



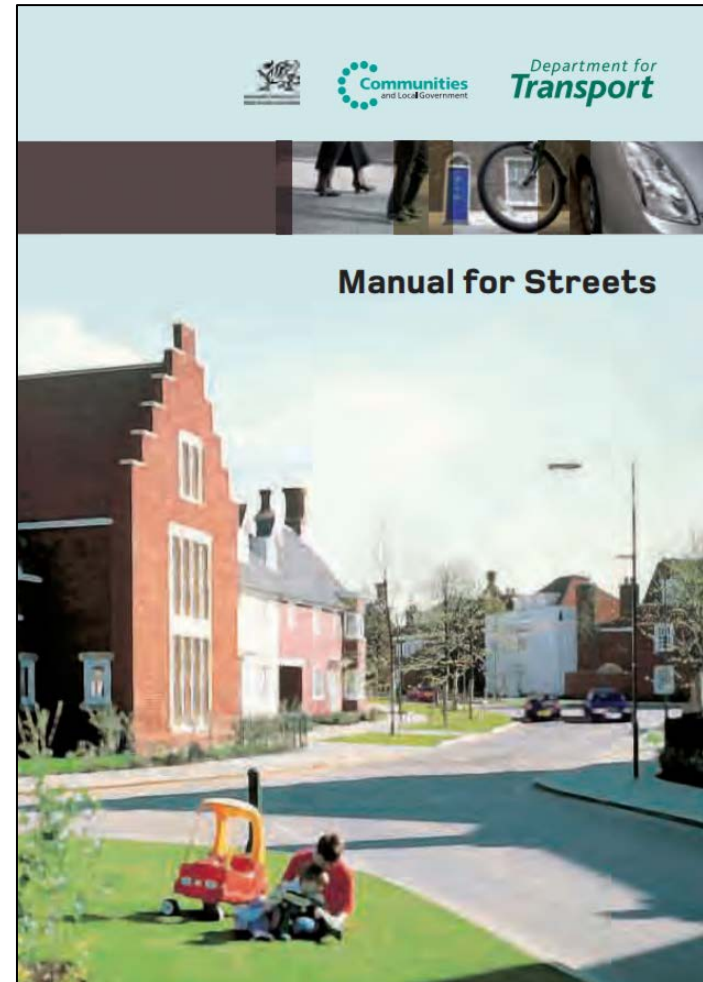
Department
for Transport

Updating Manual for Streets

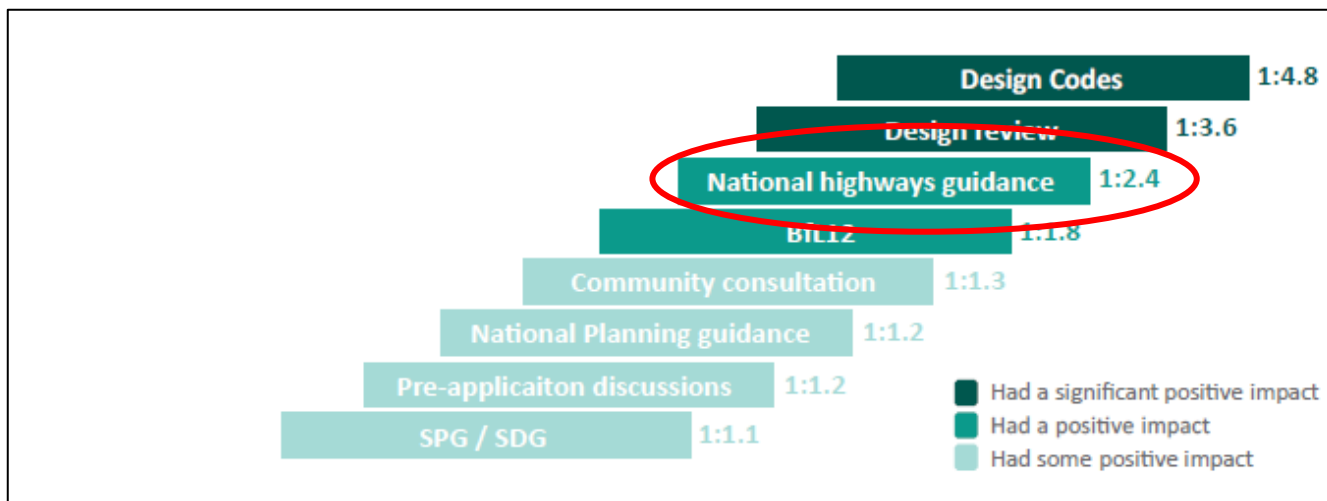
Sally Gibbons
**Head of Traffic Signs and Street
Design**
Department for Transport

