

Roundtable 21: Streetworks and active travel in the LSG

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Prompt Q1: How can the LSG be best used to facilitate streetworks and minimise network impacts?

- Make sure to utilise the ASD to full potential. Can be found in the DEC (13)(16)
- With new Traffic Sensitivity rationale make sure to add description with evidence to aid in planning, e.g number of buses per hour, or traffic survey count
- Use special construction to avoid delays in reinstatement for needing to order certain materials
- Focus on data integration across systems with USRN as cross reference point for those things not currently on LSG
- Noted that there are geographical discrepancies across Eng/Wal on regs
- Ensure regular Traffic Sensitivity Reviews are completed – GeoPlace offers this service.

Prompt Q2: With the increase in Active Travel focus, where does this fit within the LSG?

- Again ASD is important here for adding things such as EV chargers and shared bike/scooter schemes parking bays
- Cycle lanes are covered in the DEC (5.3.8) and this creates an issue with more being built for where they should sit as they would not have their own ESU/USRN if not a separate cycle track. There is a special designation code for priority lanes that should be used
- Question raised over roads created as one way but with small section of two way cycle lane and best practice for putting this is LSG – This is covered in the DEC (11.3.4) One way exemptions
- In some cases other products outside LSG should be used, e.g OS NGD will add cycle and bus lanes in Sept 2025
- Need for forward planning discussions with design teams for road layout change proposals.

Prompt Q3: How is the information in the LSG utilised by streetworks promoters and what additions would be useful?

- Big part of works planning before physically attending site so allowing office staff to know all important considerations such as traffic sensitivity, location of signals, parking, SEDs, etc
- Findmystreet can be used to identify classified network

- Causeway one.network public facing for works permits and impact
- Traffic sensitivity description rationale very important to have evidence for contractors to plan accordingly
- The use of the discretionary 'local considerations' special designation to add information about schools, hospitals etc that may not meet TS criteria but are worth noting
- Links to contacts for things such as signal switch out, companies with shallow cables, SEDs to allow advanced notice
- Type 67 polygon records – highly requested for highway extent/carriageway extent/SEDs.

Summary points

- Highlighted from everyone how the more ASD records you can add, with the more description, the more useful it is from streetworks. (Traffic sensitivity description/evidence)
- Also key to keep these up to date, TS reviews should be every 3 years, but if looking at lane rental it will be annually
- Big focus on adding EV chargers/bike scheme bays/cycle lanes as there is an increase in active travel design schemes across the country
- Please refer to the DEC for conventions particularly on special designation record types and data to include. Use local considerations for info that is important but doesn't fit elsewhere
- Push for data integration and use of other products alongside LSG, digital TTROS, OS NGD, Causeway one.network being very good examples.