



Traffic Sensitive Streets Guidance Notes

April 2023 · Version 2.0

Guidance on the definition, role and value of Traffic Sensitive Streets



GeoPlace Streets Team

support@geoplace.co.uk

Introduction

This guidance note provides information on the definition, role and value of Traffic Sensitive Streets. It has been updated to reflect the Government response to road and Street Works further reforms, published in May 2022 by Department for Transport.

It also focuses on how and why Traffic Sensitive Streets should be reviewed regularly as part of the permit scheme and how to ensure they are kept up to date.

Government response

The government has decided to proceed with this proposal and amend regulations to remove the criteria: 'is designated by the HA as part of its winter maintenance programme'; 'is on a tourist route or within an area where major events take place'; and 'is covered by a congestion charge'. This change will come into force in April 2023 and will mean that a road cannot be designated as traffic sensitive if the only reason it was classed as such was for one of those reasons.

We will work with HAUC on a corresponding update to statutory guidance and will include in this, advice on what that means for HAs reviewing and updating their traffic sensitive designations for the roads that may be caught by this change.

HAs should note that routes that may no longer be designated as traffic sensitive will still be covered by their permit scheme, and permits can be used to control when works take place and the working times.

Source: *Government response to road and Street Works further reforms, May 2022*



Definitions

Under Section 64 of the New Roads and Street Works Act (NRSWA)1991 a highway authority may designate certain streets (or parts of streets) as traffic sensitive.

It is a designation that allows highly trafficked highways to be identified as requiring Works Promoters to give greater advanced warning of proposed works or activities. Regulation 16 of the 2007 noticing regulations sets out the criteria that may lead to a traffic-sensitive designation. It was amended in 2022 with changes coming into force on 3 April 2023.

Depending on circumstances, designation may apply to the carriageway only, to a footway or pedestrian area only, or to any part of street. Designations may only apply to certain times of day, days of the week, or days of the year.

Why designate a street as Traffic Sensitive?

This designation highlights that works or activities in these locations are likely to be particularly disruptive to other road users, but it does not necessarily prevent occupation during traffic sensitive times.

Once a designation is made it applies to all works and activities taking place in the street.

Criteria to designate a street as Traffic Sensitive

A highway authority may designate certain streets (or parts of streets) as "traffic sensitive" in one of the following ways:

- I. Agreement with statutory undertakers known to have apparatus in the street concerned.
- II. One or more of the following criteria is met:

a.	the street is one on which at any time the highway authority estimate traffic flow to be greater than 500 vehicles per hour per lane of carriageway, excluding bus or cycle lanes;
b.	the street is a single carriageway two-way road, the carriageway of which is less than 6.5 metres wide, having a total traffic flow of not less than 600 vehicles per hour;
d.	traffic flow contains more than 25% heavy commercial vehicles;
e.	the street carries in both directions more than eight buses per hour;
g.	the street is within 100 metres of a critical signalised junction, gyratory or roundabout system;
h.	the street, or that part of a street, that has a pedestrian flow rate at any time of at least 1300 persons per hour per metre width of footway;

Nb. Previous criteria: c. the street falls within a congestion charges area; f. Winter gritting route and i. Tourist / event traffic have now been removed.

How to review your Local Highway Authorities Traffic Sensitive Streets

Many streets were designated as traffic sensitive following their introduction as part of NRSWA in 1991. Therefore, it is essential that Local Highway Authorities undertake a periodic review of Traffic Sensitive Streets to ensure the designation reflects current street use.

The Street Works Manager, Traffic Manager and LSG Custodian should all be involved in this process.

To undertake a traffic sensitive review there are two distinct requirements:

- a) Identification of Traffic Sensitive Streets (and their criteria)
- b) Consultation with stakeholders

a) Identification of Traffic Sensitive Streets

There are no hard and set rules on how to identify and review Traffic Sensitive Streets and each Local Highway Authority may have its own preferred process. The following approach is recommended practice and has often been utilised by Local Highway Authorities.

1. Know your network

Use the resource within your team and across Highways. If a permit scheme is already in operation, the permitting team and inspectors will provide an excellent knowledge base. If traffic sensitivity is a new concept, use colleagues' knowledge to build a trial map of key routes in the area prior to investigating the match with individual criterion.

Works Promoters in your area may also be supportive of these key routes forming part of your Traffic Sensitive Street network, knowing themselves the impact that works have on these streets.

2. Use Traffic Counts

Traffic counts will enable an authority to identify the busiest streets to match criteria a. b. d. and e.

Ideally traffic count information collected by your authority will be held against USRNs. If not, coordinate information can be used to identify USRNs within the closest vicinity which will enable authorities to identify streets that are highly trafficked.

