don't know	5%	1
If yes, please provide details:		12
Answered Question		22
Skipped Question		3

Less than half of respondents (41%, 9 respondents) stated that their authority provided advice on how to evaluate proposals to confirm compliance with Designing Streets. Five respondents (23%) said that their authority did not provide advice and seven (32%) said that they did not currently but would in the future. One respondent (5%) did not know whether advice was provided or not.

Respondents were asked to provide details of the advice provided. The following information was provided by the nine authorities:

Local Authority 1	Primarily done through on the job training since there are a range of different design approaches now being taken by developers - there are no standard examples.
Local Authority 2	We are a small team and we have a collaborative approach to in-house training and discussion on project, especially on a scale or type where designing streets applies.

Local Authority 4	The advice can be given either verbally at meetings or in writing provided that the developer submits a proposed layout for detailed scrutiny.
Local Authority 5	Urban design advice is provided by my post and supported by a further two planning (urban design) officers.
Local Authority 6	To be included within our emerging guidance. Applied to varying degrees in our assessment of the masterplans / planning applications associated with the 2014 Commonwealth Games Athletes Village and Community Growth Areas.
Local Authority 7	Verbally - no written guidance as yet
Local Authority 8	Through professional advice and supplementary planning guidance.
Local Authority 9	By explaining in meetings how the Designing Streets policy can improve on road design and suggesting how this can be done. Also by directing developers to the policy.
Local Authority 10	Some advice is provided within the Council's Residential Development Guide and verbal advice is always available.

3.9 Fast Tracking

Q15 – If a design proposal could be clearly evaluated as compliant with the policies of Designing Streets, would you consider fast-tracking the planning application and RCC?

Options	Response Percent	Response Count
Yes	9%	2
No	36%	8
Don't know/ not sure how this could work (please provide details below)	55%	12
If you selected don't know - please provide details		16
Answered Question		22
Skipped Question		3

Of the 22 respondents to this question, only two said that they would consider fast-tracking. Eight respondents (36%) said they would not and over half (55%, 12 respondents) said that they were unsure as to how this would work.

The twelve respondents who answered 'don't know/not sure how this could work' gave the following reasons:

Local Authority 1	We try and fast track all compliant applications; however, compliance with Designing Streets is only one consideration within an application.
Local Authority 2	We have not had a Major housing application in our authority yet, so unsure how this would apply / work.
Local Authority 3	Would need to have a better understanding of the whole process
Local Authority 4	Both the Planning and RCC processes are well streamlined in DCC therefore I can't see how an application could be fast-tracked particularly on larger developments.
Local Authority 5	The application may be for example an EIA development that requires scrutiny of all aspects of the EIA.
Local Authority 6	All proposals should be dealt with as fast as possible. If a good process has been followed then the time to determine the application should be short and the committee approval quick. Fast tracking suggests that designing streets is special when the policy should be viewed as minimum standards.
Local Authority 7	Designing Street is not sufficiently detailed enough to be able to assess applications against it. However, if a plan was compliant with our emerging guidance it should save significant time. No guide is completely prescriptive, so the particular design suggested by the architect / developer would still have to be assessed to see if it could work in the context it sits within - as such it can't just be rubberstamped.
Local Authority 8	The acceptability of proposals at both Planning and RCC is determined by consideration of practical detail and is not merely a matter of policy.
Local Authority 9	Designing Streets is only one of a wide range of considerations in dealing with a development proposal, and so offering a fast tracked planning decision would be very difficult even if the street design is compliant with DS principles. However, if the approved planning layout has been accepted by Roads & Transportation, their consideration of a subsequent RCC application is straightforward and generally limited to details
Local Authority 10	Development Management state that there are other policies and supplementary guidance to consider an application in relation to. OIC is not averse to processing agreements and encourage useful pre application discussions, which should aid swift decisions.

Local Authority 11	Consider our authority pretty efficient already with processing planning consent & RCC approval even though we have fewer staff. Not sure what could fast-track this process from my side but cannot comment on the planning process.
Local Authority 12	There are other issues which we also need to take into account - we prioritise on basis of economic benefits - but being compliant with Designing Streets helps us to speed up processes

Four respondents who said 'no' to this question qualified their response by saying:

Local Authority 13	Proposals should be in accordance with Designing Streets as a matter of course - this should be the general expectation.
Local Authority 14	The Council does not have a "fast-track" process in place, however the Scheme of Delegation allows for a high proportion of all applications to be dealt with by Appointed Officers. The Council also consistently performs well in terms of speed of decision making. Compliance with DS would clearly allow for a speedier decision making process, than if there were design/layout issue to resolve through the application.
Local Authority 15	It is not possible to fast-track planning applications as each case will be worked through on their own merits and issues to be addressed in accordance with the Development Plan and any other material considerations.
Local Authority 16	The RCC process and consent deals with much more than the policy guidance in Designing Streets. However, if a developer has put enough though and preparation into a scheme design, so that it is clearly compliant with the policies and ethos of Designing Streets, then they usually have a fairly easy track through the RCC process as most of the issues that are normally caught at that stage have been considered at the outset.

3.10 Experiencing Conflict

Q16 – In practice has your authority experienced conflict between applying Designing Streets and the design, adoption and maintenance requirements of Statutory Authorities (SEPA, Scottish Water, Utilities etc.)?

Options	Response Percent	Response Count
Yes	52%	11
No	19%	4
Don't know	29%	6
If yes, please provide details on how this was managed		13
Answered Question		21
Skipped Question		4

More than half (52%, 11 respondents) of respondents said 'yes' that their authority had experienced conflict between applying Designing Streets and the design, adoption and maintenance requirements of statutory authorities. Only four respondents (19%) said that their authority had not. Six respondents (29%) said that they did not know.

