



# Manual for Streets update

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ADEPT

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# Why update Manual for Streets?

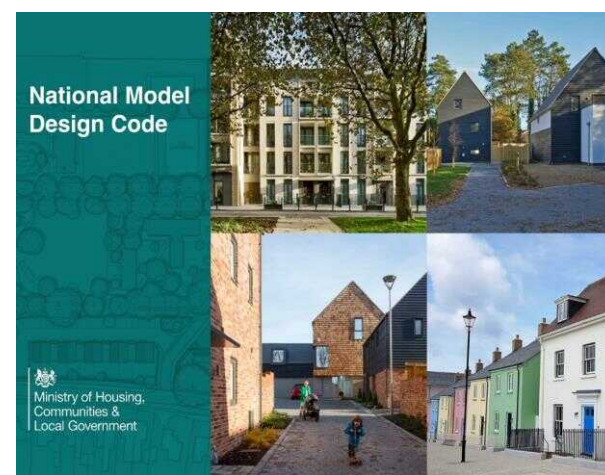
Substantive change over the last decade:

- Society
- Technology
- New modes
- Active travel
- Climate change



MfS not widely used & other guidance inappropriately used

Opportunity to align with planning policy and help deliver other policies





“ If we’ve learned anything from the last 12 months, it’s that our built environment needs to be more inclusive and reflect the world in which we live ”

**Michael Tyrpenou**  
Principal of Social  
Strategy and Design,  
WSP in Australia

“ Healthcare is important, but it’s only 10% of health. Health is about your relationships, your context, your environment, about being everything you could be ”

**Lord Nigel Crisp**  
Former Chief Executive,  
NHS

## 6 focus areas for planning healthy places



### Resiliency and Access

We plan places that will be here for a good time, and a long time.

[Read more >](#)



### Social Belonging and Inclusiveness

We plan walkable communities for people of all walks of life.

[Read more >](#)



### Planetary Health and Biodiversity

Less concrete, more jungle.

[Read more >](#)



### Economic and Cultural Prosperity

We plan communities where opportunity doesn't just knock, it moves in next door.

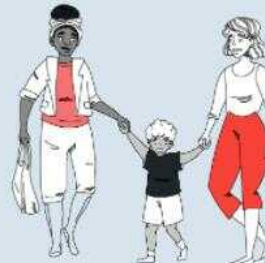
[Read more >](#)



### Active, Connected Communities

Our transportation planners also know how to genuinely move people.

[Read more >](#)



