

Street state, surface and Highway Dedication

Proposed replacement for section 8, pages 68-71 – Street state, surface and highway dedication Codes in DEC-NSG Version 3.6, March 2014.

It is proposed to replace the existing section with below. This section also incorporates references to a new proposed Appendix concerning Street life cycle scenarios and decision diagram.

Once agreed, it is proposed that this table will form part of the new DEC-Streets v3.7.

1. Street state, surface and Highway Dedication

1.1 Definition and Background

1.1.1 This section provides background, data entry conventions and guidance as to how the Street state and surface for each Street and Highway Dedication Record should be maintained in the LSG to comply with the implementation of this document. There is a certain degree of interaction between the LSG and the LLPG which is described in the Street state and surface **Sections 1.2 and 1.3** below.

1.1.2 Following the release of DTF8.1 a new Highway Dedication Record (type 17) was introduced. This replaced the link to a USRN with a link to each ESU for that particular section of Highway.

1.1.3 The code and definitions listed in this section contain more codes than the BS7666-1:2006 classifications for Street STATE, STREET_SURFACE and HIGHWAY_DEDICATION_CODE. The extra codes are required to accommodate legislation and inconsistencies with real world objects and scenarios.

1.2 Street State

1.2.1 Definition and Background

1.2.1.1 The Street STATE codes in **Table A** show the life cycle of a Street, both in the planning and construction process, through its life into the regeneration or demolition process. See proposed **Appendix, Section 1, Street life cycle scenarios and Section 2, Street life cycle decisions**.

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1.2.2 Policy

1.2.2.1 Street STATE = 3 - Temporarily stopped up is not used because the code provided by BS7666-1:2006 table C.2 is not compatible with the Highways Act 1980.

1.2.2.2 Street STATE = 5 - Street for addressing purposes only, must not be present in the NSG for Streets which do not yet exist either:

- as not been designated as a Highway by legal order, or
- on the ground in the real world,

but can be present in the NSG for type 1 Streets which have no Street maintenance responsibilities and are therefore outside the scope of EToN. See proposed **Appendix, Section 1, Scenarios 1-6**. Also see, **Section 1.2.3.13**.

1.2.3 Conventions

1.2.3.1 The following table indicates STATE codes, their description, and the maximum permitted tolerance value.

Street state Codes		
Code	STATE	Maximum Permitted Tolerance Value
1	Under construction	50m
2	Open	10m or half the carriageway width which is the smaller
4	Permanently closed	10m if closed date is later than 1st October 2013
5	Street for addressing purposes only	10m

Table A - Street State Codes

1.2.3.2 Street STATE = 1 must only be used when either:

- a) construction has started and the Street meets the definition described in Section 48 (1)(c) of the New Roads and Street Works Act 1991. This definition is 'any land laid out as a way whether it is for the time being formed as a way or not...' See proposed **Appendix, Section 1, Scenario 7**.

or

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- b) there has been dedication of Highway, for example through a section 38 agreement process under the Highways Act 1980 or through a legal order. In this case, there does not have to be any visible manifestation of the Street. See proposed **Appendix, Section 1, Scenario 8 and 10.**

- 1.2.3.3 Street STATE = 1 – Under construction, must not be used for Streets which exist on paper only as part of the planning process. Streets that are neither dedicated as Highways nor 'laid out as a Way whether it is for the time being formed as a Way or not' cannot be present in the NSG. See **Section 1.2.2.2.**
- 1.2.3.4 The Authority Street Custodian must inform the Authority Address Custodian if changes are made to Street STATE codes.
- 1.2.3.5 Open Streets are lengths of Street that are open to the free flow of the traffic allowed in the Street HIGHWAY_DEDICATION_CODE. It does not refer to the section 38 agreement, Highways Act 1980 adoption date, which can be a year or more later. The rules are therefore the same for prospectively adoptable Highway and Private Streets. See proposed **Appendix, Section 1, Scenario 12.**
- 1.2.3.6 If a Street has more than one Street STATE along its length then apply the following rules:
- If any part of the Street is open then Street STATE = 2 – Open, must be present in the NSG.
 - If no part of the Street is open then Street STATE = 1 – Under construction, must be present in the NSG.
- 1.2.3.8 If a Street is closed it must be closed with a Street STATE = 4 – Permanently closed. See proposed **Appendix, Section 1, Scenario 22.** This must only be used if both of the following conditions apply:
- The Street no longer exists in the real world.
 - All the Highway rights have been removed by legal order.