Of the respondents who answered 'yes', nine provided the following details about their experiences:

Local Authority	There can be issues surrounding the location of services in streets and the space these take being larger than the minimum street width that may be required for vehicles and pedestrians. There are difficulties with running services under permeable surfaces in terms of SUDS. Similarly, the Council's Waste Services seek streets to be accessible for large (12m long) refuse lorries. The turning space required for these can create problems in achieving safe shared space streets.
Local Authority 2	There seems to be a significant disconnect between the aspirations of the Council in terms of the design and maintenance of SUDs infrastructure and the priorities and adoption standards of Scottish Water. On more than one occasion, the Council has been presented with SUDs proposals involving a large pond or basin capable of detaining a 1:200 yr flooding event on the site, rather than a set of more thoughtfully considered SUDs elements which are integral to the design of gardens/streets/landscaping. The design standards set out by SW in Sewers for Scotland 2 appear very difficult for developers to achieve, and this tends to result in engineers designing SUDs infrastructure for adoption by

	private factors, which has led to other problems about quality of design and maintenance. I would argue that SW's adoption standard need to be much more in line with Designing Streets, rather than based on very traditional approaches to drainage. Developers, planning and roads authorities appear to be embracing change, but we feel SW have yet to catch up with the placemaking agenda in their adoption standards.	
Local Authority 3	Not managed but involves long and arduous discussions between all parties before an agreement is reached	
Local Authority 4	SUDS adoption and design is unresolved with Scottish Water refusing to adopt anything that isn't within their guidelines.	
Local Authority 5	Scottish Water - Difficulty in agreeing surface water drainage strategies.	
Local Authority 6	The requirements of SEPA and Scottish Water appear inflexible regarding drainage etc. Utilities require a clearly identifiable area within which to lay their facilities. Where there is conflict, there can be a difficulty when developers then engage in separate discussions with the Utilities or other agencies	
Local Authority 7	Through negotiation.	
Local Authority 8	Surface water treatment and drainage infrastructure gives no end of issues. We don't yet have a truly satisfactory solution.	
Local Authority 9	Resolved through discussion	

Comments were also provided by some respondents who had not answered yes:

"Some aspects of designing streets are not appropriate or applicable when dealing with rural areas - we've not had conflicts per se, but have needed to be flexible in our approaches."

"Not to our knowledge, however the timely-ness of such agencies could be improved in responding to applications."

3.11 Case Studies

Questions 17 – 19 asked respondents to provide details of developments which could be included as case studies.

Options	Response Percent	Response Count
Yes (If yes, please answer the following questions)	63%	12
No	37%	7
Answered Question		19
Skipped Question		6

Almost two-thirds (63%) of respondents indicated that they could provide examples of developments which have largely incorporated Designing Streets policy and principles; seven respondents (37%) said 'no' and six respondents did not answer the question.

Some respondents provided case study examples and provided details of the location and type of developments.

Types of example projects (where you have used Designing Streets policy)		
Options	Response Percent	Response Count
Masterplans	63%	12
Housing developments (up to 30 units)	53%	10
Housing developments (over 30 units)	79%	15
Retrofit projects (e.g. infill/public realm within existing)	26%	5
Mixed use developments (e.g. retail and residential developments)	26%	5
Existing high streets and town centres	11%	2
Other	0%	0
Please provide details of the project:		11
answered question		19
skipped question		6

Examples provided were from a range of urban and rural locations across Scotland. The most common type of project by respondents was 'Housing developments (over 30 units)' and 'Masterplans'.

Although a respondent from one council said that they could not provide a local example which incorporated Designing Streets policy and principles they made the following comment:

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"Historically the Ardler case-study was well underway before Designing Streets and could be assessed as an early example. A greater part of current DCC development has focused on the regeneration of historical street patterns (Park Ave & Lochee High St) where requirements and limitation are set, or in current preparation of infrastructure for future development (Waterfront, Lochee and Whitfield) where we seek to implement relevant parts of Designing Streets."

3.12 Barriers

Q20 – Do you have any other comments on the implementation of Designing Streets, in particular 'barriers' that may prevent implementation of the Policy?

Nineteen respondents (from 18 local authorities) provided comments on their perception of barriers to the implementation of the Policy.

Local Authority 1	The needs for bringing in larger vehicles for deliveries / waste / fire / buses etc can run counter to the creation of intimate / people friendly streets House developers also cautious about shared space proposals - some wish more conventional solutions. House developers are often not persuaded to bring buildings closer together - seeking instead space for driveways in front of houses which creates wider streets. The Council's own transport and planning guidance is not yet fully compliant with the ethos of Designing Streets.
Local Authority 2	All of the above have emerged as issues at various times. Often developers have seemed somewhat surprised that both planning and transportation officers in this Council are seeking development proposals in accordance with DS, partly based on their experience elsewhere. Whilst the house building industry is signed up in principle to DS, this does not always manifest itself in individual proposals that come forward. Often the input of sales managers rather than development managers in housebuilding firms influences design/layouts to a more traditional model. This approach is perhaps a default position; given this is the product that has worked for such builders over several decades. Industry can b resistant to change as it creates uncertainty, so until new developments based on DS have been "tried and tested" there may remain a degree of scepticism about the marketability of what is effectively a new product. The state of the housing market has compounded this factor, insofar as there is limited development activity to implement newly approved schemes that accord with DS, and housebuilders may be even more inclined to revert to tried and tested designs. There appears to be issues about adoption and maintenance of "non-standard"

	layouts and surfaces, and reluctance on the part of roads maintenance teams in Councils to move away from traditional designs and materials, on the basis of cost. This may be a perception that requires to be challenged/overcome, however, with roads maintenance budgets already stretched, there may be less willingness in the future to embrace change in the form of adoption of DS informed layouts and surfaces.
Local Authority 3	It is not a policy which truly represents the wider variety of places and lifestyles in rural areas. Just doesn't add enough value, or is sometimes unduly high in expectations. Eg. car reliance in rural areas which only have small scale, council subsidised bus services. Designing streets does not take account of this.
Local Authority 4	There does not appear to be sufficient clarity in how to fully implement the policy and a lack of understanding of what is appropriate. There are concerns around DDA compliance, safety, how to resolve future issues (this policy will develop as time progresses but by that time there may be little that can be done to redress issues within new DS developments). Developers will be able to "walk away" and the LA will be left to resolve issues. There are concerns about initial build costs and also the future maintenance liability of what are almost certainly more expensive streets.
Local Authority 4	Lack of understanding by developers and their agents is at the heart of the matter. A reminder of the statutory nature in relation to the Development Plan is an important, and not much appreciated, aspect.
Local Authority 5	The main barrier is a widespread lack of understanding amongst local authority non-planning colleagues and developers, of the importance of Placemaking. Some developers view Designing Streets principles as an optional choice rather than a default requirement. There is still a deeply embedded car culture which greatly impacts thinking on design. The review of roads guidance currently being undertaken by SCOTS suggests that the different professions may still not be coming together in a single policy direction.

