BUCKINGHAMSHIRE NETWORK HIERARCHY

– A REFERENCE DOCUMENT

Buckinghamshire Transport Network in the 21st Century

Transportation Policy & Strategy Team
Transport for Buckinghamshire

Version Control Summary

Version 1	Original document adopted with effect from 23.10.2009

Contents

1. Executive Summary

1.1. This document seeks to bring into one reference point the key policies and features of the transport network within Buckinghamshire.

1.2 The primary purpose of the document is to support the Traffic Manager and other transportation professionals in developing and delivering effective, efficient and co-ordinated transportation services in the County. This can for example range from prioritising maintenance arrangements to better co-ordination of hedge cutting and sweeping of key cycleways.

1.3 It builds on the published work within the Second Local Transport Plan (LTP2) by cross referencing existing policies and initiatives into a structured format. The document also points up the potential to bring together network maps into one Geographic Information System (GIS) based resource that can be more readily accessed. If taken forward this would be via the existing MAPviewer and Bucks Maps facilities in the short term. The longer term aim would be to make map based transport network information more easily available via the Buckinghamshire County Council (BCC) web site in due course when the corporate infrastructure is in place as part of a wider BCC GIS strategy.

1.4 A transport network is a complex and dynamic resource. It is different things to different people in different locations and settings. It can range from a rural Right of Way for a rambler to a section of high volume motorway for a long distance heavy goods delivery vehicle (HGV). As such, different considerations are needed for different users and for different aspects of the network. This is where the use of an appropriate hierarchy is helpful. Drawing on existing national and local policies and guidelines, the situational nature of the network is reflected within the document and provides a building block towards the development of a more detailed Network Management Plan.

1.5 The primary audience for this product are local authority and other public service officials seeking to integrate transport network considerations into their particular service portfolio. It may also be of interest to the general public to provide them with a helpful overview of the entire network and alternative ways of getting about – be that walking, cycling or making greater use of public transport.

2. Introduction to Buckinghamshire

2.1. A relatively small County lying north-west of London, Buckinghamshire is approximately 50 miles in length but just 10 miles wide at its narrowest point. With a current population of 487,000, almost 40% of the population live in the two main towns of Aylesbury (over 70,000) and High Wycombe (approximately 120,000). Both these towns have been identified as 'regional hubs' within the South East Regional Strategy. The north of the County is predominantly rural, containing a few small market towns and a large number of villages. The south of the County, most of which lies within the Chilterns Area of Outstanding Natural Beauty and Metropolitan Green Belt, is more densely populated. Poor transport access in rural areas is a major local problem.

2.2 The County has many good transport links, particularly to London. The M4, M40 and M25 motorways pass through the periphery of the County. There are good rail connections to London from Aylesbury and the south of the County, and to Birmingham and beyond from High Wycombe, but currently no East to West link. The historical legacy of the road network is one of radial routes that tend to naturally pull traffic towards and through the two major towns. The road network measures over 3250km with around 7000km of footways.

2.3 For a long time there has been a sizeable imbalance between the number of jobs in Buckinghamshire and number of employed residents. This contributes to very high levels of out-commuting. Given current levels of the availability and accessibility of jobs and key services in many parts of the County, measures of car dependency are extremely high compared to national and regional averages. In 2001 for example, 87% of households in Buckinghamshire had access to their own motor vehicle compared to 81% in the South East region. On average Buckinghamshire residents travelled further to work than in any other area in the South East, putting a significant strain on certain parts of the highway network, and contributing to Buckinghamshire's large carbon dioxide 'footprint'.

2.4 Aylesbury has been identified as the focus for major housing growth within the Milton Keynes and South Midlands (MKSM) sub-region. This means that the Aylesbury urban area is expected to accommodate an additional 16,800 new homes by 2026. In addition, large growth is planned between Aylesbury and the Borough of Milton Keynes as part of the Milton Keynes expansion, and smaller amounts of growth in other parts of Aylesbury Vale and in other districts.

2.5 Given this planned housing and associated economic growth, the South East regional strategic transport interests in the County include:

- The relatively problematic North-South road links
- East/West links, particularly in the north of the County given the strategic importance of strengthening both road and rail linkage between Oxford, through to Milton Keynes and beyond
- Importance of High Wycombe as a key Thames Valley public transport hub characterised by the investment in a regional Coach-way there

2.6 For absolute clarity, references to Buckinghamshire and to the "County" relate to BCC defined boundaries only – Milton Keynes being a separate unitary authority.

3. Network Hierarchy

3.1 A network hierarchy is primarily a categorisation of roads, footways and cycleways by their respective use and function.

3.2 At its simplest, it informs and helps to shape related policies that support the effective and efficient functioning of the transport network within the County – for example traffic management, maintenance, road safety, freight, and public transport strategies.

3.3 Beyond the County boundaries, neighbouring transport authorities have been contacted about the work taken forward in producing this document and included in the consultation process. The status of the transport network in Buckinghamshire has not fundamentally changed as part of producing this reference document. As such the relationship between the Buckinghamshire network and that of adjoining authorities has similarly remained unchanged.

3.4 The document seeks to pull together into one reference point, the current policies and practices relating to the overall transport network in Buckinghamshire. By setting out the overall network and key relationships between the various sub-networks within it, the document can helpfully provide a coherent overview for the development of new (or refinement of existing) strategies – for example traffic management of freight, expanding public transport; walking; and cycling policies. Beyond this it can make information about the overall network more accessible to those not only working in transport related roles, but also the wider general public and elected Members.

3.5 The Network Hierarchy document in itself does not determine or change the status of routes. It can however support the development of more detailed Network Management Plans that among other things may seek to address specific pressure points or issues within the network.

3.6 Complimentary to this document, there is potential to enable transport network information within the County to be accessed through web-based maps. This is in line with the emerging national policy to make such information more accessible through geographic information systems (GIS) – *Place matters: the Location Strategy for the United Kingdom (2008)* produced for the Department for Communities and Local Government by the UK Geographic Information Panel. For work in progress purposes, this will be referred to as the Network Hierarchy Information Mapping Service (NHIMS).

4. Policy Context

4.1 The context for the hierarchy is heavily influenced by the requirements of the Traffic Management Act 2004; the policies set out in LTP2; and the wider national transport policy environment, characterised by the Eddington Transport Study (*'Transport's role in sustaining UK's Productivity and Competitiveness: The Case for Action' 2006*) and by the Government's investment and policy plans set out in *Delivering a Sustainable Transport System (DaSTS) – Supporting Economic Growth in a Low Carbon World; Department for Transport (2008).*

4.2 DaSTS outlines the wider policy landscape for transport that have been incorporated by the Department for Transport (DfT) as part of the Strategic Policy Framework for LTPs. The goals based on DaSTS include:

- Reduce carbon emissions
- Support economic growth
- Promote equality of opportunity
- Contribute to better safety, security and health
- Improve quality of life and a healthy environment

4.3 The *Traffic Management Act 2004 (TMA 04)* places a duty on local authorities to manage their network with a view to reducing congestion and disruption. TMA 04 *Network Management Duty Guidance (DfT 2004)* and *Guidance on LTP2 Progress Reports (DfT 2008)* highlight the need for the Local Transport Authority to determine specific policies or objectives in relation to different parts of the network and to consider the needs of all users.

