**WBCIR:19818**

***Notes:*** *These questions apply to both the development of new highways, such as those in residential estates, and the redevelopment of existing highways.*

**Question 1**

What highway design guidelines or standards does the council use and where?

*(Please mark the appropriate box)*

| **Road / street type** | **Council’s own highway guidelines** | **Council’s own highway standards** | **DMRB[[1]](#footnote-1)** | **Manual for Streets** | **Manual for Streets 2** | **Other**  **(please specify)** |
| --- | --- | --- | --- | --- | --- | --- |
| Arterial road | **x** | **x** | **x** |  |  |  |
| Distributor / connector road | **x** | **x** | **x** | **x** | **x** |  |
| Relief / ring road | **x** | **x** | **x** |  |  |  |
| Avenue / boulevard | **x** | **x** | **x** | **x** | **x** |  |
| High / main street | **x** | **x** |  | **x** | **x** |  |
| Mixed-use street | **x** | **x** | **x** | **x** | **x** |  |
| Residential street | **x** | **x** | **x** | **x** | **x** |  |
| Rural roads and lanes | **x** | **x** | **x** | **x** | **x** |  |
| Village street | **x** | **x** | **x** | **x** | **x** |  |

**Comment**

|  |
| --- |
| With regard to the selection of MfS/DMRB design criteria, WBC follow the guidance within Manual for Streets.  The Wokingham Living Streets Guide (2019) provides local guidance for the design of streets in Wokingham. The document aims to outline the key principles to follow when producing new highway layouts for all types of development. The Living Streets Guide clearly advocates the use of principles within Manual for Streets 1 and Manual for Streets 2 stating: *‘Wokingham Borough Council supports the design principles advocated within MfS1 and MfS2 and encourages users of this guide to apply these in the design process for any development proposals’.*  Manual for Streets advises that: *‘MfS focuses on lightly-trafficked residential streets, but many of its key principles may be*  *applicable to other types of street, for example high streets and lightly-trafficked lanes in rural areas. It is the responsibility of users of MfS*  *to ensure that its application to the design of streets not specifically covered is appropriate’.*  MfS also advises in Paragraph 1.4.4 that: *‘The DMRB is not an appropriate standard for most streets, particularly those in lightly-trafficked residential and mixed-use areas’* and that: *‘It is therefore strongly recommended that local authorities review their standards and guidance to embrace the principles of MfS’.*  As per MFS Paragraph 7.5.8, where 85th percentile speeds exceed 60 km/h; WBC may require the longer Sight Stopping Distances set out within the Design Manual for Roads and Bridges. |

**Question 2**

If the council has its own documented / published highway design guidelines and/or standards, please provide a link or an electronic copy thereof.

Comment

|  |
| --- |
| [Highways development advice](https://www.wokingham.gov.uk/planning-policy/advice-developers/highways-development-advice)  **Wokingham Living Streets Guidance**:[**https://www.wokingham.gov.uk/sites/wokingham/files/2023-07/Highways%20design%20guide%20for%20developers.pdf**](https://www.wokingham.gov.uk/sites/wokingham/files/2023-07/Highways%20design%20guide%20for%20developers.pdf) |

**Question 3**

How does the council classify its road / street network?

*(Please mark the appropriate box)*

|  |  |
| --- | --- |
|  | Arterial, distributor / connector, access / local (or similar) |
|  |  |
|  | Avenue, main street, high street, mixed-use, residential, mews (or similar) |
|  |  |
| **x** | Other, please specify: |

Comment

|  |
| --- |
| The **WBC Living Streets Guide (2019)** defines streets as: Primary, Secondary, Tertiary and Mews/Squares/Courtyards.  Primary Streets are major local roads and examples include Reading Road and the Northern and Southern Distributor Roads in Wokingham and the Nine Mile Ride extension in the Arborfield SDL. The carriageway will be wider than secondary streets – generally 7.3m minimum with potential widening on bends. Footpaths, cycleways and landscaping will be applied on both sides of the road and direct frontage accesses are discouraged  Secondary Streets are residential streets that will normally be accessed from primary streets and will include some ‘through traffic’ facilitating access to tertiary streets and shared surface areas. An example would be the development at South of Croft Road in Spencers Wood where a central spine road routes through the development. They will often be fronted by housing on either side with limited direct access and on street parking will be in lay-bys  Access to Tertiary Streets would usually be from a Secondary Street(s) although also occasionally from Primary Streets. Tertiary Streets are not generally throughroutes and sit at the bottom of the street hierarchy. There is flexibility in the layout of these streets with the carriageway width a minimum of 5.0m. Courtyard parking should only be used sparingly and only where there are design constraints and a strong justification for doing so. Common access and turning space within courtyards should be paved to provide continuity with the tertiary  street surface. |