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Local Authority 6	There may be a general apathy towards changing developments to suit DS style, as it differs from the current thinking. Developers and designers need to adjust their ideas and comfort zones to suit the ideals of DS. In some cases, this may result in developments being changed from what would be the normal layouts, which may cause concerns from a commercial point of view – i.e. maximising financial return of new developments. Technically, there are some potential issues, where current standard details do not lend themselves to some DS layouts. In particular, the implementation of service strips etc, and how utilities will be accommodated. This required detailed collaboration and discussions between utility providers, developers and designers as a minimum. The choice of surfacing materials is often altered to suit an aesthetic and practical layout in DS. This could have cost and maintenance issues. Local authorities will need to adapt their practices and expectations going forward. There is a general lack of understanding toward DS, which could result in developments under-achieving in terms of potential. Successful change will require full cooperation and collaboration of all stakeholders.
Local Authority 7	The lack of understanding mainly comes from the development industry. Developers appear to be fixated with standard house types on standard house plots rather than dealing with the street design properly (ie horizontal alignment of the road) particularly in suburban housing developments. Designing Streets does not preclude standard house types however it is the use of standard plots (front garden, driveway and rear garden) that needs more creative thought to be given by developers. Developers appear to consider that replacing a standard road with footpaths on either side with a shared surface is designing streets. This is not designing streets.
Local Authority 8	The development industry and authorities are generally finding the detailed interpretation of Designing Streets difficult. Most private volume housebuilders have a reasonable idea of what's in Designing Streets, but they don't take all of it on board. From our experience, we see most developers picking and choosing aspects that suit their needs. The main change we have noticed is the adoption of grid pattern streets, but the car still dominates. The development industry also raise their perceived issue of additional cost / time / resources in implementing the policy. The use of standard house types by volume housebuilders also tends not to suit the ethos of diminishing the dominance of the car on the streetscape - e.g. integral garages and driveways to the

	front of the house, which sets back the building line and results in parked cars dominating the streetscape.
Local Authority 4	Difficulties over the interface between Designing Streets and roads built to traditional DMRB type standards. Uncertainty as to how to accommodate roads with higher traffic flows into the DS layout - ie roads that previously would have been designed as distributors. Apparent huge discrepancy between DS and DMRB derived standards with nothing in the middle - Manual for Streets 2 helps a bit but not as much as I would have liked. I believe that we need a definition of a road hierarchy to cover all roads/streets. DMRB at one end and DS at the other with something in the middle - at the moment the middle is missing.
Local Authority 10	Lack of willingness from developers to deviate from their standard layout. Also a lack of understanding of the policy by developers
Local Authority 11	There are sometimes differing expectations between developers, planning authorities and roads authorities regarding what Designing Streets is about, and how it should/can be applied
Local Authority 12	A lack of understanding and commitment. There have also been concerns expressed about cost - because the specifications for the RCC are not made clear at the outset there is evidence of resistance from developers who have to proceed a development at a lower specification.
Local Authority 13	Requirement for culture change in development sector, including concerns over cost.
Local Authority 14	Lack of understanding about what DS is really about. In Shetland the limited application of 'masterplanning' development areas - this may change with the new planning policies currently being developed. Developers are VERY concerned about anything that might result in increased costs.

Local Authority 15	Barriers - developers want to build developments comprising of marketable properties which seems to be detached houses in this area, any attempts to increase density or mix of housing type have proved quite difficult.
Local Authority 16	Developer awareness limited
Local Authority 17	Can generate maintenance issues SUDS devices can be difficult to access Some parties still adjusting to the change in culture
Local Authority 18	Safety Audits in my opinion are a barrier as they do not (in my opinion) take cognisance of the relaxations as detailed in designing streets. It is as if they still expect it to perform in the same way as conventional layouts. for example, "the small radii at junctions will cause the vehicle to cross in to the opposite side of the carriageway to gain access"

3.13 Improvements

Q21 – Do you have any suggestions for improving implementation of the Policy?

Sixteen respondents (from 15 local authorities) provided the following views on improving implementation of the Policy:

Local Authority 1	Training of the private sector with the aim of changing their approach is essential. A lot of work the council does in in relation to existing streets - Designing Streets should better explore/ provide guidance for how to make existing streets / spaces compliant with it. If similar issues are being faced by Local Authorities over Scotland - further direction from the government about the extent to which the Designing Streets approach should be prioritised over other issues should be set out. Designing Streets needs to be implemented at a strategic level and guidance on how this can be done / what the considerations are would be useful. The need for quality audits needs to be reinforced. Similarly, Designing Streets should better set out the requirements for process / submission to aid assessment of proposals.

Local Authority 2	I would suggest that there needs to be more forums, both nationally and locally, where a range of interests across the sector can together and share experience/concerns/good and bad practice. This could engender a better understanding, both of what we are doing and why we are doing it. At the same time, a better understanding could emerge of the barriers all players face in delivering better places, and how we can overcome these. Lack of understanding of each other' position, and silo working (within and outwith Councils) are significant barriers to progress, and such events could help overcome these. Roads and Transportation professionals perhaps often still see DS as "Planning Guidance" and not relevant to their work, particularly those involved in maintenance, and the success of new places over time will depend greatly on how well they are maintained. Perhaps more needs to be done to ensure that this part of the industry embrace understand and implement DS.
Local Authority 3	Not for our own circumstances.
Local Authority 4	Training expanded from local authorities to developers and their agents, as well as their professional bodies.
Local Authority 5	Workshops / seminars involving various parties who have an interest in DS implementation – specifically including local authority roads and maintenance departments.
Local Authority 6	Showing more case studies and providing additional supplementary guidance on specific topics / design aspect could help.
Local Authority 7	The policy should encourage a diverse range of development types - less constrained by road layout than in the past. In reality it runs the risk of promoting a one size fits all approach based on a Poundbury clone. It also should recognise the achievements of design over recent decades in on the one hand creating lightly trafficked residential streets and on the other hand providing purpose built roads for vehicular traffic. By providing a better context the acceptance and implementation of the policy would be encouraged.
Local Authority 8	Training for developers, consultants and architects - not just the local authorities. Possibly joint workshops with common agents
Local Authority 9	It should be recognised that the Designing Streets principles may not be wholly applicable to all situations, but the policy document suggests that it should be used in all cases Also, the relative newness of the approach means that there are few examples "on the ground" - examples of recent, successful developments using Designing Streets principles will assist in both the understanding of the principles and the better implementation of the policy.