4.4 LTP2 set out a vision for transport in Buckinghamshire that aims to:
Secure the strategic and local transport infrastructure and services to sustainably develop the economy; to facilitate growth; and improve accessibility whilst balancing free, safe and efficient movement of people, goods with protection of the environment.
Among the key LTP2 policy objectives are commitments to:

- deliver the strategic transport infrastructure to support sustainable growth, balance housing and employment growth and minimise growth in commuting
- ease or prevent congestion to enable the efficient movement of people and goods and support economic development
- reduce the need to travel and improve access to employment
- address local priorities for transport improvements, including condition of roads and pavements, public transport, congestion and road safety
- keep traffic moving by maximising the use of infrastructure to increase travel capacity, prioritising work on Priority Congestion Management Corridors
- achieve modal shift from the private car to more sustainable travel by providing and promoting high quality cycling, walking, and public transport routes
- maintain and protect the rural environment whilst improving access and amenity, supporting tourism and the rural economy

4.5 Among a number of examples where LTP2 commitments have been translated into practical action on the ground is the *Buckinghamshire Speed Management Strategy*. Speed limits are being reviewed throughout the County as part of addressing local priorities for improved safety on roads. The County Council *Speed Limit Review* is an example of how this document seeks to highlight and reference policies against relevant aspects of the transport network without repeating the detail that can be found in the source document.

4.6 Work has recently begun to develop the third Buckinghamshire Local Transport Plan (LTP3). This will cover the period 2011 to 2026 and will seek to seize local transport opportunities and address challenges within the broad national framework of the five DaSTS goals outlined at paragraph 4.2.

5. Defining the Network

5.1 This is a reference document for Buckinghamshire that covers the strategic and local aspects of the County. The strategic elements seek to acknowledge the wider regional considerations set by the South East England regional governance arrangements including strategic transport hubs and links. The more local perspectives aim to take account of the diverse rural and urban characteristics of the County and the historical key radial routes into the main urban centres.

5.2 There is a historical tendency to focus on the road network. This framework also encompasses cycleways, footways, Rights of Way, bus routes and access to the rail network. This is important to developing an integrated view of the totality of the transport network and to the modal shift strategies Buckinghamshire are deploying to address congestion, accessibility, environmental and health challenges, as part of LTP2.

5.3 The transport network is a physical asset that contributes to the economic and social well being of local and wider communities. It can help facilitate growth, regeneration, community cohesion and safety, promote health and consideration of the environment, and support social inclusion - particularly those pockets of relative deprivation within an otherwise generally affluent County.

5.4 Assets help to deliver benefits but also require appropriate care, maintenance and investment to ensure that they not only meet current expectations but can be developed to yield even greater benefits in the future. Prioritising maintenance investment relative to importance, the safety of users, and to generally ensure traffic is kept moving as required by the TMA 04, are critical considerations. A maintenance hierarchy is therefore another important aspect of an overall network framework. This is currently under development by the Transport for Buckinghamshire Highway Management Group - a Highway Asset Management Plan (HAMP).

5.5 The key aims and objectives of an effective transport network include:

- Ensuring that the network contributes effectively towards the efficiency and competitive sustainability of the local and wider economy;
- Minimising the adverse impact of transport on the natural environment and contribute effectively to addressing wider climate change through CO_2 reduction;
- Striking an appropriate balance between transport capacity, speed, and safety for each part of the network
- Seeking to channel traffic to use that part of the network appropriate to that particular type and purpose of journey. For example encouraging HGV through traffic to use identified freight routes as part of wider approach to improve the quality of life for local communities (by mitigating/reducing the negative impact on those living near to roads e.g. HGV road noise)
- Supporting the equality agenda by helping to provide easy and reliable access to public transport and key facilities

6. Network Hierarchies: key policy features and functions

6.1 The respective categories in the hierarchy seek to cover the spectrum of the network within Buckinghamshire. They range from Rights of Way through to Motorways, reflecting the increasing importance of more sustainable transport together with the more traditional highway elements of the overall network.

6.2 This section aims to provide a reference overview to current policy and functions and is not intended to be a definitive design guide. The overview indicates the source material or associated documentation where further detail can be obtained as appropriate.

6.3 The descriptors used in some aspects of the network may not exactly align with the labels used nationally. This is to provide a more localised perspective. However to minimise doubt or confusion, the main text and the matrix at Annex 4 make reference to the relevant national categorisations as necessary.

6.4 Rights of Way

6.4.1 Public rights of way are an important way for people to access the Buckinghamshire countryside. They are defined in legislation that also gives the legal right of access to the general public. In simple terms there are four categories:

- Footpath
- Bridleway
- Restricted byways (excludes motorised vehicles)
- Byways open to all traffic

6.4.2 These routes are found in rural and urban settings and are commonly shared between those wishing to walk, cycle, and ride horses. Within a County that is 80% rural, they not only serve as key access points to the countryside but importantly also as a network that links communities together and provides routes to school, work, shops and other local amenities.

6.4.3 For maintaining rights of way (ROW) the adopted *Buckinghamshire County Council Rights of Way Improvement Plan (RoWIP) 2008 -2018* classifies the network as follows:

ROW category 1	national trails, County promoted routes, canal towpaths, and known high volumes paths
ROW category 2	health walk routes and Parish promoted walks, routes within 0.5km of a settlement, other routes within the Chilterns Area of Outstanding Natural Beauty (AONB)
ROW category 3	the remainder of the ROW network

6.4.4 The RoWIP provides the detailed information on key aspects of this part of the network.

6.5 Footways

6.5.1 These are routes made up of a mixture of footpaths including those through parks, pedestrian areas, traditional paths alongside roads and foot bridges. They create linkages between residential areas, schools, GP surgeries, shops, transport interchanges, and places of work. These routes will sometimes be shared with cyclists. Pedestrian streets provide access and communal space for people to walk and congregate.

Charcteristics include:

- Primary purpose is for walking
- Design should give primacy to the pedestrian in shared space and also have appropriate regard for disability issues through for example dropped kerbs
- Access for emergency vehicles must be taken into account
- Cycling may be permitted in shared space but priority should be given to the pedestrian, particularly when crossing at side roads

6.5.2 The footway hierarchy is segmented into four categories broadly based on the national guidance set out in the *Well-maintained highways – a code of practice for highway maintenance (2005) Roads Liaison Group*:

Category 1	busy urban shopping and business areas, main pedestrian routes, those footways shared with promoted cycle routes (e.g.all Gemstone routes)
Category 2	medium usage routes feeding into primary routes and key destinations
Category 3	linking local access footways through urban areas and busy rural footways
Category 4	low usage footways, short residential roads leading to main routes, and cul-de-sacs

6.5.3 Work is in progress on developing a Highway Asset Management Plan (HAMP) that among other things will be seeking to more extensively map footways as part of the overall network asset base.

6.5.4 The *Buckinghamshire Walking Strategy* indicates an intention to establish Quality Walking routes. This is with a view to providing and promoting key access routes from origin to primary destinations that will help to make them attractive and convenient to encourage greater usage. Such routes may be classified reasonably highly within the footway hierarchy.

6.5.5 The *Disability Discrimination Act (DDA) 1995* has led to local authorities ensuring that all schemes and projects meet, if not exceed, the requirements placed upon them by DDA provisions. *Inclusive Mobility* is a document produced by the Department for Transport that provides a guide for engineers and planners to ensure that schemes such as those relating to footways are taken forward with due regard and sensitivity towards users with disabilities.

