

## DESIGN STANDARDS FOR DEVELOPER FUNDED WORKS

### The Matrix

North Yorkshire County Council has developed a Matrix to enable Developers and engineers to determine which of the available design standards is appropriate. The Matrix enables a professional judgement to be made given the location of the site thus establishes which standard is appropriate.

The Matrix It is based upon the place and movement matrix in Manual for Streets and balances the emphasis needed to be given to the “place” function against the “movement” characteristics for the particular location. The matrix has been prepared to take account of the particular characteristics of NYCC’s highway network. A version of the matrix giving examples of locations on the NYCC network and where they would fit in the matrix is available.

### The Two Standards

The two standards the matrix considers are Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS):-

#### DMRB:

This is produced by HA as the mandatory design standard for their Strategic Road Network (SRN). It is also used by most local highway authorities, including NYCC, as the appropriate design standard for major roads. The main emphasis of the standard is providing a safe road network for vehicles. Carriageways designed to this standard are defined as “**roads**”

#### MfS:

The reference to MfS is a generic term which is applied to two documents, MfS1 and MfS2. MfS1 was produced as a more appropriate standard to apply to light traffic residential roads. MfS2 expanded on the MfS1 principles and the importance of the public place and applied this to high streets and lightly trafficked lanes in rural areas. It also indicates the strict application of DMRB is rarely appropriate in urban areas. It also bases its stopping distances on research which gives different major road or “y” stopping distances from DMRB. Carriageways designed to this standard are known as “**streets**”.

### Approval



The Matrix was approved for use at the **6 November 2012** meeting of the **North Yorkshire Executive** where it was adopted. The formal resolution is as follows:

#### “Resolved –


The matrix is accepted as the appropriate mechanism for guiding engineering judgement in determining when DMRB or MfS standards should apply and is agreed by the Executive as policy.”

A full copy of the document presented to the Executive and the Resolution can be found on the County Council’s web site

<http://www.northyorks.gov.uk/article/23683/About-the-Council>

 'ROAD'=DMRB STANDARDS  
 STREET = MfS STANDARDS

★ The LHA will have a limited palette of acceptable carriageway layouts for this category of road due to high volumes of traffic.

|  | NO PLACE STATUS   | SOME PLACE STATUS   | SIGNIFICANT PLACE STATUS   |
|--|---|---|--|
| <b>A Roads</b><br>NYCC<br>categories<br>2;3a and 3b    | 60 mph speed limit<br>Vehicles take priority<br>Through traffic dominates<br>Any pedestrians intimidated by traffic<br>Generally in open countryside<br>No sense of space | Generally 60 or 40 mph speed limit<br>Vehicles take priority<br>Through traffic dominates<br>Pedestrians feel intimidated by traffic<br>Some limited sense of space | Usually 30 or 40 mph speed limit<br>Vehicles take priority<br>Through traffic dominates<br>Pedestrians feel intimidated by traffic<br>space functions subservient to traffic   |
|  |   |   | 20 or 30 mph speed limit<br>speeds at or below limit<br>vehicles respect pedestrians at peak pedestrian times<br>heavy pedestrian footfall particularly at peak pedestrian times<br>pedestrians feel safe<br>road and footway lighting  |
| <b>B and C Roads</b><br>All NYCC<br>categories         | 60 mph speed limit<br>Vehicles take priority<br>Through traffic dominates<br>Any pedestrians intimidated by traffic<br>Generally in open countryside<br>No sense of space | Generally 60 or 40 mph speed limit<br>Vehicles take priority<br>Through traffic dominates<br>Pedestrians feel intimidated by traffic<br>Some limited sense of space | Usually 30 or 40 mph speed limit<br>Vehicles take priority<br>Through traffic dominates<br>Pedestrians feel intimidated by traffic<br>space functions subservient to traffic   |
|  |   |   | 20 or 30 mph speed limit<br>speeds at or below limit<br>vehicles respect pedestrians at peak pedestrian times<br>heavy pedestrian footfall particularly at peak pedestrian times<br>pedestrians feel safe<br>road and footway lighting   |
| <b>Unclassified Roads</b><br>All NYCC<br>categories    | 60 mph speed limit<br>Vehicles take priority<br>Through traffic dominates<br>Any pedestrians intimidated by traffic<br>Generally in open countryside<br>No sense of space | Generally 60 or 40 mph speed limit<br>Vehicles take priority<br>Through traffic dominates<br>Pedestrians feel intimidated by traffic<br>Some limited sense of space | Usually 30 or 40 mph speed limit<br>Vehicles take priority<br>Through traffic dominates<br>Pedestrians feel intimidated by traffic<br>space functions subservient to traffic   |
|  |   | 30 mph speed limit<br>speeds at or below limit<br>vehicles subservient to pedestrians<br>pedestrian usage<br>pedestrians feel safe                                  | 20 or 30 mph speed limit<br>speeds at or below limit<br>vehicles respect pedestrians at peak pedestrian times<br>heavy pedestrian footfall particularly at peak pedestrian times<br>pedestrians feel safe<br>road and footway lighting   |
| <b>Estate Roads</b><br>NYCC<br>categories<br>4a and 4b | Industrial Estate roads<br>HGVs dominate<br>Vehicles take priority<br>No sense of space   | 30 mph speed limit<br>speeds at or below limit<br>vehicles subservient to pedestrians<br>pedestrian usage<br>pedestrians feel safe                                  | 20 or 30 mph speed limit<br>speeds at or below limit<br>vehicles respect pedestrians<br>pedestrian usage<br>pedestrians feel safe<br>may be lit  |