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Local Authority 10	Case studies which explain the processes which led to the outcome would be useful, rather than simply a glossy image of the finished product. For example, what types of analysis were done of the wider area in relation to the development, what were the initial proposals, what concerns were raised and by whom, what were the compromises, how were decisions prioritised in relation to placemaking? It may also be useful for a direct reference to be inserted describing the actions required at local authority level to implement Designing Streets ie; Local Plan Policy Supplementary Guidance in relation to design Roads Development Guides. Is any funding available to bring projects forward? What role do architects have in the implementation of this policy? a lot of the detailed design work is being carried out by engineers without the opportunity to work collaboratively with design professionals who could bring ideas and expertise to the process.
Local Authority 11	Training for development sector.
Local Authority 12	For designers and local authority officers alike putting more technical 'meat on the bones' of the policies would make it cleared as to what is expected and acceptable.
Local Authority 13	I think there are a lot of benefits to designing streets but I feel under constant pressure to approve narrow block pavior roads which some developers seem to think is sufficient to meet the policy. Developer education of the policy would go a long way to improving their understanding.
Local Authority 13	Improve awareness by developers.
Local Authority 14	Sharing ideas/experiences with other Local Authorities would be useful.
Local Authority 15	In relation to question 20, I would suggest that further guidance / discussions take place.

Q22 – Do you have any further comments on the Policy?

Finally the survey asked for any further comments on the Policy. Seven respondents (from six local authorities) offered the following comments:

Local Authority 1	So far the policy has been beneficial in overcoming "barriers" to innovative, people-centred design, based on long-held standards and policies (both planning and roads). The sections of DS that challenge "safety" arguments that are often put forward as the reasons for resisting change have been very helpful in moving new schemes forward, whilst not compromising safety. I have some concerns that SCOTS are working on a set of national design standards, based on Designing Streets, as this may lead Roads authorities to revert back to a more prescriptive and inflexible approach, once again, rather than promoting local distinctiveness and empowering individual authorities to interpret DS in a manner appropriate to their local needs.
Local Authority 2	A rural addendum would help.
Local Authority 3	DCC were ahead of other local authorities in the production of the Urban Design Guide and Streets Ahead, within the context of Designing Streets and the creation of the new Development Plan, and in the current economic climate, it is now timely to review both documents as non-statutory but material guidance to the Development Plan.
Local Authority 4	There is not much technical guidance in the document.
Local Authority 5	The view of officers is that it is a very usable and readily understandable document which, through the use of broad principles, allows flexibility in design approach. It has the support of both roads and planning officers within the organisation.
Local Authority 6	I am currently writing my dissertation on awareness of shared space and designing streets policy as research indicates that community involvement is essential to ensure this type of policy can succeed and be effective. I am currently collecting data but envisage that the research will identify that people are completely unaware of why there street has no footway & as such this type of development is failing at the first hurdle. We have a development in main Street, Monkton with a few houses already occupied and I received a very irate phone call from a resident demanding to know why there was no footway & saying they would not have bought the property had they known as he didn't perceive this as safe for his children. A little education would perhaps have given him a different perspective and I fail to see why a policy aimed at planners, engineers and architects is not also aimed at and publicised to

	the final end user.
Local Authority 6	This is an excellent way of taking forward the Design agenda started with Designing Places and subsequent planning documents.

4.   Online survey analysis – Developers Survey

4.1   Introduction

This chapter explores the results of the online developers' survey. Anderson Bell Christie distributed the survey to developers. We received 25 responses.

Responses were received from a range of house builders, developers, consultants, property management companies, charities and one RSL.

The survey was divided into five short sections – Background, Guidance, Process, Practice and Case Studies.

4.2   Compliance and Guidance

Street Design Guidance can be a material consideration in determining planning applications and appeals. Local authorities should adopt Designing Streets Policy. "Location Specific2 planning/roads guidance can complement (rather than repeat) Designing Streets where necessary.

This section of the survey attempts to find out how respondents are currently using and complying with the Designing Streets Policy.

Q5 – Local Authority Planning and Roads Guidance documents should fully comply with the policies and principles of Designing Streets. How often do you find this to be the case?

Options	Response Percent	Response Count
Always	0%	0
Often	32%	8
Rarely	56%	14
Never	4%	1
Don't know	8%	2
answered question		25
skipped question		0

All respondents gave a view on this question. More than half of respondents (56%) felt that local authority and roads guidance documents 'rarely' complied with the principles of Designing Streets. Almost a third of respondents (32%) said that the documents 'often' complied, one respondent felt that they never complied and two respondents 'did not know'.

The type of respondents who chose 'often' and 'rarely' were made up of the same types of organisations – i.e. house builders, developers, consultants.

Looking at questions 5 and 6 together – some respondents provided additional comments at question 6, which explains why they felt that local authority planning and roads guidance documents 'rarely' comply with Designing Streets policy.

"Quite often we find that local authorities adopt the standard 'historic' approach to design which, in almost all cases, results in the dilution of most of the designing streets ambition during the consultation dialogue."

House builder/Developer

"We've worked designing streets into five local authority area developments. Guidance is varies in each case. Some authorities embrace and promote DS guidance more than others."

(House builder/Developer)

One respondent who expressed the view that local authority planning and roads guidance documents 'often' comply with Designing Streets policy, they provided the following comment:

"Desire within organisation to follow such design guides, as an integral part of good urban design."

(House Developer)

Q6 – Primarily, what design guidance encourages your developments to comply with Designing Streets?

Options	Response Percent	Response Count
Local authority or 'location-specific' guidance	44%	10
Direct referral to Designing Streets document	35%	8
Local authority guidance and Designing Streets	39%	9
Don't follow DS compliant guidance	0%	0
Don't know	0%	0
Other (please specify)		7
answered question		23
skipped question		2

Forty-four per cent of respondents said that 'local authority or location specific guidance' was the main guidance used to encourage compliance with Designing Streets. Nine respondents (39%) stated that they used 'local authority guidance and Designing Streets and eight respondents (35%) said they primarily used 'direct referral to Designing Streets document'.

Three respondents stated that they used more than one type of guidance – 'local authority or location specific', 'direct referral to Designing Streets', 'local authority guidance and Designing Streets'.