6.6 Cycle routes

6.6.1 Promoting cycling as a viable alternative to using a car is part of the LTP2 strategy to achieve modal shift. This includes improving the infrastructure for cycling, establishment of Gemstone routes, time based directional signing and focused marketing.

6.6.2 The *Local Transport Note (LTN) 02/08 - Cycle Infrastructure Design (DfT)* among other things sets out a hierarchy for developing cycle facilities with the following priorities:

- Traffic reduction
- Traffic calming
- Junction treatment and of other traffic management schemes
- Re-distribution of the carriageway
- Off-road provision (shared use of paths)

6.6.3 It also sets out the core principles that summarise the desirable infrastructure design requirements for both pedestrians and cyclists relating to: convenience; accessibility to key destinations; safety; and comfort of positive provision for cyclists and pedestrians that reduces delay or diversion and improves safety.

6.6.4 The *Well-maintained Highways - Code of Practice (2005)* provides the broad basis for a hierarchy for cycleways as follows:

Category A Cycle lane forming part of the carriageway (where practicable a minimum 1.25 - 1.5m strip adjacent to the nearby kerb); the entire length of Quality Cycle routes (e.g. all Gemstone routes); includes traffic free cycle roads.

Category B Cycle track, a highway route for cyclists not contiguous with the public footway or carriageway. Shared cycle/pedestrian paths either segregated by a white line or un-segregated

Category C Cycle trails, leisure routes through open spaces. These are not necessarily the responsibility of the highway authority but may be maintained by an authority under other powers or duties

6.6.5 These routes are designated for the use of cyclists and should link key locations with as little disruption to the continuity of the route as practicable. Although every reasonable effort should be made to avoid shared use paths, this may still be a necessary option where no safe on-road facility can be achieved because of site constraints or where there is a particular need to develop facilities for the young or inexperienced rider. A combination of both may be required to promote a viable alternative to promote cycling to both less and more experienced cyclists.

6.6.6 Where shared use is the only realistic option, segregated facilities should seek to minimise cyclist/pedestrian conflict. However un-segregated facilities may be necessary wherever footway widths are too narrow or pedestrian/cyclist volume flows would not justify the higher costs of segregation.

6.6.7 *LTN 2/08* sets out the key design expectations for designated cycle routes.

6.6.8 In terms of maintenance, among other things the need for coordinated hedge cutting and sweeping to minimise risk of punctures and feasibility of prioritising salting on quality cycleways such as Gemstones are aspects that the HAMP will seek to consider.

6.7 Inland Waterways

6.7.1 The principal navigable waterways running through Buckinghamshire are the Grand Union Canal and the River Thames.

6.7.2 The Grand Union Canal links London through the Chilterns with Birmingham. As the main line from London to the Midlands, the Grand Union was once one of the busiest in the country.

6.7.3 It is now provides a mainly leisure based waterway route through the Chilterns although it can offer some limited opportunity for transporting freight. Typically this is only commercially viable where freight to be moved is located near to the canal (such as gravel beds) and where the destination is very close to the canal. Illustration of practical use has been the encouragement to use the canal for the transport of sand and gravel from the south of the County.

6.7.4 Towpaths alongside the canal form part of the Rights of Way network in the County (see 6.4)

6.7.5 The River Thames running through the south of the County is identified by the Institution of Highways & Transportation in *Moving Freight: how to balance economy and environment (2005)* as a river suitable for freight and some leisure use. Particularly in support of big events near to the river (e.g. Dorney Lake), the use of river taxis can also be an effective alternative passenger transport.
source British Waterways*Waterscape.com – official guide to canals 2009; IHT Moving Freight: how to balance economy and environment 2005*

6.8 Country lanes (local access roads)

6.8.1 These are typically unclassified rural roads that serve small settlements and provide access to individual properties and land. They can be two-way but quite often of single track width in places.

6.8.2 Shared use with pedestrians, cyclists and equestrians is not uncommon. Due care and consideration for other users is required given width and other factors of some lanes.

6.8.3 Many country lanes will retain the national speed limit especially if their character and width means that they effectively 'self enforce' natural speed limitation. Other lanes may be considered for 40 mph or 50 mph speed limits depending on the level of shared use together with crash rates, the number and spacing of bends, junctions and access – source DfT Circ 01/2006: Setting Local speed Limits; Buckinghamshire Speed Management Strategy

6.9 Village and Rural Link Roads

6.9.1 The main function a village road is to carry traffic through or within a rural community. Rural link roads pick up traffic near the beginning and the end of a rural journey and link the smaller village communities to the intra-rural distribution roads. Features include:

- May include some C classified roads but will tend to be unclassified
- Occasional equestrian use.
- Public and community transport may operate on these roads albeit with limited stops compared to urban local distribution roads.
- Some shared use with cyclists
- Vehicle access to individual properties and to frontage premises can be expected
- Village road may have community services such as a convenience store/Post Office, pub within a small community setting that may/may not have a formal footway or lighting. Expected speed limit for a community of 20 or more house in relative close proximity would usually be 30 mph.
- Non residential rural link roads would typically retain the national speed limit, particularly if their characteristics tend to effect self enforcement of the speed people can drive along them. Where however the level of shared use, crash rates, and the number and spacing of bends, junctions and access dictate, speed limits of 40 mph or 50 mph may be considered

Sources include DfT Circ 01/2006: Setting Local speed Limits; DfT Traffic Advisory Leaflet 01/2004: Village speed limits; Setting Local speed Limits; Buckinghamshire Speed Management Strategy

6.10 Intra Rural Roads
(secondary distributors)

6.10.1 The main purpose of intra- rural distributor roads is to provide the efficient movement of vehicles and to connect the important rural settlements to each other and to the Primary Route Network (PRN). Attributes can include:

- Main access route through the non residential rural areas
- Limited frontage access
- Limited number of junctions with due regard to Design Manual for Roads and Bridges and associated Technical Advice bulletins
- Intermittent development
- Can have a significant attraction for recreation
- Generally classified as B and C roads
- Occasional equestrian movement possible but unlikely on busier routes
- Cycling for leisure and some commuting
- Coordinated cutting and sweeping. Not uncommon to be signed as recreational cycle routes, such as National Cycle Network (NCN) or Chiltern Heritage routes
- Expected speed limit would usually be at the national speed limit unless crash rates, and the number and spacing of bends, junctions and access dictate consideration of lower limits of 40 mph or 50 mph.

Sources include DfT Circ 01/2006: Setting Local speed Limits; Buckinghamshire Speed Management Strategy

6.11 Urban Residential Streets
(local access and link roads)

6.11.1 Providing local access and linkage to distributing roads, residential roads are an important part of the overall network. They also have to fulfil a complex variety of functions to meet people's needs as places for living and accessing community facilities such as schools, health care, and the local 'corner shop' (*Link & Place – A guide to Street Planning and Design: Jones, Boujenko, Marshall Landor 2007*)

6.11.2 *Manual for Streets* published in 2007 by the Department for Transport sets out guidelines and principles for the design, construction, adoption and maintenance of new residential streets that also can be applied to existing streets that are subject to re-design.

