

Highway Maintenance Network Hierarchy Review

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Purpose

- Classifying road categories is:
 - to enable appropriate levels of service to be defined for different roads
 - to enable decision making for highway maintenance spending

The need for review

- The last review of Devon's road network was undertaken in the 1980's
- Funding levels for highway maintenance have constantly been reduced over recent years so it is important that we identify levels of service for road categories
- There is a wish from Central Government to work collaboratively on a regional basis on highway maintenance

The last review

- Councils were consulted on the proposed maintenance category of roads in their locality in the 1980's, which when implemented, became the Devon Road Network
- No extensive changes have been made to the maintenance categories since that date although usage has changed

Funding levels

- Over the last 4 years revenue funding for highway maintenance has been reduced by £15M for and capital has stood still
- We are therefore no longer in a position to maintain the road network to the same standard
- Going forward it is important to target funding to an up to date maintenance road hierarchy

Regional Alignment

- To align with the South West Highway Alliance, Devon needs to review the existing highway network to pull it in line with recommendations in the revised National Code of Practice

What is proposed?

- The SWHA hierarchy is to be adopted for the development of policies for future management of Devon's highway network so as to ensure an approach consistent with other highway authorities in the region
- Adoption of the new hierarchy will necessitate a review of levels of service for each hierarchy category

Where are we now?

- Members of the Asset Management Team have been consulting with the locality based Highway Neighbourhood Officers on reviewing the network
- The first stage of the process is almost complete. The rural network has been looked at and proposed changes recorded to accurately reflect the current DCC category description

How was this done?

- All the rural roads with a maintenance category 8 to 11 in a Parish were reviewed to see if they met the criteria for the maintenance category currently allocated to them as detailed below
- Where a road is proposed for reclassification justification has been provided

MC8 Minor Collector road

Roads serving small hamlets and scattered communities

MC9 Service Road

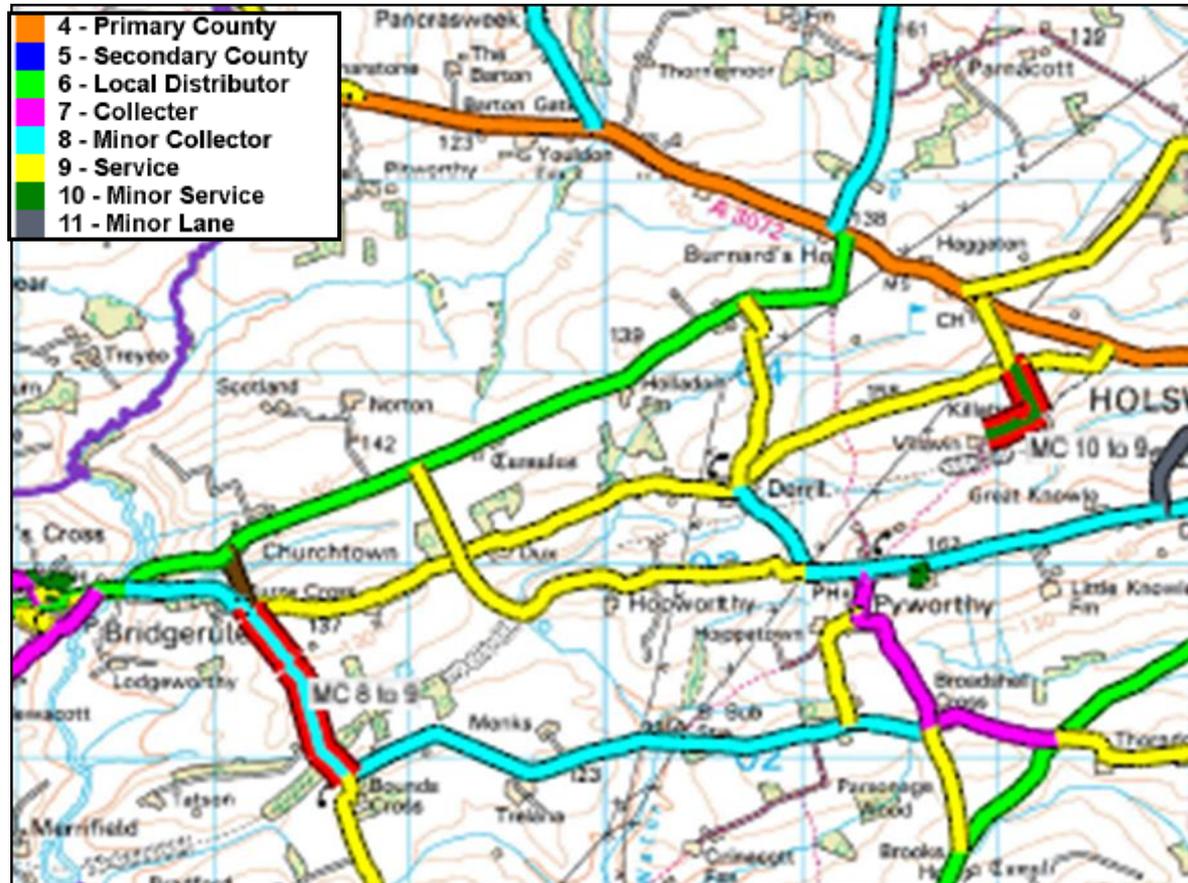
Local road serving only a few properties