Two respondents did not select any of the options but gave the following responses in the 'other' section:

"Desire within organisation to follow such design guides, as an integral part of good urban design."

(House Developer)

"In the course of my work I do not design streets, however we are often delivering green space enhancements to previously designed streets."

(Charity)

Respondents (housing developers and one architect) who had chosen a mix of different options to this question qualified their response with the following additional comments:

"Experience of previous projects."

(Architect)

"Primarily supplementary planning guidance promoted through Local Development Plans seeking compliance with Designing Streets Policy principles."

(House builder/Developer)

"[name of developer] ...have their own Design Standards for Excellence manual, which promotes good design, centred around Designing Streets principles. We also hold Group wide Design Forums to ensure sharing of best practise and adherence with the wider government design agenda."

(House builder/Developer)

Street Design should be based on decision-making and must adopt a multi-disciplinary collaborative approach. Planning Permission and Roads Construction Consent (RCC processes should be run in parallel.

Q7 – Do you work with local authorities who have collaborative working methods in place to resolve potential conflicts in the development process (before or after applications for consents are submitted)?

Options	Response Percent	Response Count
Yes	40%	10
No	12%	3
Sometimes	48%	12
Don't know	0%	0
If yes, please provide details:		9
answered question		25
skipped question		0

Almost half (48%) of respondents said that they 'sometimes' worked with local authorities who had collaborative working methods in place to resolve potential conflicts. Ten respondents (40%) responded positively saying 'yes' and only three respondents (12%) said 'no'.

Of the respondents who said that they 'sometimes' worked with authorities with collaborative working methods in place provided the following comments:

"Some authorities have a collective approach to the planning and roads embracing the change and encouraging designing streets implementation. However there are still authorities that the roads department will not get involved in discussions until they receive the formal consultation request form their planning colleagues."

(House builder/Developer)

"The principles can only be followed through when there is agreement on the use of a material pallette that gives variation and interest to a street scene. All too often there is acceptance of the principles which are then severely diluted when the RCC procedure is gone through. Issues are primarily to do with adoption and future maintenance costs perceived by Local Authority Roads officers."

(House builder/Developer)

"Yes in some councils. One council did involve roads in the pre-application discussions however conflict still existed in relation to surfacing material at RCC stage. We are still experiencing some conflict between planners and roads officers when trying to integrate DS guidance. Planners tend to be supportive but some

roads depts still seem reluctant to fully embrace the guidance usually driven by perceived future maintenance cost issues."

<div align="right">(House builder/Developer)</div>

Two respondents who said 'yes' to the question provided the names of the local authorities they were referring to. Four others qualified their 'yes' response with the following additional comments:

"One council has been good at ensuring attendance of Roads and Planning at all pre-consultation meetings. We have also been holding 'design workshops' with another council to promote collaborative working even before we start discussing project specifics. Despite Roads being involved earlier in most Local Authorities, our experience in the majority of councils is that roads comments still come late in the process and can change the layouts which had otherwise been agreed.

<div align="right">(House builder/Developer)</div>

"Our Calderwood development in East Calder has been subject of many meetings with the planning and transportation staff & we have built up a great relationship with the various team members. We spent a very productive day with consultants WSP and the WLC team for a quality audit workshop & have completed both stage 1 & 2 road safety audits for our main access roads and 'Principal' street designs. RCC for these streets was received Dec 2012."

<div align="right">(House builder/Developer)</div>

"Working with some councils we are aware of collaborative working methods between local authority departments to resolve issues at the application stages of consent."

<div align="right">(Charity)</div>

"We have just been through a process with one council whereby the development of the detailed planning drawings was undertaken in consultation with Planning and Roads Officers from the Council. We arrived at a set of principles which will frame the RCC process. We would be concerned if we were forced to bring forward an RCC application at the same time as in our case, we were not ready to do that. There needs to be greater flexibility around timings."

<div align="right">(Architect)</div>

4.4 Consent processes run in parallel

Q8 – How often do you find that Planning Permission and Road Construction Consent (RCC) processes run in parallel, so that Planning Consent is not needed before RCC is applied for?

Options	Response Percent	Response Count
Always	0%	0
Often	28%	7
Rarely	36%	9
Never	28%	7
Don't know	8%	2
answered question		25
skipped question		0

Responses to this question were mixed. Seven respondents (28%) said that they 'often' found planning permission and RCC ran in parallel and seven (28%) felt they 'never' ran in parallel. The most common response was 'rarely' mentioned by 9 respondents (36%).

4.5 Feasibility of establishing processes to run in parallel

Q9 – If you suggested Planning and RCC do not run in parallel – is it achievable?

Options	Response Percent	Response Count
Very possible: could be achieved if all parties agreed	48%	10
Possible: but unlikely to be agreed	48%	10
Not possible	5%	1
answered question		21
skipped question		4

Of the 21 respondents who gave a view on this question, an equal amount of respondents (48%) felt it was either 'very possible if all parties agreed' or 'possible: but unlikely to be agreed'. Only one respondent felt that this would not be possible.

4.6   Streamlining of consents

Q10 – Would you endorse a streamlining of consents associated with street/roads design?

Options	Response Percent	Response Count
Yes	92%	23
No	4%	1
Don't know	4%	1
answered question		25
skipped question		0

The majority of respondents (92%) agreed that they would endorse a streamlining of consents associated with streets/roads design. One respondent (a developer) felt they would not endorse streamlining and one (a consultant) stated that they 'did not know'.

4.7   Practice – Assessing Masterplans

Street design must consider place before movement and should meet the six qualities of successful places.

Q11 – In your view do you and your consultants (architects, engineers etc.) develop masterplans to be fully compatible with Designing Streets?

Options	Response Percent	Response Count
Generally yes	83%	20
Generally no	17%	4
Don't know	0%	0
Further comments:		10
answered question		24
skipped question		1

Overall the response to this question was positive with 83 per cent (20 respondents) indicating 'generally yes'. Only four respondents said no.

Seven respondents who said 'generally yes' to the question made the following additional comments:

Developer 1	However, there appears to be a shortage of experienced practices who fully understand Designing Streets. It will take time for Designing Streets to be fully absorbed by Design Teams and Planning/Roads Authorities.