6.11.3 The importance of the space for pedestrians, cyclists, and particularly children, requires due consideration of their priority relative to motor cars – for example speed and safety issues. Features include:

- Gives direct access to buildings and land, often in areas of dense development
- Numerous junctions and frontage access

- Generally unclassified with some C class, and often including some residential loop roads and cul-de-sacs
- Expected speed limit would usually be 30 mph.
- Key areas for public transport service to access
- Consideration of appropriate car parking controls and enforcement to reduce congestion and delays on bus routes

6.12 Intra-Urban Roads
(secondary distributors and link roads)

6.12.1 Intra-urban roads distribute traffic within the main business, commercial, industrial and residential areas of a town. They provide the feeder links to the primary and inter-urban routes in the built up urban areas.

6.12.2 This function needs to be provided in a way that is sympathetic to the needs of other users such as pedestrians and cyclists (*Manual for Streets: Department for Transport, 2007*).

6.12.3 This part of the network comprises a range of classified roads: some A roads (not otherwise part of the Primary Route Network and BCC Strategic Inter-Urban Routes) B, C and some unclassified roads. Key functions and features include:

- Moving traffic within the local districts they serve
- Carrying short/medium distance traffic to the Strategic Inter-Urban routes
- Should cater for all through traffic between different parts of the locality
- Able to cater for those essential HGV movements into access roads to serve frontage deliveries
- Pedestrians should be afforded positive measures to enhance their safety in town centres and high density residential districts
- Cyclists should be given positive assistance through provision of cycle lanes where alternative cycle routes are not available
- Consideration of appropriate car parking controls and enforcement to reduce congestion and delays to buses

6.13 Congestion Management Corridors

6.13.1 The Government has placed congestion at the heart of its transport strategy. The aim is to secure freer flowing local roads, consequently providing economic benefits and helping to improve the quality of life for everyone. The *Traffic Management Act 2004* places a duty on highway authorities to manage their networks to secure the free and efficient movement of all road users.

6.13.2 To keep traffic moving the transport authority needs to maximise the capacity and efficiency of the transport network. Among other things a series of strategic urban and inter-urban corridors together with specific congestion sensitive areas (e.g. town centres) have been indentified in LTP2 across the network.

6.13.3 Identification was based on subjective (market research) and objective data (technical traffic data) along with knowledge of other factors likely to influence demand (such as future development and growth).

6.13.4 The identified corridors will benefit from a greater focus for improvement that may range from measures to more tightly manage road works along them, junction improvements at 'bottlenecks', and potential investment in Intelligent Transport Systems to maximise junction and route capacity. The overall aim being to improve journey time reliability.

6.13.5 There can be positive messages from congestion in promoting alternative modes of transport that need to be considered when balancing the different needs of the network for different users. For example, maintaining the flow of pedestrians and cyclists within a congestion corridor - improvements to traffic flows should not be at their particular detriment through unnecessary or unreasonable waiting times at traffic lights.

6.13.6 Urban Priority Congestion Management Corridors

Aylesbury	*High Wycombe*	*Chesham & Amersham*
A41Bicester Road	A40 London Road eastern	A416 Chesham to Amersham
A413 Buckingham Road	A404 Marlow Hill southern	
A41 Tring Road	A40 West Wycombe Road western	
A413 Wendover Road	A4128 Hughenden Valley corridor	

6.12.7 Inter- Urban Priority Congestion Management Corridors

A421	entire length through the County
A4146/A418	Aylesbury to Milton Keynes via Wing
A413	Aylesbury to Denham
A4010	Aylesbury to High Wycombe
A4	Maidenhead to Slough

Source – section 7 of LTP2 Tackling Congestion

6.14 Bus Routes

6.14.1 *Section 110 of the Transport Act 2000* requires all local transport authorities to prepare a bus strategy. The strategic importance of bus services in Buckinghamshire is set out in LTP2. The greater take up of bus services by people who would otherwise be using a private motor car is an integral part of the effort to reduce the number of car journeys and so help to ease congestion; to improve

accessibility in particular for those who do not have a car; and contributing to wider improvements to road safety and the environment.

6.14.2 The Bus Strategy segments the range of services into five elements:

- Principal Urban Bus Partnership routes
  high frequency, high quality bus services on the principal urban corridor routes in Aylesbury and High Wycombe.
- Other urban bus routes
  in the major towns and also in Amersham, Buckingham and Chesham
- The core inter-urban network routes
  a network of inter-urban bus (and rail) services linking the smaller market towns and the principal urban centres , both inside the County and in adjoining areas
- Rural and Urban demand responsive service routes
  designed to meet accessibility needs in parts of towns, for specific social groups and specific journey purposes at times/places where conventional services are not financially sustainable
- Rural Community Transport Partnership routes
  a series of community partnership groups to be formed to develop local transport services to meet local needs; providing connections into the core inter-urban network; or linking villages to nearby towns

6.14.3 Services in urban areas can particularly benefit from appropriate bus priority measures such as ‘bus hurry-calls’ and other infrastructure improvement - see PPTC section 6.15.

Source – Appendix 1 LTP2 Bus Strategy

6.15 Primary Public Transport Corridors

6.15.1 In researching the factors that influence people to use the bus, being confident about the journey time and frequency of the service were among the key features identified. The greater achievement of journey time reliability is consequently a central aspect of LTP2.

6.15.2 Primary Public Transport Corridors (PPTC) are indentified in LTP2 for the strategic support of bus services. The success of the Oxford Road Aylesbury PPTC included a 45% increase in bus patronage over a two year period *Source Appendix 1 LTP2 – Bus Strategy: Section 9 Urban Bus Network* following infrastructure investment and greater priority for buses through bus lanes and signalling changes.

6.15.3 LTP2 identified a number of PPTCs for Aylesbury:

- A418 Oxford Road – *operational*
- A41 Bicester Road

- A413 Buckingham Road
- A41 Tring Road

6.15.4 In the longer term linked to potential housing growth and outcome of local consultation on the direction of growth for Aylesbury potential additional corridors include:

- A413 Wendover Road
- B4443 Mandeville Road

6.15.5 Similarly for High Wycombe indicative and potential PPTCs (subject to further consideration and wider consultation) include:

- A40 London Road
- C126 Desborough Avenue – *potential only at present*
- Unclassified Hamilton Road – *potential only at present*

6.15.6 The expectation is that where investment and other opportunities can be realised for these corridors, appropriate priority should be given to improving bus journey speed and reliability.

6.16 Winter Salting Routes

6.16.1 The County Council recognises that it does not have the resources available to carry out precautionary salting on the entire network it has responsibility for. In line with the *Well-maintained Highways - Code of Practice (2005)* a process has been developed to assess the importance and risk of the road network relative to the priority for winter maintenance action.

6.16.2 The policy is set out in full in the *BCC 2008-2009 Winter Maintenance Precautionary Salting Network Criteria statement*. In summary the criteria establishes a network for road salting comprising two elements: a ***Core Network*** that includes all A and B classified roads of some 550km along with a ***Risk Assessed Network*** of roads of around 800km that given their particular characteristics (traffic flow, gradients, bends, community links, public and school bus routes, collision record among others) generate a score that allows them to be ranked.