**Question 4**

For the following aspects of Manual for Streets and Manual for Streets 2, please select the most appropriate option:

*(Please mark the appropriate box)*

|  | **Required by Council** | **Encouraged by Council** | **Permitted by Council** | **Discouraged by Council** | **Prohibited by Council** | **Not applicable** |
| --- | --- | --- | --- | --- | --- | --- |
| **LAYOUT AND CONNECTIVITY** | | | | | | |
| Permeable or connected street layouts  *MfS: 4.2.3 / MfS2: 1.2; 2.5* |  | **x** |  |  |  |  |
| Direct frontage access on 30mph roads with up to 10 000 vehicles per day (e.g. distributor / collector roads in built up areas)  *MfS: 4.2.3; 7.9 / MfS2: 9.10* |  |  | **x** |  |  |  |
| **CARRIAGEWAYS** | | | | | | |
| 20mph design speeds or lower for residential streets: *MfS: 7.2; 7.4.2, WBC Living Streets Guidance Table A1* |  | **x** |  |  |  |  |
| 20mph design speeds for streets with significant pedestrian activity, such as high streets or main streets  *MfS2: 8.2, WBC Living Streets Guidance Table A1* |  | **x** |  |  |  |  |
| 30mph design speeds or lower for other streets in urban areas  *MfS2: 8.2, WBC Living Streets Guidance Table A1* |  | **x** |  |  |  |  |
| MfS recommended horizontal alignment[[2]](#footnote-2)  *MfS2: 8.3* |  |  | **x** |  |  |  |
| MfS recommended stopping sight distances  *MfS: 7.5 / MfS: 10.1 - 2* |  |  | **x** |  |  |  |
| Restricted forward visibility to reduce vehicle speeds  *MfS: 7.8 / MfS2: 10.3* |  |  | **x** |  |  |  |
| MfS recommended junction visibility splays  *MfS 7.7 / MfS2: 10.4 - 7* |  |  | **x** |  |  |  |
| MfS recommended carriageway and lane widths  *MfS: 5.2.4; 7.2 / MfS2: 8.6* |  |  | **x** |  |  |  |
| **JUNCTIONS AND CROSSINGS** | | | | | | |
| Tight corner radii at side / minor road junctions (under 2m)  *MfS: 6.3.12 – 13 / MfS2: 9.3.14;9.4.10 – 13; 9.8.6* |  |  | **x** |  |  |  |
| Tight corner radii at other junctions (under 6m)  *MfS2: 9.4.10* |  |  |  | **x** |  |  |
| On streets with low traffic flows and speeds, large vehicles, such as bin lorries, can use the full carriageway width to turn (i.e. cross into the oncoming lane)  *MfS: 6.8.1; 6.3.13 / MfS2: 9.4.11* |  |  | **x** |  |  |  |
| Pedestrian crossings placed on or close to the desire line  *MfS: 6.3.9; 6.3.12; 7.3.6 / MfS2: 9.3.2* |  | **x** |  |  |  |  |
| Side road entry treatments (e.g. raised crossings across the mouth of minor road junctions, preferably on the pedestrian desire line)  *MfS: 6.3.15; 6.3.16 / MfS 2: 9.3.14* |  |  | **x** |  |  |  |
| Departures from conventional DMRB roundabout designs, such as compact, continental-style or mini-roundabouts  *MfS: 7.3.12 – 16 / MfS2: 9.6 - 7* |  |  | **x** |  |  |  |
| Use of crossroads at junctions  *MfS: 7.3.8 / MfS2: 9.4.4 – 5* |  |  | **x** |  |  |  |
| **PEDESTRIAN NEEDS AND FOOTWAYS** | | | | | | |
| A minimum footway width of 2m  *MfS 6.3.22 – 23. WBC Living Streets Table A1.* |  | **x** |  |  |  |  |
| At vehicle crossovers, footways with at least a 900 mm minimum width at normal footway crossfall (2.5% max.)  *MfS: 6.3.28 – 30 / MfS 2: 9.4.14-15* |  | **x** |  |  |  |  |

Comment

|  |
| --- |
|  |

1. Design Manual for Roads and Bridges [↑](#footnote-ref-1)
2. Parameters for horizontal curves, including minimum desirable curve radii. [↑](#footnote-ref-2)