Developer 2	It is very difficult to incorporate designing for streets as DS guidelines are simply "guidelines" open to interpretation of the LA or individual planner. and generally there is a lack of understanding. The DS document is wide open to inconsistency because of its severe lack of specifics.
Developer 3	Some of our Masterplans try to integrate both a DS and a traditional street form dependant on the locale and existing streetscape. We don't necessarily agree that every site is suited to DS.
Developer 4	We always fully embrace it at the start of the process and seek to retain the principals as long as we can.
Developer 5	Yes, however design practicalities must also be taken into account.
Developer 6	We have adopted this approach only relatively recently, with the encouragement of the Council, coinciding with the publication of the GCC 'Design Guide for Residential Areas' in draft for consultation in September 2012.
Developer 7	We have in recent times on a number of schemes and indeed as far back as 2005 when we employed consultants to undertake a masterplan approach to one of our development sites. More recently we generally engage a masterplanner for larger sites who adopt designing streets as a matter of course. We have yet to get approval 'undiluted' for any of these proposals which leads us to question the delivery of any of these design led proposals which are more expensive in terms of consultants time and the time taken to gain a decision as we argue about principles and specific materials for the streetscape (driven primarily by Roads Officers and a lack of vision, and yes visibility does cause them concerns!). It has to be said that some early examples do not help the cause of designing streets.

Three respondents who answered 'no' to the question provided the following additional comments:

Developer 1	It is normally the case that Local authority roads engineers over-rule to a more conventional solution.
Developer 2	As the understanding of designing streets vary from authority to authority we adapt our masterplans to suit comments from a number of discussions from the various authorities as we develop more and more sites to designing streets. Generally the views have been positive in reaching almost a 'hybrid' layout.
Developer 3	Our findings are that the most local authorities still wish to have their own twist on the designing streets policy, and this therefore leads to uncertainty at the time of completing layout designs for land bids etc. Should there be a consistent approach by local authorities this would lead to better certainty at the time of land bids.

4.8   Understanding of Designing Streets

Q12 – In your view, do the local authority planners and roads engineers that you work with assess proposals based upon a full understanding of Designing Streets?

Options	Response Percent	Response Count
Generally Yes	33%	8
Generally No	58%	14
Don't know	8%	2
answered question		24
skipped question		1

A third of respondents (33%) generally agreed that the local authority planners and roads' engineers that they work with do assess proposals based on a full understanding of Designing Streets. However, over half (58%) did not agree. A small number of respondents 'did not know'.

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4.9   Fast Tracking

Q13 – If a design proposal could be clearly demonstrated as compliant with the policies of Designing Streets, would fast-tracking the project's planning application and RCC be an incentive to you?

Options	Response Percent	Response Count
Yes	79%	19
No	0%	0
Don't know /Not sure how this could work - Please provide further comments below:	21%	5
Further comments:		7
answered question		24
skipped question		1

A majority of respondents to this question (79%) agreed that fast-tracking would be an incentive. Three of these responded added the following comments:

Developer 1	The Council's Design Guide will take precedence we understand. Since this is not yet published in its final form it is too early to say to what extent it will adopt all the recommendations of 'Designing Streets'.
Developer 2	As a company we are positively supportive of DS as a tool and if compliance were to result in fast tracking consents this would act as an added incentive and bonus.
Developer 3	Albeit if the product placement on the site wasn't compromised by the full complaint Designing Streets approach.

The remaining respondents said that they 'did not know/not sure how this could work'. These respondents added the following comments:

Developer 1	How would this work, it has to be joined up - planning - highways – developer?
Developer 2	There are so many factors involved in designing successful places which need to be taken account of in determining a planning application, Designing Streets compliance would resolve many issues but fast tracking based only on this achievement could perhaps undermine design quality of built forms.
Developer 3	Whilst the Planners and Roads engineers often agree, the current stumbling block is the Networks Operation Teams who refuse to adopt what's being proposed for adoption.

Developer 4	I think this is difficult to achieve. The danger here is that you are really asking for detail to be front-loaded and that the faster timescales do not materialise. Moreover, risk and cost could increase if more work is being undertaken at an earlier point in the process. For instance, our schemes have had to respond to the requirements of housebuilders and it therefore suited us to work up a compliant scheme at a steady pace. The issue here is just raising the profile of the document and making sure that Roads Authorities engage with the design process as early as possible.

4.10   Experiencing Conflict

Q14 – In practice have you experienced conflict between applying Designing Streets and the design adoption and maintenance requirements of statutory authorities (e.g. SEPA, Scottish Water, Utilities etc.)

Options	Response Percent	Response Count
Yes	54%	13
No	21%	5
Sometimes	17%	4
Don't know	8%	2
If yes, please provide details on area of conflict and how this was managed		12
answered question		24
skipped question		1

More than half of respondents (54%) said 'yes' that they had experienced conflict between applying Designing Streets and the design, adoption and maintenance requirements of statutory bodies. Some respondents provided the following details about their experience:

Developer 1	Still to be resolved
Developer 2	Practicalities of installing services over sewers, road widths, access, maintenance. It's mainly the utility firms and LA highways authorities that clash - SEPA is not an issue.
Developer 3	Conflicts include prohibition of use of permeable paving, trees within adopted street areas, parking provision parallel to street not permitted. As yet these have not been managed unless the roads department are acceded to.
Developer 4	Roads depts. tend to have a perception that DS schemes will lead to more expensive maintenance regimes. We have had to convince SW and utility companies of the merits of no dedicated remote service strips as they perceive future maintenance and access issues.

Developer 5	In the main there are conflicts between designing streets and the adoption requirements of Scottish Water and the roads department. In that the two levels of treatment and the space required to comply with this Scottish Water requirement is harder to achieve when the designing streets approach of buildings close to the carriageway is considered
Developer 6	This is the key issue which almost always tends to steer the designing streets principals more towards standard roads and servicing strategies.
Developer 7	Biggest issue remains on the adoption of remote paths which are more prevalent in Design Streets layouts. Also all Local Authorities and very restrictive on the use of high quality hard landscaping. Most offer block or red chip asphalt as only options, however we have managed to negotiate limited paviours on some developments.
Developer 8	Areas are numerous and too many to list. This is almost always managed by compromising on Designing Streets and amending proposals to suit Roads Departments.
Developer 9	They all have their own agendas and seek all other parties to vary to accommodate their existing requirements.