Manual for Streets

- Published in 2007
- Completely changed the approach to design and provision of residential and other streets
- MfS2 followed in 2010

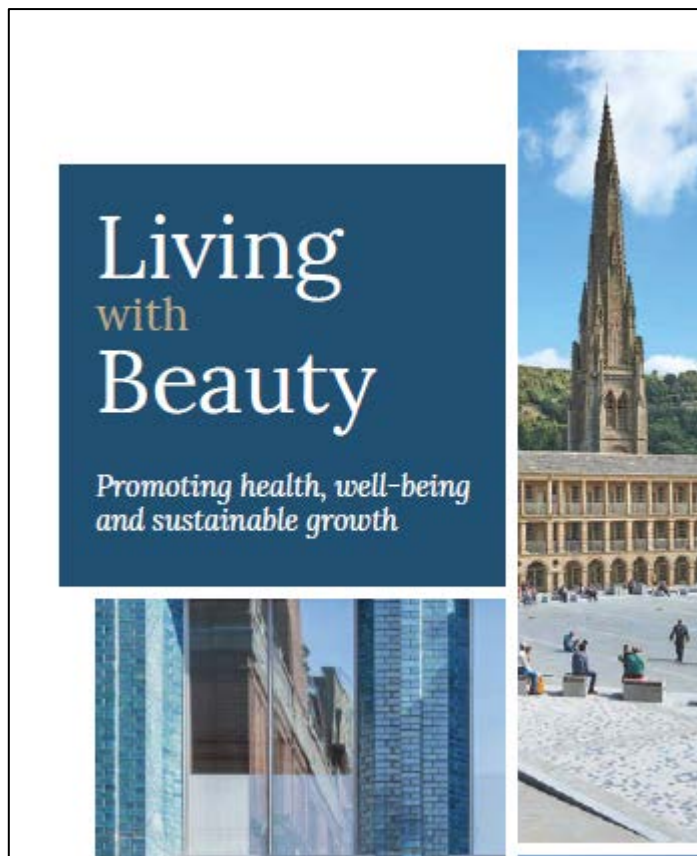


MfS works:



- ‘Housing Design Audit for England’
 - Carried out by the Place Alliance/UCL
 - Evaluated the design of 142 large-scale housing-led development projects across England against 17 design considerations.
 - “...noticeably more present in processes associated with ‘good’ and ‘very good’ schemes than ‘poor’ and ‘very poor’ ones were, first, projects designed within the parameters of the national highways design guidance Manual for Streets. **This was almost two and a half times more likely to be used in connection with the best than the worst schemes.**”

Building Better, Building Beautiful Commission



Policy Proposition 28: create healthy streets for people:

“There is an important need to update and improve the government’s guidance on street design (known as Manual for Streets). Again, this should be co-ordinated with the government’s new National Model Design Code

“Previous guidance (Design Bulletin 32) which is unhelpful should be more firmly withdrawn and superseded by the Manual for Streets.

“At present some local councils continue to apply the poor DB32 layouts which were withdrawn (rightly) in 2007. They should stop.

The Planning Inspectorate should reject any evidence for the design of schemes based on DB32.”

Why update Manual for Streets?