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- 1.2.3.9 If a Street is still a Highway, then it is still an open Street for the purposes of section 48 of NRSWA, regardless of whether it is usable by traffic or whether it has any properties on it. A Street that is a Highway can only be closed when all the Highway rights have been stopped up, for example under section 116, Highways Act 1980 or section 247, Town and Country Planning Act 1992.
- 1.2.3.10 A Record with Street STATE = 4 must have a corresponding entry in the STATE_DATE Field. The STATE_DATE in this case must be the same as the STREET_END_DATE.
- 1.2.3.11 If a Street is entered in error, this Street must be closed and permanently deleted from the LSG.
- 1.2.3.12 If Street data is reopened because it was closed by mistake or the Street reopens, the STREET_END_DATE must be deleted and the Street STATE code and STATE_DATE set to the correct value. A new USRN must not be created.
- 1.2.3.13 If a legacy Record in the LLPG has a type 1 Street Name entered which does not represent a length of Highway, then Street STATE = 5 - Street for addressing purposes only, must be used. This ensures that the Record can be entered into the LSG to maintain synchronicity between the two datasets, and users of the data are aware that the Street is not a Highway. See proposed **Appendix, Section 1, Scenario 23**.
- 1.2.3.14 Dates entered in the STATE_DATE and STREET_START_DATE Fields should be the point at which the ground is broken and construction commences. If this date is unknown, a default of 1st June 2015, must be used.

1.3 Street Surface

1.3.1 Definition and Background

- 1.3.1.1 Street surfaces along lengths of Highway are usually uniform. For example, main Roads are often Metalled and maintained to a high standard whereas Bridleways are usually Un-metalled. However, sometimes the surface type changes along a length of Highway.

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1.3.2 Policy

1.3.2.1 Authority Street Custodians are encouraged to develop internal processes for the complete capture of all Street surface types for the benefit of all NSG users.

1.3.3 Conventions

1.3.3.1 **Table B** contains the STREET_SURFACE codes and descriptions.

Street surface codes	
Code	STREET_SURFACE
1	Metalled
2	Un-metalled
3	Mixed

Table B - Street Surface Codes

1.3.3.2 The Authority Street Custodian must inform the Authority Address Custodian if changes are made to STREET_SURFACE codes.

1.3.4 Best Practice

1.3.4.1 It is important for Authority Street Custodians to consider 'mixed' surfaces, particularly in rural areas and on Private Streets. When entering a Street surface code in **Table B** it is important to consider and enter the most appropriate or corresponding Street surface code.

1.4 Highway Dedication

1.4.1 Definition and Background

1.4.1.1 The release of DTF8.1 introduced a new Highway Dedication Record (type 17). This replaced 'street classification' with Highway Dedication, linking it to each individual ESU, rather than the USRN. Each ESU link also provides the Highway Dedication definition of which type of Highway user has access to that particular section of the Highway.

1.4.1.2 The list of Highway Dedication types in **Table C** groups all Highways into one of 8 types:

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Highway Dedication type	
Code	HIGHWAY_DEDICATION_CODE
2	Byway Open to All Traffic (BOAT)
4	Pedestrian way or footpath
6	Cycle Track or Cycle Way
8	All Vehicles
9	Restricted byway
10	Bridleway
11	Motorway
12	Neither 2, 4, 6, 8, 9, 10 nor 11

Table C – Highway Dedication Codes

1.4.1.3 The Highway Dedication code descriptions conform to the legal categories of a Highway as defined in the Highways Act 1980 and the Countryside and Rights of Way Act 2000.

1.4.1.4 The following specific indicators in the Highway Dedication Record identify whether or not for an ESU there is a valid:

- PRow – HD_PROW
- NCR – HD_NCR
- Quiet Route – HD_QUIET_ROUTE
- Physical Obstruction – HD_OBSTRUCTION
- Planning Order – HD_PLANNING_ORDER
- Vehicular traffic prohibited by a Traffic Regulation Order / Traffic Management Order (Greater London only) – HD_WORKS_PROHIBITED

Note: This Field does not prohibit works. The Field name will be changed to HD_VEHICLES_PROHIBITED in a future version of DTF8.1.

1.4.1.5 Quiet Route is a general term, used in various ways by different Local Highway Authorities. It includes Quiet Lanes (a legal designation to preserve the rural character of a lane, under section 268, Transport Act 2000) and various types of low traffic routes informally designated by the LHA, for example, for cycling purposes.

1.4.2 Policy

1.4.2.1 All open ESUs must have a Highway Dedication Record.

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- 1.4.2.2 All applicable types of Highway Dedication must be present in the NSG. See proposed **Appendix, Section 2, Street life cycle decisions**.
- 1.4.2.3 Highway Dedication types are not affected by Traffic Regulation Orders or other revocable orders.
- 1.4.2.4 The Authority Street Custodian must inform the Authority Address Custodian if changes to a HIGHWAY_DEDICATION_CODE have been undertaken.
- 1.4.3 Conventions – ESUs, state codes and periodicity
 - 1.4.3.1 The list of Highway Dedication types in **Table C** groups all Highways into one of 8 types, applied to each ESU.