6.16.3 The winter maintenance resource allocation and fleet capacity determines the number of risk assessed roads that are included in the winter salting network. The ranking by scored risk assessment allows a line to be drawn at the point the capacity is reached. This part of the overall winter salting route is therefore variable depending on the available resources. The risk assessment formula can be found in the *annual BCC Precautionary Salting Network Criteria statement* produced by Transport for Buckinghamshire.

6.17 Traffic Sensitive Streets

6.17.1 A Traffic Sensitive Street is designated under the provisions of the *New Roads and Street Works Act 1991 (NRSWA) Code of Practice* for the co-ordination of street works and works for road purposes and related matters.

6.17.2 A traffic sensitive street is a street where the local highway authority has identified it as requiring special consideration whenever any activity that needs registering is planned on that street, for example, road and utility works. This is usually because of the importance of maintaining free flow of traffic to minimise the potential delay and disruption during road works.

6.17.3 Traffic sensitivity designations for Buckinghamshire's roads are held in the National Street Gazetteer (NSG). The original designations were set in May 1993. Minor re-designations have occurred since for various reasons such as de-trunking a route. However, to date the original list has not been comprehensively reviewed. The Traffic Management Act 2004 (TMA) has since refreshed and expanded the criteria for designating a street as traffic sensitive and consequently Buckinghamshire's NSG is due a complete review.

6.17.4 Any street meeting the criteria may have any restriction placed upon it at any time that it meets the criteria as laid out in the Code of Practice for co-ordination, including weekends where appropriate.

6.17.5 Further detail on the criteria for designation as a traffic sensitive street can be found in the relevant sections of the *NRSWA Code of Practice*, *TMA (2004),* and *Section 16 of The Street Works (Registers, Notices, Directions and Designations) (England) Regulations 2007.*

6.18 Primary Route Network

6.18.1 This is a network, defined and approved by the Secretary of State, as being the most suitable route for all traffic between places of traffic importance. It comprises all Trunk Roads and 'selected' 'A' roads.

6.18.2 Roads that are on the Primary Route Network (PRN) are identified by green backed traffic signs.

6.18.3 Particular development control considerations relate to this part of the network governed by the *Highways Development Control Policy Statement (BCC October 1999)*, together with appropriate regard to *Transport Planning Policy Guidance 13*, *Design Manual for Roads and Bridges* and associated Technical Advice bulletins.

6.18.4 For a road to be added to, or removed from the PRN, a formal application has to be made to the Secretary of State for Transport for permission – *Highways Act 1980*.

6.18.5 As set out in LTP2, within Buckinghamshire the PRN forms part of County designated Strategic Inter-Urban Corridors that is also referred to as the BCC Strategic Highway Network – see 6.19

6.19 Strategic Inter-Urban Routes
(strategic distributors – BCC strategic highway network)

6.19.1 These strategic distributor roads link the main towns of the County to the Regional and National highway network. They are usually Motorway, Trunk or A roads and incorporate many roads from the Primary Route Network – see 6.18.

6.19.2 The prime function of this part of the network is to support the efficient movement of motor traffic including freight distribution. Longer distance traffic movements to and between towns should be directed onto these roads.

6.19.3 The roads that form the Strategic Inter Urban routes that BCC have responsibility for include:

- A421
- A422 (east of Buckingham)
- A413 (south of Buckingham and then south through the County)
- A4146 (Stoke Hammond/Western Linslade by-pass)
- A41
- A418 (east and west of Aylesbury)
- A4010
- A416
- A404
- A40
- A412
- A355

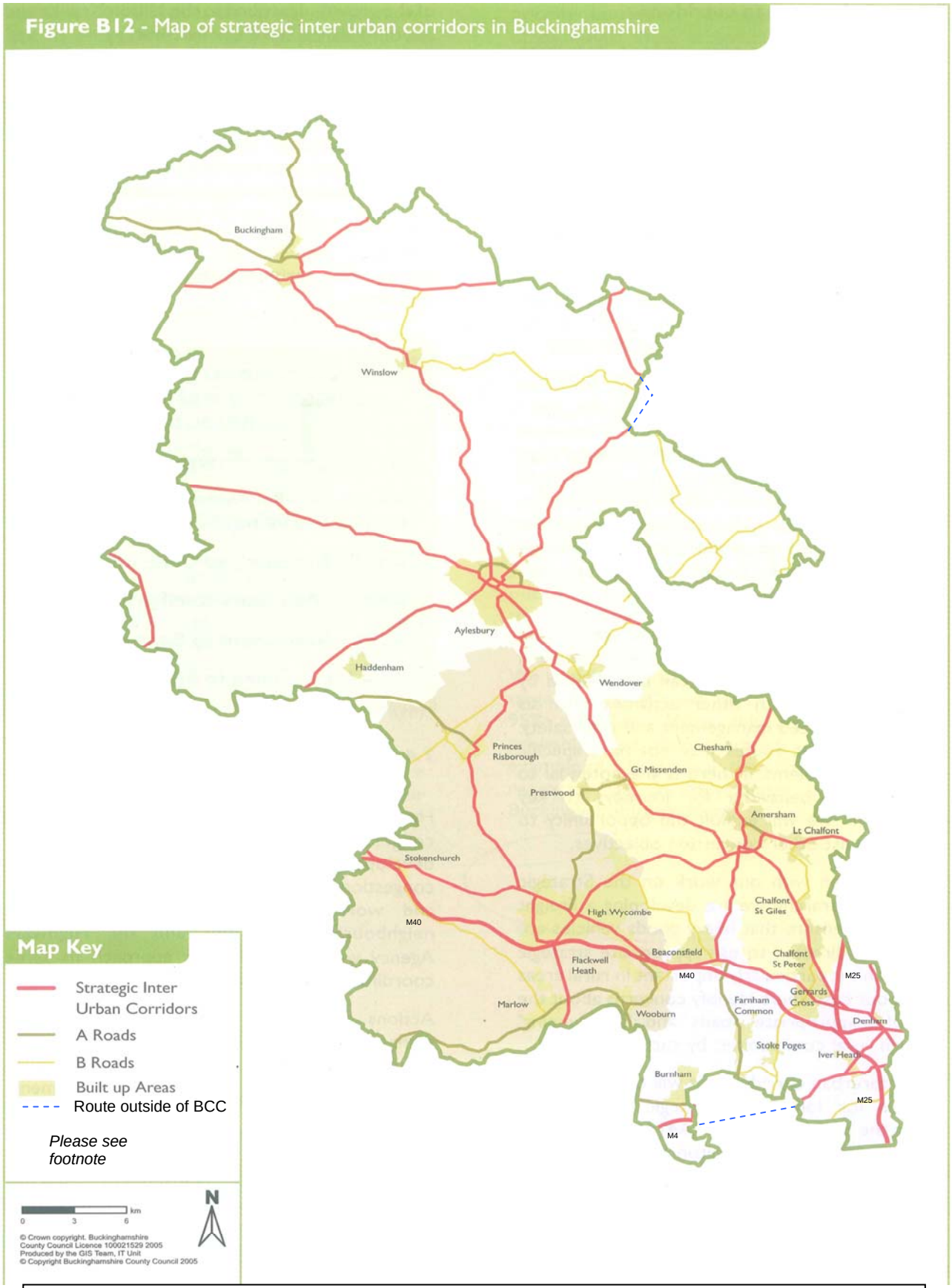
6.19.4 Key features include:

- Can be single or dual carriageway and are usually 'A' roads in Buckinghamshire
- Minimal and controlled pedestrian activity. In built up areas provision of assisted pedestrian crossing will usually be required on these roads
- Cycling should not be encouraged on this part of the network and alternative separated facilities provided where ever feasible
- Important feature is the movement of freight and the roads should be suitable for all heavy goods vehicles (HGV)
- Development on these roads outside of existing urban areas will usually be sparse
- Particular development control considerations relate to this part of the network governed by the *Highways Development Control Policy Statement (BCC October 1999)* together with appropriate regard to *Transport Planning Policy Guidance 13*, *Design Manual for Roads and Bridges* and associated Technical Advice bulletins.
- To maximise capacity and safety whilst discouraging short local trips the number of junctions should be minimised
- Due consideration should be given to parking and loading with restrictions applied as appropriate to the prevailing circumstances and national guidelines
- Speed limits vary relative to the characteristics and traffic safety profile of the particular section of the route

6.19.5 LTP2 illustrates what was referred to as strategic inter urban corridors within Buckinghamshire *source LTP2 Figure B11*.