MC10 Minor Service Road

Local road serving only one property

MC11 Minor Lane

Serving fields only or duplicating other routes.



Parish	Road	Section	Start Point	End Point	Justification	Current DCC Classification	Suggestion from NHO
Pyworthy CP	T1906	31010	Beginning of Cat 10	End of Cat 10	Suggested by NHO	10	Upgrade to 9
Bridgerule CP	T1809	31010	Bounds Cross	Furze Cross	South of the road is cat 9	8	Downgrade to cat 9

What Next?

- Alignment of Devon Road Network to the South West Categories

SWHA Category 2 – Strategic Route	
Trunk and some Principal 'A' roads between Primary Destinations	Routes for traffic travelling long distances, often with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are often prohibited. Not always National Speed Limit
SWHA Category 3 – Main Distributor	
Major Urban Network and Inter Primary Links. Short medium distance traffic	Routes between Strategic Routes and linking urban centres to the strategic network often with limited frontage access. In urban areas speed limits are usually 40 mph or less, parking is often restricted at peak times and there are positive measures for pedestrian safety.
SWHA Category 4 – Secondary Distributor	
Classified Road (B and C class) and unclassified urban bus routes carrying local traffic with frontage access and frequent junctions	In rural areas these roads link the larger villages and HGV generators to Strategic and Main Distributer Network. In built up areas these roads have 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons
SWHA Category 5 - Link Road	
Roads linking between the Main Secondary Distributor Network with frontage access and frequent junctions	In rural areas these roads link the smaller villages to the distributor roads. They are of varying width and not always capable of carrying two way traffic. In urban areas they are residential or industrial interconnecting roads with 30 mph speed limits random pedestrian movements and uncontrolled parking
SWHA Category 6 - Local Link Road	
Roads connecting Link Roads and other Distributor Roads. Local Link Roads usually have frontage access and junctions onto Local Access Roads	These roads are residential interconnecting roads, usually with uncontrolled pedestrian movements. They provide well used vehicular links within the local access roads.
SWHA Category 7 – Local Access Road	
Roads serving limited numbers of properties carrying only access traffic	In rural areas these roads serve small settlements and provide access to a number of properties or land. In urban areas they are often residential streets, cul-de-sacs or small industrial estates.
SWHA Category 8 - Minor Road	
Local roads serving an extremely limited number of properties or agricultural land.	In rural areas these form minor access roads to houses and farms. In urban areas these form minor side roads and vehicular alleyways
SWHA Category 9 - Lanes	
Minor routes and low use tracks that provide access to isolated buildings.	In rural areas these often narrow metalled roads serving isolated agricultural buildings In urban areas are often metalled no through lanes serving garages or the rear of properties.
SWHA Category 10 – Green Lanes and Tracks	
Lanes and tracks that are unsuitable for vehicular traffic	Lanes and tracks that are unsuitable for vehicular traffic but may be used as a footpath, part of a Cycle Trail, or by horse riders, generally for leisure purposes.
SWHA Category 11 - Disused Tracks	
Undetailed tracks that are unrecognisable as a road	Roads that have become unrecognisable as such, having fallen into disuse through regression or agricultural use.

What Next?

- Publish this information and review any comments or suggestions
 - Implement the South West Categories in our Asset Strategy and internal systems
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