- The planning framework has changed
- Uptake is not as high as we'd like
- Poor development is still happening
- MfS can help deliver other policies

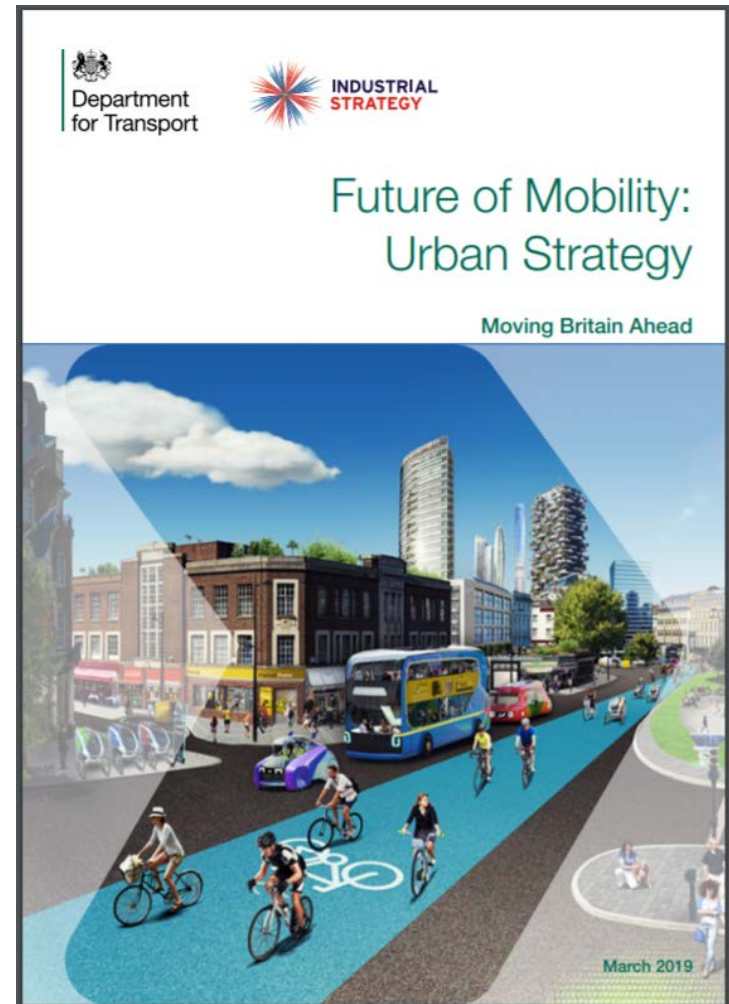




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Updating MfS

“We will also take the first steps to consider how traffic regulation and street design may need to evolve to accommodate new vehicles and new ways of using roads. This includes undertaking a scoping study to inform an update to the Manual for Streets”



- Renewed emphasis on active travel
- ‘Summer Streets’
- MfS is even more important

News story

£2 billion package to create new era for cycling and walking

Alternative ways to travel, such as walking and cycling, could relieve the pressure on public transport.

Published 9 May 2020

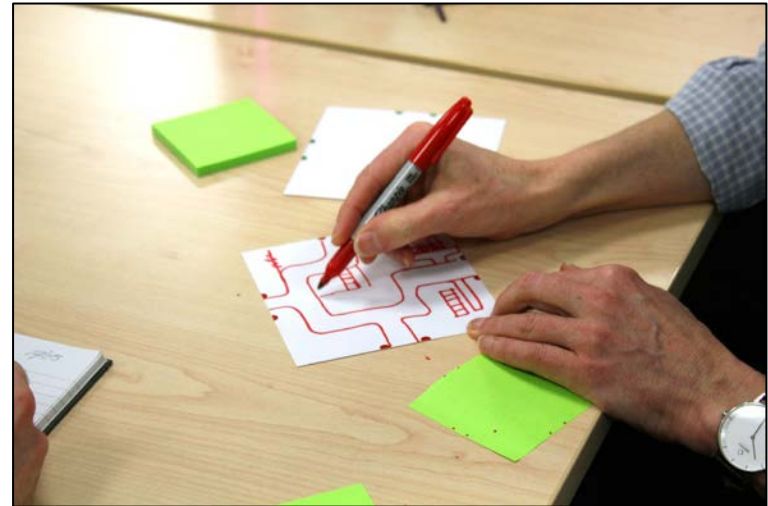
From: [Department for Transport](#), [Office for Low Emission Vehicles](#), and [The Rt Hon Grant Shapps MP](#)