6.19.6 This has effectively been consolidated into this Reference Document and is reproduced at Figure 1.

Figure 1 – LTP2 Map of strategic inter-urban corridors



Footnote:
For absolute clarity – the LTP2 graphic primarily illustrates the current strategic inter urban corridors and for information, those other significant A roads that do not form part of the strategic corridors together with some B roads of note.

6.20 Emergency Diversion Routes

6.20.1 As part of the *Traffic Management Act 2004*, the Traffic Manager has a responsibility to keep traffic moving.

6.20.2 In partnership with the Highways Agency and Thames Valley Police, emergency diversionary routes have been agreed for incidents that occur on the M40 Junction 1 – 5 motorway network and A404 (T) Marlow Bypass requiring traffic diversions onto the BCC network, primarily impacting on the A40 and A4010.

6.20.3 As the longer term investment and plans come to fruition for an Urban Traffic Management Centre (UTMC) the identification and rapid deployment of emergency diversions to alleviate congestion hot spots will play a more significant role within the overall approach to keep traffic moving.

6.21 HGV Routes

6.21.1 A strategy for freight is currently being developed.

6.21.2 The nature of the key routes through Buckinghamshire makes HGV routes almost self selecting – the expectation on routing is that HGVs should be encouraged to use those roads best suited for their size. Typically that will be the Strategic Inter Urban roads and other primary routes for through traffic.

6.21.3 The location where HGV traffic is generated (picking up goods) and access to the destination point of a HGV delivery within the County are significant issues that can put pressure on other parts of the road network. The current expectation is that such vehicles should use those roads in the particular locality most suited to HGVs – usually the highest graded (A,B,C) road available.

6.21.4 Accessible and appropriate information, particularly through dynamic Satellite Navigation (Sat Nav) systems and appropriate signage can helpfully support the overarching objective to direct and encourage HGV traffic along most suitable routes.

6.21.5 The prospects for a Freight Quality Partnership (FQP) with hauliers, business representatives and other stakeholders will be considered as part of the Freight Strategy. A FQP can be used as an element of a partnership approach to seek to improve the efficiency and lessen the impact of freight on the roads and the residents of Buckinghamshire.

6.22 Motorways & Trunk Roads

6.22.1 Buckinghamshire has a limited amount of the motorway and trunk road network running through it. Responsibility for all aspects of these roads is vested with the Highways Agency who act on behalf of the Secretary of State for Transport.

6.22.2 Motorways in Buckinghamshire comprise:

- M4 between junctions 7 and 8/9
- M25 between junctions 17 and 15/4B
- M40 between junctions 1 and 6 & 8 and 9

6.22.3 Trunk roads within the County are:

- A404(T) from and including Handy Cross south towards Berkshire
- A40(T) from M40 junction 1 at Denham eastwards into the London Borough of Hillingdon

6.22.4 These roads form part of the BCC Strategic Inter-Urban Corridors (see 6.19).

6.23 Rail Network

6.23.1 The rail network is an important feature of the overall Transport Network in the County. The national railway network (as set out in *Delivering a Sustainable Railway: DfT 2007*) comprises the following types of services:

- International
- Inter-urban
- Regional and rural
- Urban
- Freight

6.23.2 Buckinghamshire has inter-urban services between Birmingham and London from a number of locations within the County (and most recently from the new Aylesbury Vale Parkway); regional and rural within the County; and an element of Freight in terms of through traffic including the rail based waste to Calvert from London and Bristol – there are no major originating rail freight flows or Freight container terminals within the County.

6.23.3 Chiltern Railways currently provide key passenger links into London and also to Birmingham as well as provision for travel within the County. The potential East-West rail link is of strategic importance. It offers the prospect in its Western sector

for linking an Aylesbury spur into an Oxford to Milton Keynes route and beyond that eastward to Cambridge – thus providing greater passenger access onto northern inter-city routes without the need to travel via London.

6.23.4 Beyond passenger improvements, among the business case considerations for the East-West link, is the strategic opportunity to build freight capacity and routing flexibility into the national network and so relieve pressure on some existing radial routes in and out of London.

6.23.5 Although the Chiltern Railways routes provide the most extensive part of the rail network within the County there are other important routes serving the County, including the West Coast Main Line with local services at Cheddington and opportunity to access the national inter-city rail network via Virgin services operating from Milton Keynes Central (just outside the County); and the Great Western Railway (GWR) route to the south with stations at Iver, Burnham and Taplow. The Crossrail Project that has now been approved (and funding confirmed) will also provide GWR stations in Buckinghamshire with some important new through journey opportunities to the south of London as well as key connections for example to international services via Eurostar from London Stratford.

6.23.6 London Underground also run services from within the County from Chesham and Amersham south into London via the Metropolitan Line.

6.23.7 LTP2 particularly highlights how access to the rail network via public and sustainable transport can make an important contribution to reducing congestion by offering attractive alternatives to the motor car. Cycling and walking routes and where appropriate bus services along the successful Silver Rider model are key elements of the integrated approach with rail travel – the expectation is that such cycle and walking routes are suitably designated within the maintenance hierarchy as part of the HAMP. The aim is to also work in partnership with bus and train operators toward incrementally developing an integrated bus/rail timetable as commercial and other opportunities arise.

Sources - Appendix 7 LTP2 County Rail Strategy
- Delivering a Sustainable Railway: Department for Transport 2007

7. Geographic Information

7.1 Access to relevant information in a visual format is becoming an increasingly important requirement of public services. This is reinforced in a recent publication endorsed by Baroness Andrews, Parliamentary Under Secretary State Department for Communities and Local Government *Place matters: the Location Strategy for the United Kingdom.* The report highlights the needs and benefits of joining up and integrating information from many sources within a consistent framework to facilitate more effective cross-organisational processes, far greater sharing and efficient re-use of data across the public sector and beyond.

> "…currently too few government owned data sets that incorporate location can be easily assembled and analysed with reliability across local and central government bodies. There remains too much duplication, too little re-use and too few linkages across datasets which are required to support policy implementation in, for example, planning, housing, flooding, social exclusion and **traffic management**."
> *Source – Executive summary Place matters: the Location Strategy for the United Kingdom 11/08 Dept for Communities and Local Government*

7.2 Geographical Information Systems (GIS) provision in BCC does to a degree already offer some accessible information via MAPviewer and Bucks Maps Online. For example some cycle routes (but not Gemstones), road safety information, winter salting routes are available to view by map. Web based route mapping facilities for walking, cycling and public transport have been recently launched and can be accessed for example via *walkit.com*. There is not at present however a full set of layers that are brigaded together to form an overall transportation overview or one point within the BCC web site that such information can be found.