Each type defines the Highway Dedication changes over the length of an ESU.

A Highway Dedication code cannot be present for part of an ESU.
 - 1.4.3.2 If the Highway Dedication type splits along a section of Highway, then the ESUs must be split or divided at the point where the Highway Dedication type changes. For example, the Highway Dedication changes from a HIGHWAY_DEDICATION_CODE = 10 - Bridleway to a HIGHWAY_DEDICATION_CODE = 8 - All Vehicles, then a split in the ESU must occur.
 - 1.4.3.3 Where a Highway has a differing HD_START_DATE due to the completion of construction and subsequent Highway Dedications at differing dates, the ESUs associated with each length of Highway must be recorded as split ESUs, for further information, see Section, [ESUs]. This will ensure that official Highway Dedication dates are present and recorded.
 - 1.4.3.4 There can only be one Highway Dedication type applied to the ESU at any given date or time. DTF8.1 provides for the situation where time, dates, seasonal changes or events require a different Highway Dedication type. These must be present as new Highway Dedication Records.
 - 1.4.3.5 It is recognised that such cases are exceptionally unusual, and will require investigation of the legal basis to check that it is valid. In most situations, the limitation will be created by a Traffic Regulation/Management Order and therefore

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should not be present in the NSG as a separate Highway Dedication Record.

For example, if a Street with STATE = 2 – Open, was dedicated to vehicular traffic in the winter but only pedestrians in the summer, then it would have a HIGHWAY_DEDICATION_CODE = 8 - All vehicles, during the winter and HIGHWAY_DEDICATION_CODE = 4 - Pedestrian way or footpath, during the summer.

The types of Periodicity are:

- HD_SEASONAL_START_DATE
- HD_SEASONAL_END_DATE
- HD_START_TIME and
- HD_END_TIME.

When using these Fields, the dates and times must not overlap, but they should abut so that there is no time or date that is not covered. For example, two records could be 00:00 to 12:00 and 12:00 to 00:00 but not 00:00 to 11:59 and 12:00 to 23:59, since the latter leaves two one minute gaps.

1.4.4 Conventions – Highway Dedication and state codes

1.4.4.1 If more than one Highway Dedication type applies to a section of Highway then the types should have the highest priority level of Highway Dedication type. The priority order is:

- Motorway*
- All Vehicles
- Byway Open to All Traffic
- Restricted byway
- Bridleway
- Cycle Track* or Cycle way
- Pedestrian Way or footpath
- Neither 2, 4, 6, 8, 9, 10 nor 11

*Motorways and Cycle Tracks (not Cycle Ways) impose restrictions on all other Highway users.

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- 1.4.4.2 HIGHWAY_DEDICATION_CODE = 4 - Pedestrian way or footpath must only be used for a Path that has its own right as a Highway. This includes Walkways as defined by section 35 of the Highways Act 1980. This code must not be present for a Footway alongside a carriageway.
- 1.4.4.3 HIGHWAY_DEDICATION_CODE = 11 – Motorway must be used for all Motorways. Where this code is present the ESU must also be cross referenced to the type 3 Street USRN with a prefix of “M” or with a suffix of “(M)”.
- 1.4.4.4 HIGHWAY_DEDICATION_CODE = 12 - Neither 2, 4, 6, 8, 9, 10 nor 11 must only be used for ESUs with no known public rights of access over them. This will either be for Streets that have:
- A Highway Dedication type that is currently unknown and is still under investigation, or
 - Been proven to have no public rights of access.
- HIGHWAY_DEDICATION_CODE = 12 must not be used in any other circumstances.
- 1.4.4.5 Not all combinations of STATE, HIGHWAY_DEDICATION_CODE, STREET_STATUS and PROW_RIGHTS are possible. The proposed **Appendix, Section 1**, shows the combinations allowed for different scenarios, including all the Street STATE, Highway Dedication and ASD Records that may be used.
- 1.4.4.6 HD_START_DATE should be the date when the Highway Dedication type legally starts. If the date is unknown, it should be defaulted to 1st June 2015.
- 1.4.4.7 For Streets under construction, the date should refer to the point at which the ground is broken up and construction commences and HIGHWAY_DEDICATION_CODE = 12 should be used until the Street becomes a dedicated Highway. See proposed **Appendix, Section 1, Scenario 7**.
- 1.4.4.8 When a section 38, Highways Act 1980 agreement process has been approved by the LHA for a Street, then the HIGHWAY_DEDICATION_CODE should be set to the correct value for the rights dedicated in the agreement. This must

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be done even in cases where construction has not yet started. This is because a section 38 agreement process creates the Highway status for the Street, and therefore the Street becomes within the scope of NRSWA. In this case, the date of Highway Dedication is the date that the section 38 agreement process was approved by the LHA. See proposed **Appendix, Section 1, Scenario 8**.