The DfT hold national traffic count information for England and Wales for Motorways and A Roads at: <https://roadtraffic.dft.gov.uk/downloads>

3. Critical Signalised Junctions, Gyratories and Roundabouts

Streets can be identified as traffic sensitive if they fall within 100 metres of a critical junction as per criterion g.

Under the Improvement Schedule 2023/24, signals and crossings have become a criterion, meaning that most gazetteers contain the relevant information. Each USRN impacted by a critical junction (within 100m) may be nominated for consultation as traffic sensitive.

4. Pedestrian Flow

Where pedestrian counts are available, authorities may wish to review USRNs with footways carrying a significant number of pedestrians. For example, commuter routes outside stations or routes to school, where works would fundamentally cause disruption to the public may fall under criterion h.

5. Bus Routes

Reviewing bus routes provides an additional resource for traffic sensitivity, seeking any streets which are served by more than 8 buses an hour to meet criterion e.

6. Traffic Sensitive times review

With a full understanding of the network, establishing peak traffic flows is essential to ensuring a street is protected (so far as possible) from works at particularly busy times. Associating days and times for traffic sensitivity gives users full visibility of when they will be able to undertake works or activities causing the minimum of disruption.

b) Consultation

Following the identification of traffic sensitive streets an authority must:

- identify the criteria that is met for each designation of traffic sensitivity;
- consult for a period of no less than one month, when objections may be made.

It is also advised that where possible an authority provides a map of the designated traffic sensitive streets to make sure they are easily identifiable.

Who needs to be consulted?

It is recommended the following stakeholders are consulted:

- every undertaker known to the highway authority to be working in its area
- every undertaker that has given the authority notice of its intention to start working in its area
- every other local authority for the street to which the proposed designation relates
- Transport for London or Transport for Greater Manchester (as appropriate)
- the chief officer of police, chief executive of fire and rescue authority, the chief executive of the National Health Service ambulance trust
- Passenger Transport Executives, bus operators and other transport authorities, such as light rail operators
- any person who has submitted a written request to be given notice of a proposed designation. This may include other street authorities eg National Highways or Network Rail
- the occupiers of any property that fronts the street concerned (public consultation).

The above list is not definitive and there may be other bodies that could be consulted before making a designation, for instance, neighbouring authorities, local groups and regional HAUC forums.

What should be provided to stakeholders?

A table with the following information is recommended:

- USRN – Identifier for the street used in street works co-ordination
- Street Name – Name or description of the street
- Town / Locality – Geographical location of the street
- Criteria met – Traffic Sensitive criteria met from the list above
- Rationale – Rationale used that has met the criteria

An example table is provided below:

USRN	Street Name	Town	Criteria met	Rationale
1234567	Smith Street	Rochester	B,D,E	10 Buses per hour, 888 vehicles per hour

In addition, any maps or spatial files that could be provided would ensure that stakeholders can be consulted effectively.

What happens following consultation?

No objections - If the highway authority does not receive any objections within the specified period, or if all objections have been withdrawn, the authority may make the designation.

Outstanding objections - the authority should give them careful consideration. It may then make the designation, with or without modifications, or decide not to do so.

The highway authority should carefully consider the arguments for and against the proposed designation and should act reasonably in coming to its decision.

Updating the Local Street Gazetteer

Once the consultation has completed and the traffic sensitive network is agreed, it needs to be entered into the LSG. Section 16 of the Data Entry Conventions document provides full details.

Once this data is submitted to GeoPlace and published as part of the National Street Gazetteer, it can be identified for street works coordination. If streets are only traffic sensitive between certain times or at certain places, this must be referred to in any records created.

You may choose to update your LSG in bulk, either with your software provider or by contacting GeoPlace to help create or advise on the creation of bespoke CSV files. For more information, please contact support@geoplacE.co.uk

In summary, Special Designation (Type 63 records) should provide:

a. Special Designation code	2. Traffic Sensitive
b. Whole Road or Part Road Record	Yes or No / 1 or 0
c. If Part Road	Start and End coordinates Location (description in the real world)
d. Description	Include criteria codes / justification
e. Periodicity	Eg. Weekdays only / Everyday
f. Start and End Times	Eg. 07:00 – 09:30 and 16:00-19:00 is submitted as two entries
g. Start and End Days / Seasons	If necessary

Sample record:

for USRN 07001818 where Whole Road is Traffic Sensitive 07.00-9.30 and 15.30-19.00:

```
63,"I",735,07001818,001,02,1,2019-08-13,2023-03-08,,,,,02,"" ,,,,,,0700,0930,"" ,1355,100, ""
63,"I",743,07001818,010,02,1,2023-03-08,2023-03-08,,,,,02,"" ,,,,,,1530,1900,"" ,,""
```

