

# Traffic Sensitive Streets Guidance Notes

GeoPlace Streets Team

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## Introduction

The guidance note provides information on the definition, role and value of Traffic Sensitive Streets. It will also focus on how and why Traffic Sensitive Streets should be reviewed and how to ensure they keep up to date.

### What are Traffic Sensitive Streets?

Under section 64 of NRSWA a street 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.

Depending on circumstances, designation may apply to the carriageway only, to a footway or pedestrian area only, or to any part of a length 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 situations 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 street 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 street 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;
  - c. the street falls within a congestion charges area;
  - d. traffic flow contains more than 25% heavy commercial vehicles;

- e. the street carries in both directions more than eight buses per hour;
- f. the street is designated for pre-salting by the street authority as part of its programme of winter maintenance;
- 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;
- i. the street is on a tourist route or within an area where international, national, or significant major local events take place.

### **How to review your Local Highway Authorities Traffic Sensitive Streets**

With many streets designated as traffic sensitive following their introduction as part of NRSWA in 1991, it is vital Local Highway Authorities undertake a periodic review of traffic sensitive streets to ensure it includes current day street use.

The Streetworks Manager, LSG Custodian and Traffic Manager should all be roles that are involved within this process.

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

- a) Identification of Traffic Sensitive Streets
- b) Consultation with stakeholders

#### **a) Identification of Traffic Sensitive Streets**

There are no hard and set rules on how to identify traffic sensitive streets and each Local Highway Authority may have its own preferred process. The following approach is recommended practice and has been utilised by Local Highway Authorities already.

##### 1. Identify your winter maintenance routes

It is likely your authority will have designated streets that are sensitive to traffic for salting during the winter, therefore this will give a good initial indication of all the streets could be designated as Traffic Sensitive. Streets designated for salting is one of the criteria that can be used to designate a street as traffic sensitive. To ensure confidence in the decision we would advise you sense check against other criteria.

## 2. Utilise Traffic Counts

Obtaining traffic counts will enable an authority to identify if streets meet the following criteria:

- a. the street is one on which at any time the street 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;
- c. traffic flow contains more than 25% heavy commercial vehicles;
- d. the street carries in both directions more than eight buses per hour;

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 of the traffic count 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 which can be utilised if local counts are not held.

<http://www.dft.gov.uk/traffic-counts/>

## 3. Traffic Signals

Usually obtainable from a local highway authorities traffic management centre, streets can be identified as traffic sensitive if they fall within 100 metres of a critical signalised junction as per the following criteria

- g. the street is within 100 metres of a critical signalised junction, gyratory or roundabout system;

The advised process would be to plot these signals using coordinate information to identify the closest USRN, this would then enable criteria against certain streets to be built up but may also identify streets that have previously not been picked up.

## 4. Pedestrian Flow & Tourist Routes

To ensure completeness it is recommended that authorities consider any critical streets where tourism routes, national, international, or significant major local events exist which may not necessarily be gritted or have the necessary usual flow.

If pedestrian counts are available authorities may wish to review footpaths that have a lot of footfall and include those in any review, as fundamentally works on these will still cause disruption to the public.

#### 5. Traffic Sensitive times review.

Utilising traffic count data is a positive process in order to understand the network, especially to indicate streets that are only traffic sensitive for a limited period of time. Streets subject to a school run would be an example of this. Ensuring a true reflection of 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:

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

It is also advised that where possible an authority should provide 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 street 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, where the street is in Greater London
- 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 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 Highways Agency or Network Rail
- the occupiers of any property that fronts the street concerned

### What should be provided to stakeholders?

A table with the following information is recommended:

- USRN – Identifier for the street used in street works coordination
- Street Name – Name or description of the street
- Town – Geographical location of the street
- Criteria met – Traffic Sensitive criteria met
- Rationale – Rationale used that has met the criteria

An example table is provided below

<b>USRN</b>	<b>Street Name</b>	<b>Town</b>	<b>Criteria met</b>	<b>Rationale</b>
1234567	Smith Street	Rochester	B,D,F	10 Buses per hour, 888 vehicles per hour

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

### What happens following consultation?

No objections - If the street 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 street 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 is complete and a full traffic sensitive network is complete it needs to be entered into the LSG. Once this data is submitted to GeoPlace and published as part of the National Street Gazetteer, it can be identified for street works coordination.

The recommend approach to updating the LSG is in bulk, either by your software 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](mailto:support@geoplace.co.uk)

If streets are only traffic sensitive between certain times this must be referred to in any records created

## Maintaining Traffic Sensitive Streets

It is recommended that the street authority reviews its designations periodically. We recommend that this is undertaken every 2-3 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 that are classified as authority maintained Motorway or A Roads, or have a reinstatement carriageway type of 0, 1 or 2 that aren't designated as traffic sensitive.

**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

Alternatively, the Additional Street Data (ASD) Review provided to each local highway authority monthly provides a core network review where authorities can monitor changes:

### CORE NETWORK

	Check	USRNs	% of (A)
Open Type 1 & 2 USRNs That Are...	Traffic Sensitive	248	4.227%
	Carriageway Type 0, 1 or 2	317	5.403%
	Both of the Above	206	3.511%
Motorway & A Classification USRNs		164	2.795%

Motorway & A Road USRNs (B)	164
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	Check		USRNs	% of (B)
Motorway & A Road USRNs That Are...	Traffic Sensitive	Yes	117	71.341%
		No	47	28.659%
	Carriageway Type 0, 1 or 2	Yes	128	78.049%
		No	36	21.951%
	Both of the Above	Yes	104	63.415%
		No	60	36.585%

### 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.