- 1.4.4.9 HIGHWAY_DEDICATION_CODE = 2 can only be used when a street is entered as a Byway Open to All Traffic on the Definitive Map. See proposed **Appendix, Section 1, Scenario 13 and 14**. It is not possible to create a BOAT by dedication – such a street would be a normal highway for all traffic with HIGHWAY_DEDICATION_CODE = 8.
- 1.4.4.10 For an open Street, the date should refer to the date at which the Street is a STATE = 2 – Open using the specified Highway Dedication.
- 1.4.4.11 If the Highway Dedication type legally ends, by the stopping up of Highway for example, under Section 116 of the Highways Act 1980, the Highway Dedication HD_END_DATE and RECORD_END_DATE must be present.
- 1.4.4.12 If all the ESUs are stopped up, the Highway has been set to permanently closed using Street STATE = 4 – Permanently closed. A permanently closed Street is one that no longer exists in the real world. However, if the Highway Dedication type remains as HIGHWAY_DEDICATION_CODE = 12, the HD_END_DATE used must be the stopping up date. For various scenarios, refer to the proposed **Appendix, Section 1, Scenario 22**.

1.4.5 Conventions – Indicator Fields

- 1.4.5.1 If the ESU has a Traffic Regulation Order which prohibits vehicles on the Highway the indicator Field - HD_WORKS_PROHIBITED must be set to “1”.

Note: This Field does not prohibit works. The Field name will be changed to HD_VEHICLES_PROHIBITED in a future version of DTF8.1.

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- 1.4.5.2 If there is a Planning Order extinguishing the right to use vehicles on the Highway the indicator Field - HD_PLANNING_ORDER must be set to "1". The splitting of existing ESUs may be required. Where a Planning Order is specified a HIGHWAY_DEDICATION_CODE = 4 - Pedestrian way or footpath must be used.
- 1.4.5.3 If the ESU is cross referenced to a type 3 Street USRN with a prefix of "Y" and / or is subject to a PRow as per the Definitive Map, the indicator Field - HD_PROW must be set to "1". This action will assist in defining the PRow network.
- 1.4.5.3 If the ESU is cross-referenced to a type 3 Street USRN with a prefix of "NCR" and / or is subject to a National Cycle Route, the indicator Field - HD_NCR must be set to "1". This action will assist in defining the National Cycle Route network.
- 1.4.5.4 Where an ESU is also linked to a PRow Record (type 66), the Highway Dedication type and PRow dedication must match as per **Table F**:

Highway Dedication type		PRow dedication	
Code	HIGHWAY_DEDICATION_CODE	Code	PROW_RIGHTS
2	Byway Open to All Traffic (BOAT)	4	Byway Open to All Traffic (BOAT)
4	Pedestrian way or footpath	1	Footpath
6	Cycle Track or Cycle Way	N/A	Not recordable on Definitive Map
9	Restricted byway	3	Restricted byway
10	Bridleway	2	Bridleway

Table F – Relationship between Highway Dedication type and PRow dedication

1.4.6 Best Practice – Indicator Fields

- 1.4.6.1 The Physical Obstruction indicator Field - HD_OBSTRUCTION, should be set to "1" when something physically obstructs a Street user from travelling along the Street from one end to the other. Some examples are; bollards (raising or fixed), gates, plant pots, raised bridge etc. Please note the Highway Dedication may or may not change at this obstruction point. Obstructions may also be natural such as coastal erosion or landslips.

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- 1.4.6.2 Physical Obstructions can occur on any ESU or at the junction with another ESU (In this scenario the indicator Field - HD_OBSTRUCTION would need to be present for both ESUs). ESUs must not be split at points where the Physical Obstruction is temporary or moveable (e.g. rising bollards).
- 1.4.6.3 Where the Highway is considered a Quiet Route, for shared use by walkers, cyclists, horse riders and other vehicles, the indicator Field - HD_QUIET_ROUTE should be set to "1". Quiet Routes are usually identifiable by specific entry and exit signs.
- 1.4.6.4 Where the indicator Field - HD_PROW is set to "1" as the ESU is identified as being subject to a PRow, the ESU should be cross referenced to the relevant type 3 Street USRN with a prefix of "Y" to specify its classification reference. A PRow Record (type 66) should be present.
- 1.4.6.5 Where the indicator Field - HD_NCR is set to "1" as the ESU is identified as being subject to a National Cycle Route, the ESU should be cross referenced to the relevant type 3 Street USRN with a prefix of "NCR" to specify its classification reference. A PRow Record (type 66) should be present where they are applicable to a PRow.