Sample record in GMS and Street Manager:

63,"I",27309,11714208,013,02,1,2019-08-19,2019-08-19,,,,,02,"",,,,,,,,,0700,1900,"",1355,100,""

The screenshot shows the 'Insight Enterprise - Street Gazetteer - Enquiry/Update' window. The record details are as follows:

- Region/Site: 117/14208
- Address: DURHAM ROAD
- BRANDON
- Update Date: 16/03/2021
- Vers: 20
- NSG Ref: 117/14208
- Alias: HIGH STREET NORTH
- LANGLEY MOOR
- Closure Date: (empty)

Location	Type	Validity	Start Time	End Time	Start Date	End Date	Seq
BETWEEN WEST VIEW AND BRANC	SPEED LIMITS	EVERYDAY					17
	TRAFFIC SENSITIVE	WORKING DAYS ONL	07:00	19:00			18
GOAT BECK CULVERT	STRUCTURES (NOT SI	EVERYDAY					19

Record details and metadata:

- Type: TRAFFIC SENSITIVE
- Validity: WORKING DAYS ONLY
- Start Date: (empty)
- End Date: (empty)
- Time: 07:00
- Time: 19:00
- Whole Road? Update Layer
- Location: (empty)
- Description: (empty)
- Consultant OD: Durham
- Durham County Council Permit Authority
- Organisation No: 1355
- District No: 100
- Contact: (empty)
- Created by: Durham
- Record Start Date: 19/08/2019
- Last Updated Date: 19/08/2019

Highways 4/04/23

Designations	
<p>Designations impacted</p> <ul style="list-style-type: none"> ▼ Traffic Sensitive (Working days only from 07:00 to 19:00) ▼ Special Engineering Difficulty (SED) SCRIPTON BRIGE (Everyday) LANGLEY MOOR BRIDGE (Everyday) ▼ Environmentally Sensitive Areas BRANCEPETH CONSERVATION AREA LOCATED BETWEEN (422321.538102) AND (423513.538826) BRANCEPETH CONSERVATION AREA (Everyday) ▼ Structures (not designated Special Engineering Difficulty) JUNCTION OF FRONT STREET & DURHAM ROAD NORTH EAST FOR 40 METRES TO 92 METRES NORTH EAST FROM SAME START LOCATION BRIDGE (RAIL OVER ROAD) REFERENCED BY NETWORK RAIL AS - ELR: ECM5 NO:184 (Everyday) 	<p>Designations not impacted</p> <ul style="list-style-type: none"> ▶ Traffic Sensitive ▶ Special Engineering Difficulty (SED) ▶ Pedestrian Crossings, Traffic Signals And Traffic Sensors

Maintaining Traffic Sensitive Streets in the LSG

It is recommended that the highway authority reviews its designations every 3 years to ensure currency. This may not need to be a full review but should include streets that have experienced change in traffic flows or newly built classified streets.

GeoPlace also provide the following health checks to monitor streets:

SP605 - Streets identified as Highway Authority maintained as Motorway, A or B roads that aren't Traffic Sensitive

SP606 - Streets identified with a Reinstatement Carriageway type of 0, 1 or 2 that are not Traffic Sensitive

The monthly Additional Street Data (ASD) Review for each local highway authority provides a core network review where authorities can monitor changes:

Core Network

This section looks at the core network of motorways and A roads owned by the authority.

Category		USRNs	% of A
Open Type 1 & 2 USRNs That Are...	Traffic Sensitive	273	6.676%
	Carriageway Type 0, 1 or 2	223	5.454%
	Both of the Above	194	4.744%
Motorway & A Classification USRNs		133	3.253%

B Motorway & A Road USRNs	133
----------------------------------	-----

Category		USRNs	% of B	
Motorway & A Road USRNs That Are...	Traffic Sensitive	Yes	133	100.000%
		No	0	0.000%
	Carriageway Type 0, 1 or 2	Yes	117	87.970%
		No	16	12.030%
Both of the Above	Yes	117	87.970%	
	No	16	12.030%	

Check	Result
% of Open Type 1 & 2 USRNs Having Carriageway Type 0, 1 or 2 That Are Also Traffic Sensitive	86.996%
% of Motorway & A Road USRNs Having Carriageway Type 0, 1 or 2 That Are Also Traffic Sensitive	100.000%

Consultation

It is important to remember that any additions to traffic sensitivity still requires consultation. The recommended approach would be to email all identified stakeholders on a case-by-case basis prior to making any changes to the Local Street Gazetteer.

Any questions or feedback?

Contact the Help Desk – support@geoplace.co.uk