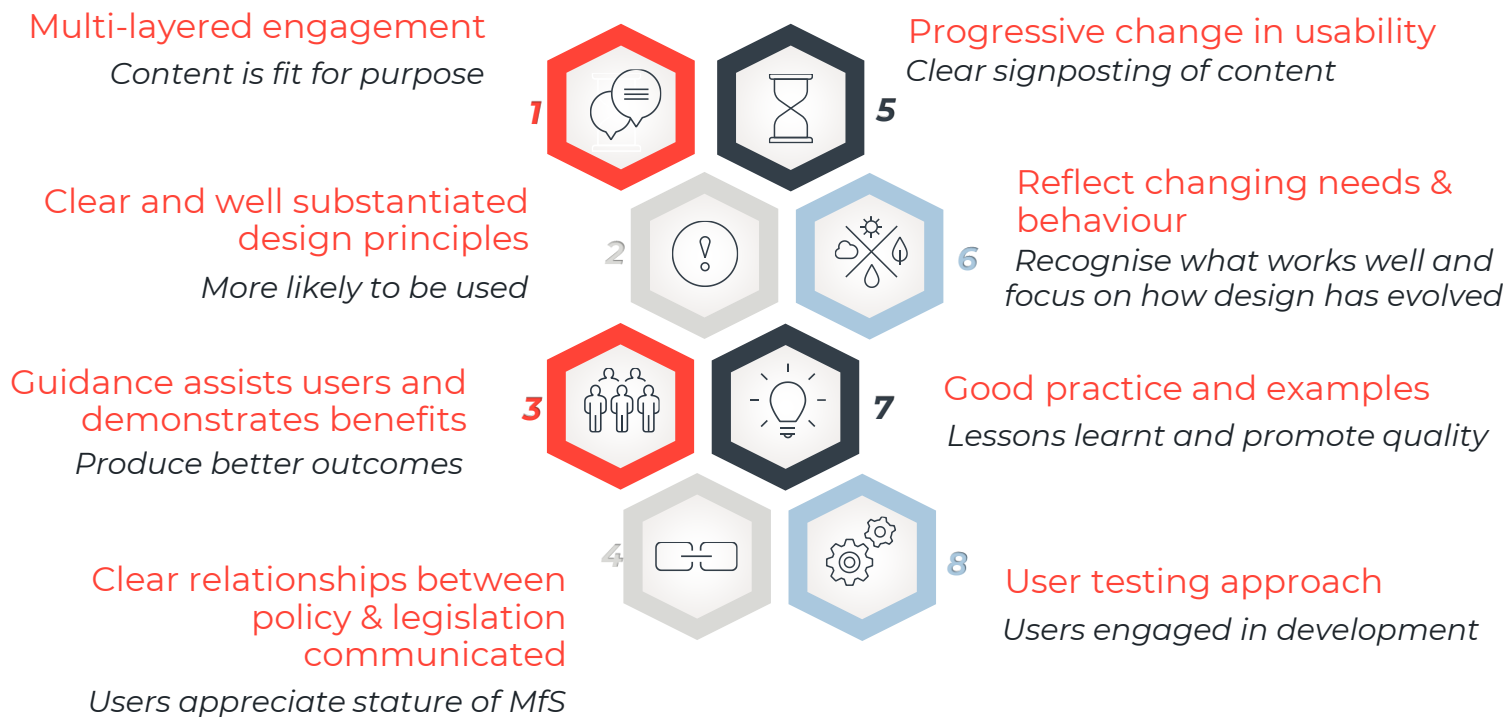
### Health Creation Leadership

The best way to lead an industry is to push it.

[Read more >](#)

# Approach to creating MfS

**Produce guidance which is well respected and more widely applied by different disciplines across the public and private sectors**



## Form and Structure of MfS

- Single Government **guidance** (replacing MfS 1/2) for existing streets and development: urban and rural context
- Will **apply in England**, devolved nations tbc
- **Balance** of **principles** of street design and **detail**
- **Four parts:**
  - Part A - Context & Policy
  - Part B - Planning Streets (why, where, when - principles)
  - Part C - Designing Streets (how - details)
  - Part D – Delivering Streets
- **Engaging** and **navigable**, strong visual content



## A. Context & Policy

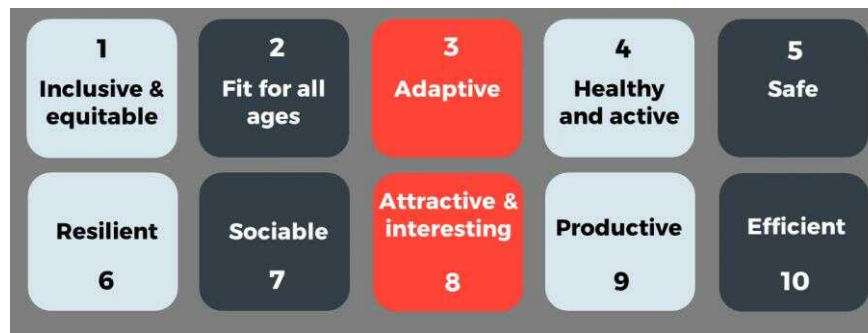
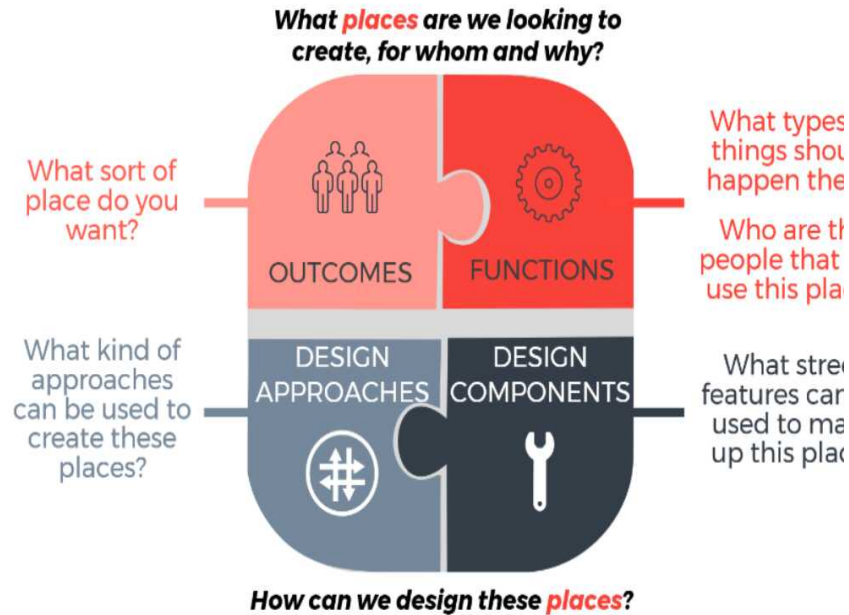
- Where to use **MfS** vs **DMRB**
- Information needed on where MfS fits within **guidance ecosystem**:
  - National, regional & local policy and guidance
  - Planning & non-planning related
- Clarity on the **‘weight’ of MfS** is needed (particularly for planning applications)
- Clarity on **who the guidance is for**, and how to appeal to a wide audience (“Need to speak language that resonates with intended audience”)