7.3 The longer term expectation is for officials/practitioners (via the intranet) and the public (via the BCC internet website) to be able to access information such as that on the transport network via up to date, layered maps.

7.4 Technical constraints currently mean that the public would have to be re-directed to Bucks Maps Online to do this in the short term. If the envisaged IT investment and development goes ahead, the BCC Corporate GIS team are hopeful that a new operating platform may be available later in 2009/10 that will help facilitate more user-friendly access to GIS based maps.

7.5 The scope and extent of map based network information is being incrementally developed as part of wider work on asset management work by Transport for Buckinghamshire. Over time this may provide the capability (linked to anticipated Corporate IT investment) for potentially publishing (via Corporate GIS team) an upgraded and more comprehensive set of mapped transport information.

7.6 An illustration of current map based information available through MAPviewer is reproduced at annex 1.

7.7 The proposed list of transport data sets for potential GIS use can be found at annex 2.

There are no additional IT development costs currently anticipated as this approach utilises existing/planned corporate GIS capability and capacity.

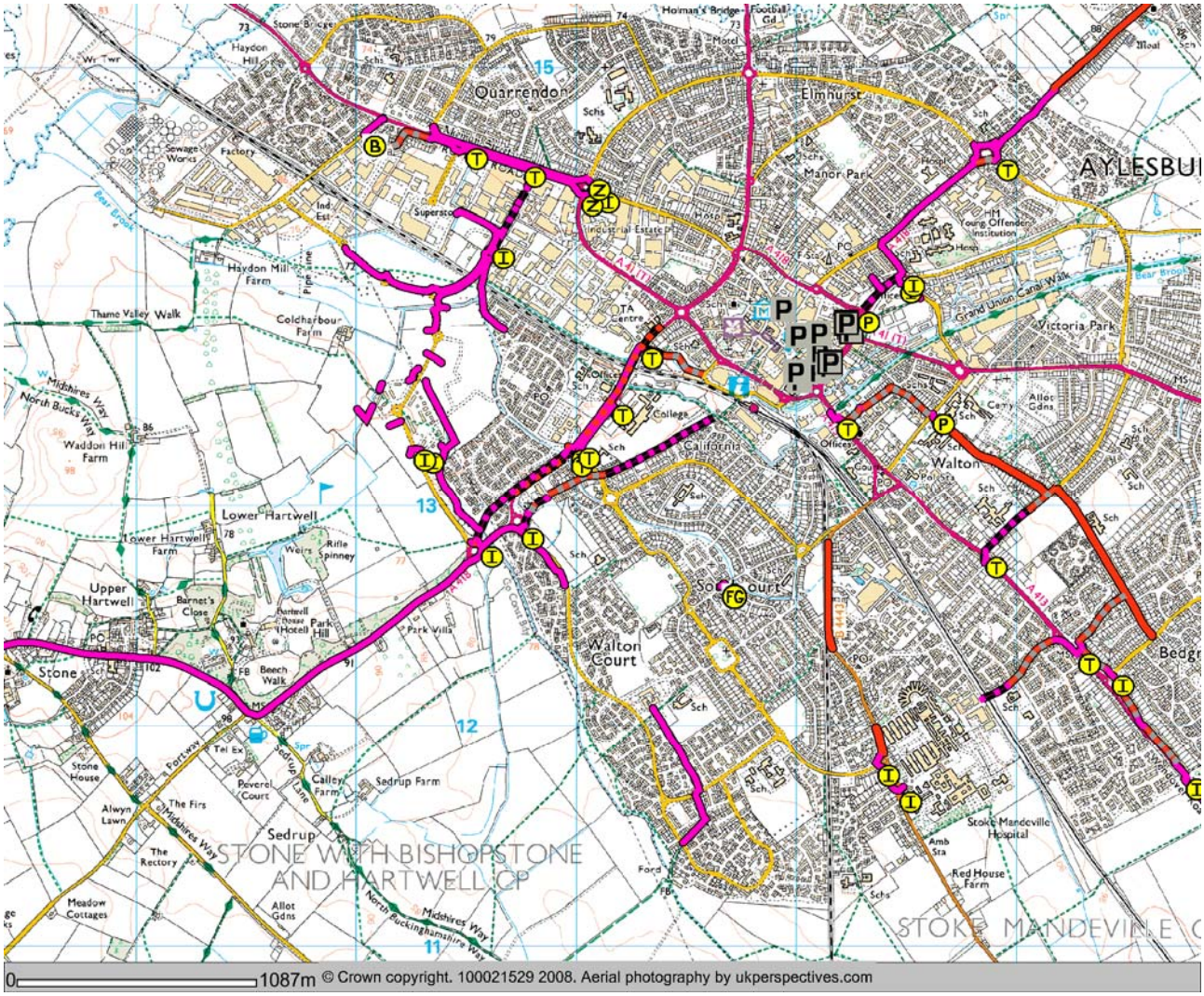
8. Network Hierarchy Functional Matrix

8.1 A functional overview of some of the key features of the network can be found in the form of a matrix at annex 4

Annex 1

MAPviewer illustrations – current GIS based data

Illustration of Cycle Routes and associated information



Buckinghamshire
Cycle Route Information

- Cycle Parking
- Cycle Parking (lockers)
- Zebra Crossing
- Signal controlled crossing
- Signal controlled crossing (toucan)
- Island
- Filegate with cycle bypass
- Bypass at No Entry point
- Advanced Stop Lines