Scoping study

Policy Lab user-centred design approach:

- Who uses MfS?
- Who doesn't, and why?
- What should it look like?
- What should be in it?



Policy Lab Recommendations

- MfS is still needed!
- Should be clearly branded DfT/MHCLG
- Should align with planning policy
- Should be freely available
- Designed with the input of users

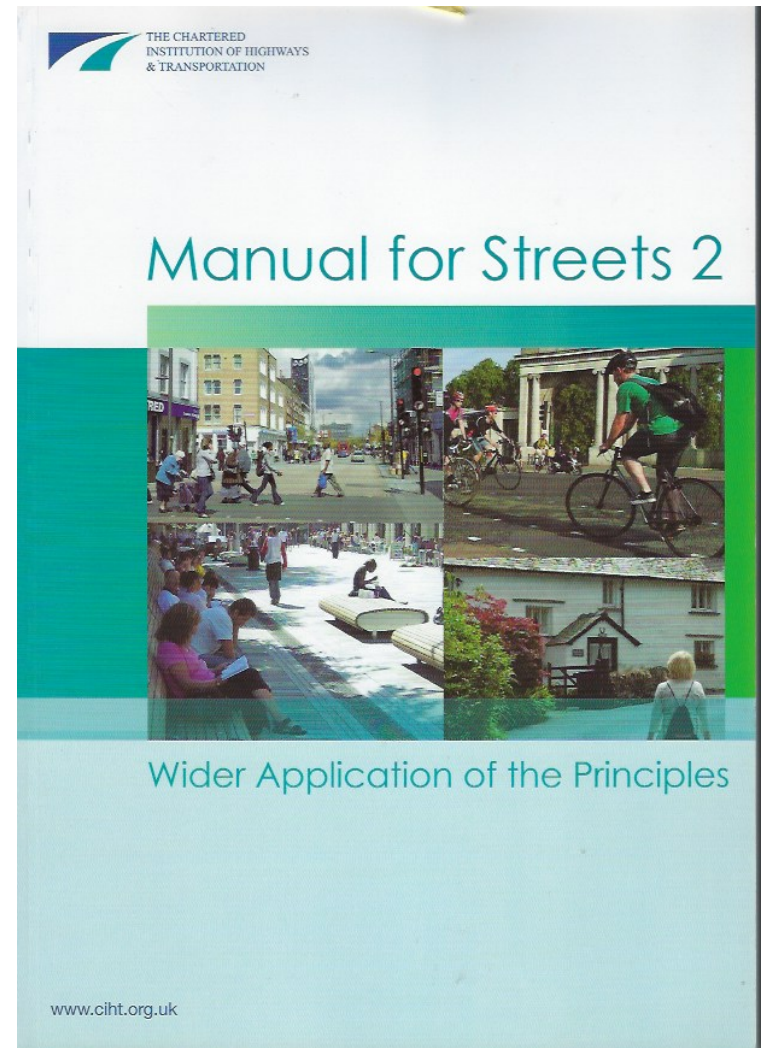




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Why CIHT?

- Voice of highways professionals
- Access to broad range of expertise
- A history with MfS
- Publishers of MfS2



Who's involved?

- Wide range of stakeholders:
 - DPTAC
 - Highways professionals
 - Developers
 - Road user groups
 - Public health
 - Air quality
 - ... etc
- MHCLG: NPPF/NPPG/National Design Guide and the National Design Code

