

TRICS CONFERENCE 2010

Manual for Streets 2

RAY FARROW

Home Builders Federation

www.hbf.co.uk



- Trade Association for the house building industry
- Members build 80% of new homes in England and Wales each year



- Membership includes small, locally-based housebuilders and large, multi-national companies

- National and regional structure
- Advises, informs and represents members' interests in areas of:
 - public relations and political affairs
 - planning
 - technical
 - legal and taxation



- ‘Technical’ matters include:
 - Building Regulations
 - Contaminated Land
 - Innovation
 - Health and Safety
 - Highways
 - Drains & Sewers
 - SUDS
 - Utilities and Services



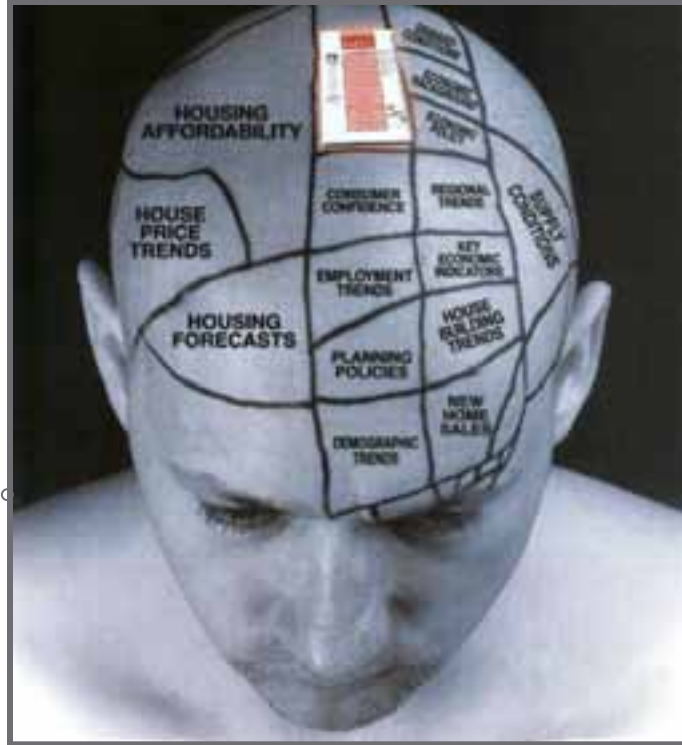
The Confused Developer

Planning

Environment Assessments

Code for Sustainable Homes

Building Regulations



Sustainable Drainage

Sewers

Utilities

Highways

The Manual for Streets Journey

- HBF started this journey in March 2001
- Position Paper in July 2001 to the DETR
- “Better Streets, Better Places” published in July 2003
- MfS Steering Group formed from all Stakeholders in June 2004
- MfS launched in London in March 2007
- MfS2 published in September 2010

Where are we on this journey?

With your help I am hopefully going to find out by looking at Nine Key Aspects of MfS.



Some Key Aspects of MfS

1. MfS aimed to enable the Better-designed Streets with a transformation in quality
 - Culture Change in setting out principles which are supported by imagination and flexibility
 - Build and Strengthen Communities
 - Inclusive Design and Connectivity
 - Attractive and Distinctive
 - Cost Effective to Construct and Maintain
 - Are safe for people who take priority over vehicles

A Do you think that MfS has seen a change in culture of Planners, Highway Authorities and Developers

B Has the design, connectivity, distinctiveness and attractiveness of streets altered considerably in the last 3 ½ years?

Some Key Aspects of MfS

2. Promoting Joint Working – Planners, Highway Engineers, Landscape Architects, Developers and other interested parties – all one happy family



to

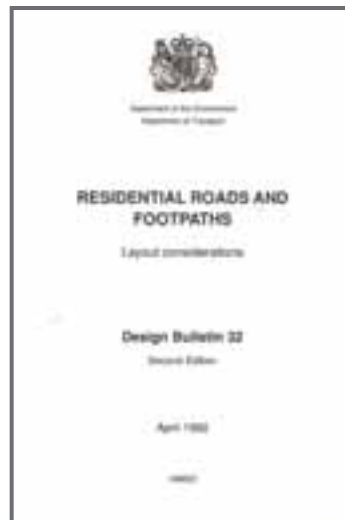


C Has there been a major move towards the Development Team concept for the main Stakeholders to work together?

D Are Planners starting to love Highway Engineers?

Some Key Aspects of MfS

3. Highway Authorities should be enthused to go forth and rewrite their Design Guides to incorporate the ideology of MfS



E Have Highway Authorities updated their Design Guides to incorporate the principles/criteria of MfS?

Some Key Aspects of MfS

4. New Stopping Sight Distances and Visibility Requirements will project us into 21st Century for the relevant Design Criteria



F Do you believe that the standards and criteria for the MfS Sight Distances and Visibility Requirements are correct and will alleviate any future prosecutions?

G Are you still using the DB32 criteria in your Design Guides or know of Authorities that are?

Some Key Aspects of MfS

5. Road Safety Audits as contained in DMRB would all be burnt as of Easter 2007 and we would all apply commonsense and aim to “get it right first time”. No more fears of Corporate Manslaughter Prosecutions



H Are you aware of a Highway Authority that has produced their own Road Safety Audit procedures or incorporated the CIHT's?

Some Key Aspects of MfS

6. Streets will be Quality Places, reduced clutter, fewer traffic signs and a reduction in road markings. They will be seen to encapsulate Local Distinctiveness with lots of trees and planting, a reduction in street furniture with better purposeful street lighting to make you happy to walk on them. Streets will be for people not waste collection vehicles.

I Has MfS enabled all Stakeholders to take forward the concept of Quality Streets and Places?

J Would you like to see MfS taken to the next step and made into Statutory Guidance by DfT?

Some Key Aspects of MfS

7. Home Zones are the way forward by creating a high quality street which strikes a balance between the needs of the Local Community and Vehicles (Localism)



K Are you seeing an increasing number of developments using the Home Zone concept?

L In going forward Government's Agenda is one of Localism and Community involvement. Is this an issue you are happy to embrace?

M To date do you feel we all are getting the most out of customer engagement?

Some Key Aspects of MfS

8. Car Parking Issues will be a thing of the Past and we will all cycle everywhere which means there will be adequate parking on all developments



N Is there still an issue with Car Parking on developments?

O Does the issue of Car Parking Standards need to be looked at again?

Some Key Aspects of MfS

9. A joined-up approach to the Adoption process by using a “palette of materials”, the use of SUDs and “to begin with the end in mind” for the long-term maintenance of the Streets



P Is there more consideration being given to materials which have better long-term maintenance characteristics?

Q Developers have always wanted a Model Section 38 Agreement. Is this something you would support?

“The need to build more homes is now seen as a political, social and economic necessity. So it is important that all stakeholders rise to the challenge to achieve this objective. This is not just to maintain the wellbeing of our generation but also of future generations”

Be brave!



Thank you for your answers to the questions posed and I look forward to the Q.A. Session later on.