Five respondents said 'no' – they had no experienced conflict between applying Designing Streets and the design, adoption and maintenance requirements of statutory bodies, with one qualifying their response saying:

"Not at that stage as yet with the developments constructed since the inception of designing streets."

House builder/Developer

4.11   Case Studies

Questions 15 – 18 asked respondents to provide details of developments which could be included as case studies. **Question 15 asked What size of development do you typically apply for Consent for?**

Options	Response Percent	Response Count
Less than 30 (housing or mixed uses) units	0%	0
30 to 100 units	55%	11
100 to 500 units	30%	6
More than 500 units	15%	3
answered question		20
skipped question		5

Over half (55%) of respondents indicated that they applied for Consent for developments between 30 and 100 units, while a further 30% (6 respondent) indicated they would apply for consent when the development was between 100-500 units. Fifteen per cent of respondents (3 respondents) would apply for consent for developments of more than 500 units.

Twelve respondents provided case study examples and provided details of the location and type of developments. The table below shows the responses to the question **Types of example projects (where you have used Designing Streets Policy).**

Options	Response Percent	Response Count
Masterplans	68%	13
Housing developments (up to 30 units)	42%	8
Housing developments (over 30 units)	100%	19
Retrofit projects (e.g. infill/public realm within existing)	0%	0
Mixed use developments (e.g. retail and residential developments)	26%	5
Existing high streets and town centres	0%	0
Other	0%	0
Please provide details of the project:		7
answered question		19
skipped question		6

The most common type of project undertaken by respondents was 'Housing developments (over 30 units)' (100%, 19 respondents) and 'Masterplans' (68%, 13 respondents).

Q19 – Do you have any other comments on the implementation of Designing Streets, in particular 'barriers' that may prevent implementation of the Policy?

Almost two-thirds of respondents (64%, 16 respondents) provided views on perceived 'barriers' and some offered suggestions to overcome these:

Developer 1	Conflict between Planners and their Road Engineers, which result in separate agendas which Developers have to mediate between parties, resulting in delayed approvals and abortive designs and costs.
Developer 2	There needs to be an understanding of different types of product that will be built into any proposal. This ranges from size of unit, along with product expectation for the end customer. There is a concern that what is suitable for 2/3 bed room product is also likely to be endorsed in a 4 to 5 bed room market range.
Developer 3	I don't think that designing for streets is prescriptive enough, it is woolly and can and is interpreted differently by different authorities, which is counterproductive and causes delays.
Developer 4	Barriers which may prevent implementation of the Policy could be an unwillingness to 'risk' doing anything different from a roads/transport/development partner side of things, however we have not experienced this stage of the project yet so to early to call.

| Developer 5 | The introduction of Designing Street in 2010 was met with a varied response from Local Authorities in Scotland, indeed it could be said that there was variation in the response within individual Councils themselves given the issues that the document brings into focus. These are issues that all participants in the regulation of development are faced with, however it is fair to say that the reaction of different disciplines also has been varied.

The document is predicated on moving the emphasis of master-planning away from the historical road-centric approach, to make it an exercise in place-making. This can be seen as the last step in the process that saw development planning itself adopt a sustainable approach to location and the hierarchy of transport provision. The result has been to challenge the established order in terms of master-planning, but in particular of roads design, to not only make suitable and sufficient provision for pedestrians, which it had been doing, but to restrict the free access of and movement by vehicles in residential areas.

The key to the implementation of such a policy must be to ensure that it is adopted and applied with a suitable degree of consistency by the authorities responsible for over-seeing its application. As a result The Scottish Government's intention to research the implementation of Designing Streets across Scotland is an opportunity that should be welcomed by all involved in master-planning, and it is expected that all stakeholders will be eager to share their experience of implementing and applying or following and meeting the policy. |
| Developer 6 | Cost

Resident reactions. The distribution of public/private space may be difficult to accept and also make the management of social rented stock difficult.

Conflict between the street layout and the extent of what is adopted by Local Authority, placing increased maintenance burden on the developer/ landlord. |

Developer 7	I believe there is a profound lack of understanding surrounding the policy within both planning departments and roads departments in local authorities. We have found ourselves in the position of explaining the policy to officers. The policy appears to require culture chance within local authorities. This is not always apparent. I would go further and suggest that there appears to be resistance to the implementation of designing streets in particular with regards to roads departments. It would not be unreasonable in my view to reach the conclusion that in some instances they are deliberately obstructive.
Developer 8	Principle barrier is the resistance of certain roads authorities to embrace the concept. No sea change in attitude or culture within the planning system. Planners deferring to roads departments and only participating as a "tick box" administrator.
Developer 9	I think it has to consider those people who are going to live in a particular location and the expectations they may or may not have about the type of environment they expect from that place? As an example it may not be appropriate to adopt and follow blindly designing streets on the edge of a rural village and town that has grown organically with a variety of densities from it's historic core. It may be that the principles of designing streets need the flexibility and relaxation to let the contextual be the driver for any new development proposal.
Developer 10	Difference of opinion from Local Authorities with potentially each of them introducing their own guidance and interpretation of the policy. Product placement to suit the needs of the buying public is extremely important. Too early in the policy process to understand if DS would create better places. Integral garage / detached units are the principle requirement for the house buying public at present and cognisance of this should be taken account of. Defensible space (ie-front gardens) is important and should be maintained and the ability to offer choice in layout design with in curtilage parking to frontages welcomed. No cul de sac's ! People like the safety of the cul de sac. Appreciate the roads hierarchy naturally slow traffic however this again should be flexible in layout design with cul de sac's provided with pedestrian linkages.

Developer 11	The local authorities use all teh above excuses when confronted with a designing streets layout that they either do not want, do not understand, or that their local authority will just not embrace.
Developer 12	A lack of willingness to move away from convention and no real requirement to actually do anything different in terms of legislation.
Developer 12	Lack of actual built examples therefore lack of confidence and certainty in DS guidance from both developer and local authority point of view. Concerns about cost, safety and maintenance from roads depts.
Developer 13	We are committed to the Designing Streets agenda, and believes it can open the door to more innovative design of 'standard product' housing developments. It is early days, however the we are working hard to ensure the increased capital costs for good landscape and hard surfacing are more than mitigated through higher densities, better sales rates and stronger revenues (through creating developments with strong sense of Character & Community) and by leaving behind a high quality legacy.
Developer 14	Lack of understanding within both developers and Local Authorities Lack of clear government guidance Inconsistent approach from authorities Conflict with utility companies Lack of awareness of public perception. ie ...the house buying public do not like many of the principles of DS.
Developer 15	It would be very easy for Roads Authorities to cling to old standards, but claim they are compliant with Designing Streets. This particularly the case around perception of risk in terms of departing from tried and tested solutions which they feel address genuine issues e.g. the arrangement of on-street parking, or servicing. What might be helpful is a defined design or place 'champion' who is able to arbitrate between the vision of the design team and the concerns of Roads Officers. Exactly who would be suited to such a role will vary between projects and authorities but I would encourage this further reflections on this role. The key to removing barriers is to build up an awareness of DS in practice. There needs to be a formal, regular multi-sector and interdisciplinary exchange that can be a repository of information and experience, as well as an authority on DS in practice.

