



## Appendix 8 – Roads Standards

This appendix contains extracts from :-

- a) - Moray Council Standards for Road Construction and Adoption and;
- b) - Moray Council Transportation Service Requirements for Small Developments in the Countryside

Private  
Accesses 

Provision of  
Roads 

Works in an  
Existing Public  
Road 

2.6 A Private Access is defined as any way over which the public does not have a right of passage. In residential development an access may serve up to five dwellings.

2.7 6 or more individual dwellings should normally be served by a road, which will require Construction Consent and the submission of a Road Bond in a residential area.

If the Developer wishes to adopt a layout whereby 5 or less dwellings will be served by a Private Access, as there is no public right of access Construction Consent will not be required and the access will not be eligible for adoption. Such layouts should provide adequate turning facilities and a satisfactory junction with a public road. The provision of a Private Access must be indicated clearly at the planning application stage, otherwise it will be considered that a road is being provided.

2.8 Any works in an existing public road will require permission from the Roads Authority under Section 56 of the Roads (Scotland) Act 1984. This is in addition to the Construction Consent and will always apply where a new road joins into an existing public road. Application forms should be obtained from the Council's office or from the website.

5.6.3 The visibility splay also enables traffic on the public road to see all road users leaving the property. The size of the visibility splay depends on the speed limit or observed vehicle speeds on the public road. It is necessary to consider the driver's line of vision, in both the horizontal and vertical planes, and the stopping distance of the vehicle. Where the applicant does not provide observed vehicle speed data the speed limit is used.

5.6.4 The distance along the public road, Y distance, is the distance the driver needs to see along the road edge (see table below). This is measured from the centre line of the access to the location on the road of the approaching vehicle, which varies depending on the speed of approaching traffic. The faster the approaching vehicles, the longer the distance required to see and be seen.

5.6.5 The distance back from the public road, X distance, is shown in the table below. The distance varies according to the number of dwellings. The distance is taken from the edge of the carriageway back along the centre line of the private access.

5.6.6 The visibility splay must be assessed between minimum driver's eye line 1.05 metres above the road up to a height 2m above the road and to an objective points at the end of the Y distance between 0.26m and 2m above the carriageway surface. The assessment must consider obstructions to visibility within the visibility splay including the horizontal and vertical topography in between i.e. hidden dips and crests along the road between these points.

5.6.7 The following table shows the Y and X values based on speed limit values.

Speed Limit	30	40	50	60
Y Distance (metres)	90	120	160	215
X Distance (metres)	Single dwelling = 2.4m; > 1 dwelling = 4.5m			

5.6.8 The access, lay-by and visibility splay must be established before building work commences, to ensure a safe access for builders and tradesmen.

## 5.7 Providing and Maintaining Visibility Splays

5.7.1 When submitting a planning application it is necessary for the applicant to demonstrate that they have, and can maintain control over the visibility splay area. The applicant will have responsibility for the maintenance of clear sight lines over the visibility splay area. If the visibility splay area includes any neighbouring land then the applicant will need to discuss this with the landowner and make arrangements to satisfy the requirement to demonstrate adequate control.