

Use and Application of Manual for Streets

Councillor's Newsletter April 2019

Streets and roads make up around three-quarters of all public space – their design, appearance, and the way they function have a huge impact on the quality of people's lives and the appearance of our built environment.



What applies where?

What is Manual for Streets?

In 2007 the Department for Transport published 'Manual for Streets (MfS)' (link [here](#)), which provides guidance for practitioners involved in the planning, design, provision and approval of new streets, and modifications to existing ones.

MfS supersedes previous national guidance Design Bulletin 32 and its companion guide Places, Streets and Movement. Both documents were withdrawn in England and Wales when MfS was published.

MfS should be applied when considering the design of roads, other than those forming part of the strategic trunk road network (i.e the strategic road network managed by Highways England).

The design requirements for trunk roads are set out in the Design Manual for Roads and Bridges (DMRB).

In 2010 Manual for Streets 2: Wider Application of the Principles (MfS2) was published (link [here](#)). This forms a companion guide to Manual for Streets (MfS1). Whilst MfS1 focuses on lightly-trafficked residential streets it also states that;

'a street is defined as a highway that has important public realm functions beyond the movement of traffic.... Most highways in built up areas can therefore be considered as streets.'

MfS1 and MfS2 aims to increase the quality of life through good design which creates more people-oriented streets. Although the detailed guidance in the document applies mainly

to residential streets, the overall design principles apply to all streets within urban areas.

Manual for Streets 1 & 2 (2007/10) set out design principles for urban streets, including:

- Clear user hierarchy with pedestrians at the top;
- Community function for social interaction and commerce;
- Permeable, connected street networks that support and reflect the desire lines of pedestrians and cyclists;
- Developing street character types and local design codes;
- Inclusivity, appropriately catering for different users; and
- Designing for low traffic speeds (20mph or below).

Designing high quality urban realm, either as part of a wider development/regeneration effort or as a standalone transport intervention, is, about creating more people friendly places.

Useful website links can also be found [here](#).

For more information, or to discuss further, please contact:

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