

**MANUAL FOR  
STREETS 2**

**Wider Application  
of the Principles**

**DLP BRIEFING NOTE 52**

Prepared by  
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The document *Manual for Streets 2* (MfS2) was published recently by the Chartered Institution of Highways and Transportation, following collaborative working between the Department for Transport and industry, and contains a ministerial forward by the current parliamentary Secretary of State for Transport.

The original document *Manual for Streets* (now referred to as MfS1) was published in 2007 and replaced guidance that had been in use for 30 years. MfS1 completely changed the approach in the design and provision of residential and other streets. **It should be noted that MfS2 does not supersede the previous document but should be considered as a companion guide that compliments and builds upon MfS1.**

This new document explores in greater detail how and when the key principles of MfS can be applied in both urban and rural locations. The guidance contained within MfS2 **is aimed to fill the perceived gap in the design advice between MfS1 and the design standards for Trunk Roads, as set out in the Design Manual for Roads and Bridges (DMRB)**, which is used by Highway Authorities for the majority of their County road network.

Whilst the previous Guidance contained in MfS1 was predominantly targeted at roads or streets which had a 30 mph limit, **the MfS2 guidance is now recommended as a starting point for any scheme affecting a non-trunk road where roads are subject to speed limits of 20mph to 50mph.** Matters such as vehicle sight stopping and visibility distances contained within the MfS2 are similar to MfS1, in that they are based upon actual vehicle speeds rather than speed limits that may be in force. It is suggested within the guidance that only where actual vehicle speeds are above 40mph for significant parts of the day that the parameters contained with DMRB would be more appropriate.

MfS2 examines how these principles can be applied to a wide range of street types and contexts, including both urban and rural roads. These principles are about creating an inclusive environment that achieves a balance for all user groups and one of the key elements is about controlling vehicle speeds without detriment to the enjoyment of the highway environment.

A key issue in achieving successful development is often the creation of a new vehicle access, or modifying an existing access to be appropriate to the proposed use on the site. One of the main design criteria will be the sight stopping distance and the visibility available for vehicles emerging from the Junction. **The extension of less onerous design guidance in MfS1 to a wider range of roads and streets, is therefore an important concession to landowners and developers who may in the past had difficulty in obtaining approval from Highway authorities who rigidly applied the guidance contained in DMRB.**

**It is important to note that MfS2 provides advice, but does not set out any new policy or legal requirements. It is however expected to be adopted by Highways Authorities, and will be considered as the most current guidance and good practice by government agencies, such as the Planning Inspectorate.** Should Highway Authorities not accept the guidance contained within MfS2, and a case can be made that the location and context of the highway in question is clearly appropriate for the application of MfS2 principles, then the Council's decision maybe tested by the planning appeal process on this basis.

There are references made in MfS2 to Local Transport Note 1/08, published by the DfT, in respect of the use of the design guidance and the matter of professional judgement. The following quote from that document provides advice on the weight to be accorded to the advice:

***“Regulations and technical standards have a key role in the delivery of a good design, but, if used as a starting point they may serve to compromise the achievement of wider objectives. A standards-based template view of road junction design for example, is inappropriate.”***

It is concluded that both highway and planning authorities should be able, in relation to the framework of available guidance, exercise considerable discretion in developing and applying their own policies. MfS2 goes on to say:

***“Designers are expected to use their professional judgement when designing schemes and should not be over-reliant on guidance.”***

***“Available guidance is just that, guidance, and cannot be expected to cover the precise conditions and circumstances applying at the site under examination.”***

Finally, there is the issue of risk and liability when considering innovative design, which may be at variance with previously established practice. Since MfS1 was published the UK Roads Board has published a second edition of *Highway Risk and Liability Claims* (HRLC). **This document is quoted within MfS2, firstly to raise the awareness of the issues, but principally to demonstrate how few cases arise due to alleged defects in design and also to give greater confidence to designers to respect local context and move away from a standardised, rigid approach.**

DLP Transportation have considerable experience in resolving access issues for all types of development and regular use their experience to provide Clients with access strategies and options to serve their development and obtain agreement from the Highway Authority through the preparation of a Transport Assessment or Statement. DLP Transportation also work closely with designers to create site layouts which maximize the development whilst encompassing the requirements of MfS, including the use of “Autotrack” to demonstrate a range of vehicle turning and swept paths.

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