## B. Planning Streets (1)

Key considerations:



Define Outcomes/Characteristics



**10 Characteristics of Well Designed Places**  
(National Design Guide Extract)

MfS: work-in-progress Outcomes diagram

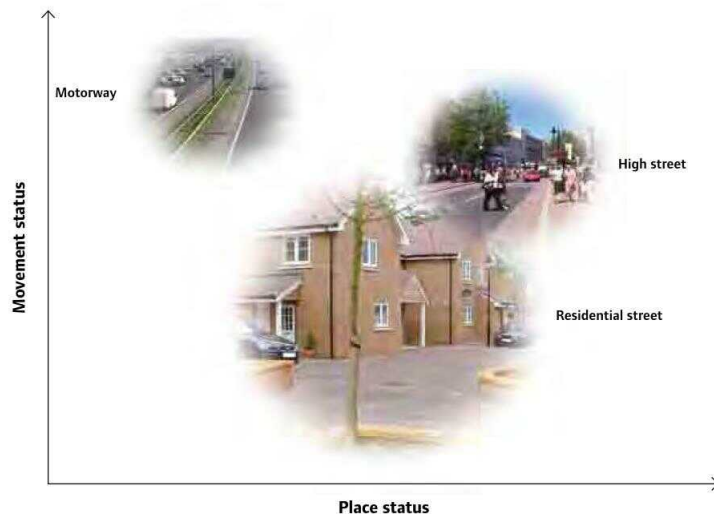


## B. Planning Streets (2)

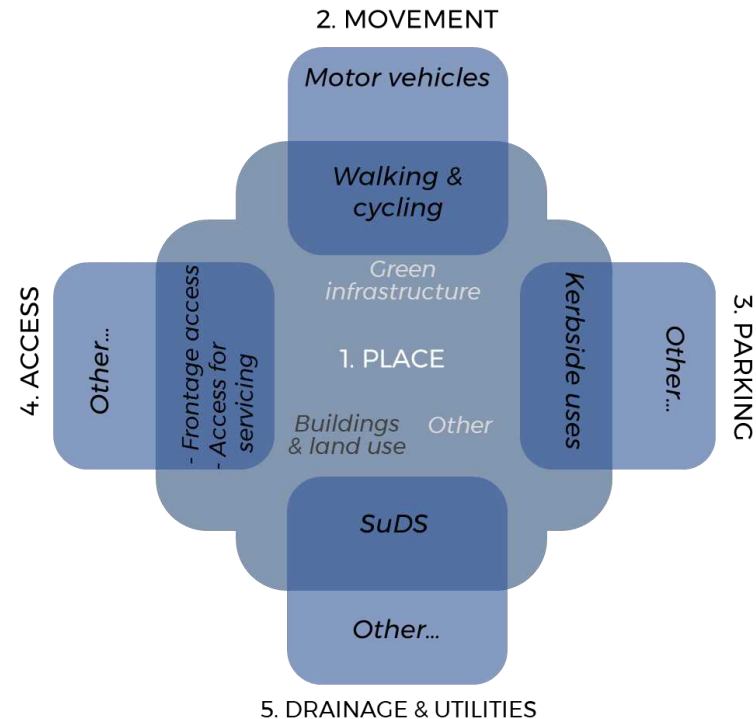


MfS: work-in-progress street zones

- Adapting **Movement & Place**
- Understanding **Street functions**



MfS 1 & 2: Movement & Place



MfS: work-in-progress functions diagram

## C. Designing Streets

Details to add and update include:

- **Speed management** and **traffic restrictions**
- **Designing for cycling**: draw from LTN 1/20
- Accommodating **micromobility**
- **Inclusive design** details
- Introducing **street trees**
- Appropriate **road widths**
- **Priority junctions**



Experimental access restrictions



Continuous footway



Street trees



Filtered permeability



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