Q20 – Do you have any suggestions for improving implementation of the Policy?

More than half of respondents (56%, 14 respondents) provided comments and suggestions for improving implementation of the Policy:

Developer 1	Local Authorities to provide definitive Guide Lines and Standards which comply with the ethos of Designing for Streets, including specs, design parameters and continuity.
Developer 2	Make the document more detailed and prescriptive, therefore easier to apply consistently.
Developer 3	Clear guidelines with specific design solutions.
Developer 4	The policy is not sufficiently clear on the application of guidance and, on some issues, provides too much latitude which can lead to uneven application of the policy in different council areas. To some extent greater prescription or additional guidance would be useful in clarifying certain areas. For example, one area where I have experienced difficulties in negotiations with Local Authority transport planners is in the matter of connectivity. DS makes comments on connectivity that are interpreted as meaning that a development must have more than one vehicular access point. This by definition leads to (arguably) an improvement in connectivity for vehicles, and therefore encourages car journeys. This in turn could lead to more short distance car journeys, which would put adherence to DS in conflict with compliance with the sustainability requirements of SPP and placing car travel at the foot of the travel mode hierarchy. The requirement for multiple vehicular accesses is, in my experience - and in some cases, being applied without much consideration of the specific circumstances of the site in question.

Developer 5	1. Ongoing training and development of understanding within local authorities as a priority.

2. Establish statutory processing timescales and rights of appeal for RRC and roads adoption. If RCC is granted then adoption should follow as a matter of course and not be subject to further design changes.

3. Ongoing monitoring of performance within local authorities.

4. Development of further guidance with emphasis on as wide a range of examples or approaches as possible.

5. Establishment of designing Streets champions within local authorities, responsible for implementation and guidance.

6. The Scottish Government will need to adopt a more 'hand on' if it wants to ensure the policy will deliver its aims. |
| Developer 6 | Clarification of what is the National Policy and what are guidelines.

More training for local authority officers, roads & planning.

A "deemed refusal" process for RCC applications. |
| Developer 7 | Yes, look at the place and its locational context, assess the market, check the deliverability and provide people with access to housing solutions suitable for their circumstances. Does this need a specific 'designing streets' policy'? Surely these factors are just simply part of a suite of 'good design principles'; and yes the market is key because we cannot create successful mixed communities without a buy in from all sectors of the community. Developers will deliver better more successful places where they see a return for the effort invested and we need this investment at this particular time in Scotland.

If the policy is to remain in place then those who implement it should understand what it is they are promoting and how ultimately that will be delivered and the form it will take. Again is this specific to a 'designing streets' policy or is it more fundamentally about the experience and understanding of the development process ?(education is key but probably more so is cross-industry/sector working to share knowledge and experience, good, bad and the ugly). This has to work both ways and Planning Officers and the Development Industry, when they are allowed can sometimes reach a fair bit of agreement and importantly deliver places we can all be proud of. |
| Developer 8 | Taking recognition of the examples of barriers mentioned above. |

Developer 9	Training for the local authority planning department officers on what designing streets is all about.
Developer 10	It s clear that each site and application should be submitted on its own merits and it is not always relevant to apply the same set of rules to every condition, therefore the application of the principals is open to interpretation. Each site will (and does) result in a hybrid between full on designing streets principals and conventional rules. The policy needs to be rewritten now that there is feedback and built case studies, taking on feedback from all relevant design professionals and authorities.
Developer 11	Opportunity to make DS guidance more enforceable - i.e. a deemed to satisfy consent for both planning applications and RCCs. Why do so many roads depts. still work to outdated guidance e.g. Strathclyde guidance???
Developer 12	A+DS and Government Architects must encourage local authorities to be open to adoption of better quality materials and remote paths. They can help drive this agenda by taking Roads Departments to examples of best practise. Designing Streets conflicts with LA's having to reduce future maintenance costs.
Developer 13	Education and buy-in from Roads Departments.
Developer 14	I would reiterate my point above: The key to removing barriers is to build up an awareness of DS in practice. There needs to be a formal, regular multi-sector and interdisciplinary exchange that can be a repository of information and experience, as well as an authority on DS in practice. I would advise against the publication of more guidance or statutory solutions. The design process is too complex and too varied to arrive at a one-size-must-fit-all solution.

01.07.13

4.14   Further Comments

Q21 – Do you have any further comments on the Policy?

Eight respondents (32%) had a further comment on the Policy.

Developer 1	We would be very keen to see feedback on practical examples of housing developments designed to meet DS, including detailed post-occupancy evaluation based on resident surveys.
Developer 2	I generally welcome the principles behind the policy and the guidance given within it. However the policy has failed to date to deliver either an improvement in quality or certainty within the process. Unless things change I am not confident it will achieve its aims. In addition the document is not user friendly. It takes a number of reading to fully grasp the policies and gain an understanding of the guidance. There is too much emphasis on achieving a 'coffee table' look. The policies and guidance should be more clearly separated out.
Developer 3	The other area of conflict involves the SUDS solutions in conjunction with Designing Streets principles. Different local authorities promote different, mutually exclusive, methods for SUDS measures.
Developer 4	No, thank you for the opportunity to give some feedback.
Developer 5	Keep on promoting Designing Streets to ensure that the creation of streets as "places" becomes the norm.
Developer 6	Ambitions are appreciated but require further review and refinement.
Developer 7	Do the Scottish Government provide DS workshops for roads depts as well as planners? The proof will be in the pudding - we have two DS sites currently under development - more to follow.
Developer 8	Other than I am happy to expand on the ideas expressed above further.