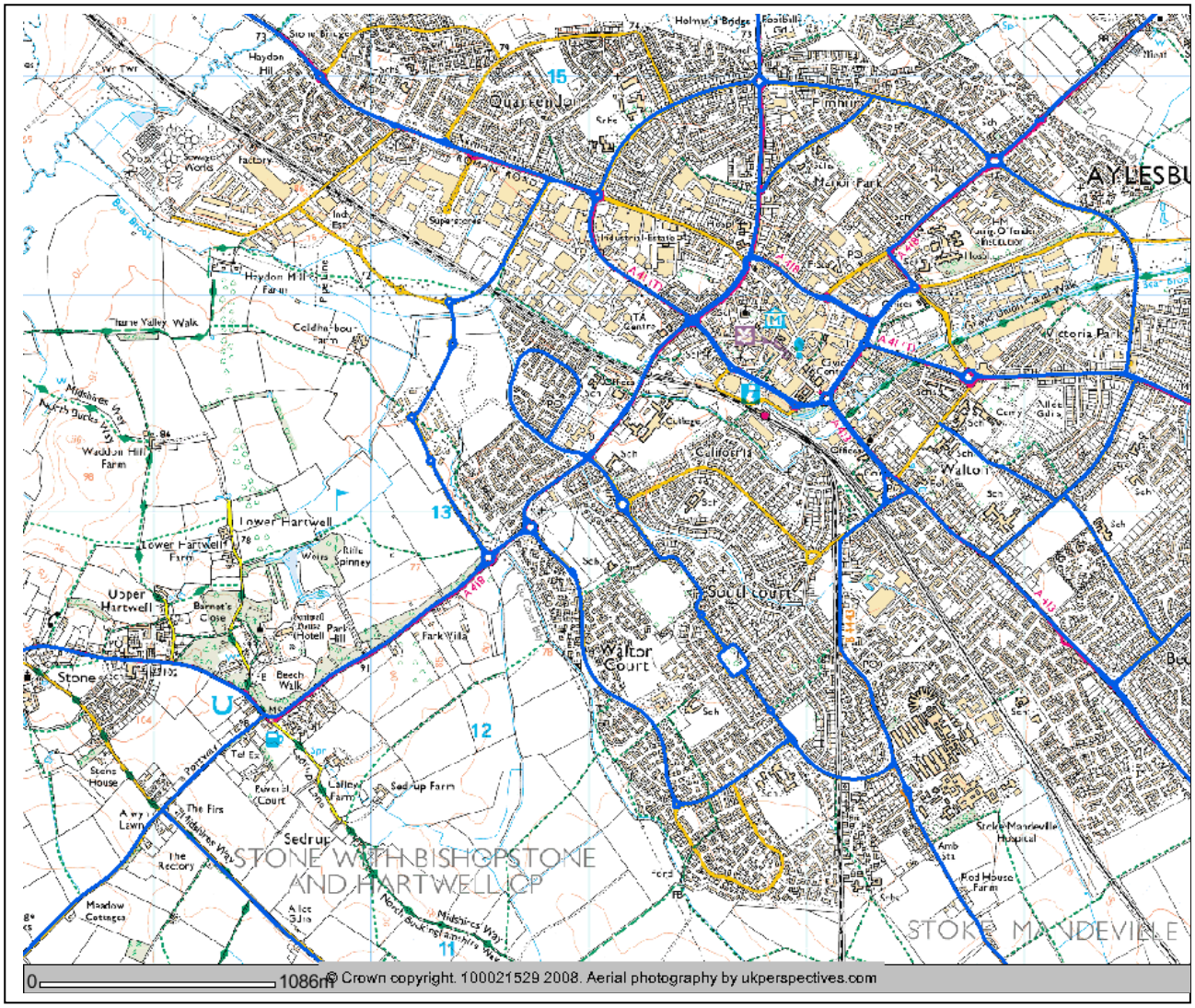
Cycle Routes

- Shared use cycle path
- Segregated cycle path
- On-road cycle lane
- On-road bus lane
- Advisory signed minor road route
- Contraflow cycle lane
- Recreational Route
- Circular Recreational Route
- Alternative Recreational Route

Does not currently fully reflect Gemstones and other developments

Annex 1 (cont'd)

Illustration of Winter Salting Route information



Buckinghamshire

Winter Maintenance Salting Routes

Annex 2

Potential GIS datasets for Transportation Information Maps

- Rights of Way (categories 1 – 3)

- Quality foot routes/Category 1 footways
- Category 2 footways
- School crossing patrol
- Controlled Crossing locations (particularly relating to cycleways, quality walking routes)

- Gemstones – Quality Cycle Routes
- National Cycle Network
- Other cycle routes
- Cycling parking

- Principal urban bus routes – inc Rainbow routes
- Other urban bus routes
- Core inter-urban bus routes
- Rural and Urban demand responsive bus service routes
- Rural Community Transport Partnership bus routes
- Super and other bus stops + ability to click into real time bus information on that route where available
- Primary Public Transport Corridors

- Rail network and interchange nodes (bus, park and ride, cyclist parking etc)

- Roads (Motorways, Primary Routes, other A, B C etc)
- Urban and Inter-urban Congestion Management Corridors
- Traffic Sensitive Streets
- Road works
- Traffic volume data (e.g. on primary routes, at key junctions)
- Emergency Tactical Diversion Routes (in conjunction with Thames Valley Police)
- Fatal Accident sites
- Speed limits (key roads and other safety concern roads)
- Development lines
- Planned new road construction
- Potential new road construction
- Winter salting routes
- HGV through routes
- Weight/other significant restrictions (e.g. HGV exclusion)

Annex 3

Reference documents

Aylesbury Vale Rest of District Transport Strategy –
Buckinghamshire County Council March 2009✧✧

Buckinghamshire County Council Aylesbury Transport Strategy Business Case 2008 - 26
Buckinghamshire County Council July 2008✧✧

Buckinghamshire County Council High Wycombe Transport Strategy Imagine the Future in 2026
Buckinghamshire County Council March 2009✧✧

Buckinghamshire County Council Rights of Way Improvement Plan
Buckinghamshire County Council 2008

Buckinghamshire County Structure Plan 1991 – 2011
Buckinghamshire County Council 1996

Buckinghamshire Speed Management Strategy
Buckinghamshire County Council 2002

Buckinghamshire Walking Strategy – A step in the right direction
Buckinghamshire County Council 2008

British Waterways
Waterscape.com – official guide to canals, rivers and lakes 2009

Cycling Policy & Strategy statement
Buckinghamshire County Council website 2008

Delivering a Sustainable Railway
Department for Transport 2007

Delivering a Sustainable Transport System – Supporting Economic Growth in a Low Carbon World
Department for Transport 2008

Design Manual for Roads and Bridges – Assessment of new rural roads
TA 46/97

Functional Road Hierarchy Strategy
Lancashire County Council 2002

Guidance on Second Local Transport Plan (LTP2 Progress Reports 2008)
Department for Transport 2008

Highways Act 1980
HMSO November 1980

✧✧ *draft Officer report in support of District Council Local Development Framework that has yet to be adopted by the Cabinet of Buckinghamshire County Council*

Highways Development Control Policy Statement
Buckinghamshire County Council October 1999

Inclusive Mobility
Department for Transport 2005

Link&Place – A guide to Street Planning and Design
Jones, Boujenko, Marshall Landor 2007

Local Agenda 21 summary document
Buckinghamshire County Council 2001

Local Transport Note 02/08 – Cycle Infrastructure Design
Department for Transport 2008

Local Transport Plan 2006/7 – 2010/11 (LTP2)
Buckinghamshire County Council

Manual for Streets
Department for Transport HMSO 2007

Making Travel Better – Local Transport Plan 2001 – 2006
Buckinghamshire County Council 2000

Moving Freight: how to balance economy and environment
The Institute of Highways & Transportation 2005

Place matters – the Location Strategy for the United Kingdom
Geographic Information Panel/Department for Communities and Local Government 2008

Planning Policy Guidance 13: Transport
Department for Transport 2001

Setting Local Speed Limits
Department for Transport Circular 01/2006

Traffic Management Act 2004 – Network Management Duty Guidance
Department for Transport 2004

Traffic flows and carriageway width assessment
Amendment No 1 Part 3 TA 79/99

Transport in the Urban Environment
The Institution of Highways & Transportation 1997

Transport's role in sustaining UK's Productivity and Competitiveness: The Case for Action
2006

Village Speed Limits
Department for Transport Traffic Advisory Leaflet 01/2004

Well Maintained Highways – Code of Practice for Highway Maintenance Management
Roads Liaison Group 2005

Wycombe District Rest of District Transport Strategy
Buckinghamshire County Council March 2009✧✧

✧✧ *draft Officer report in support of District Council Local Development Framework that has yet to be adopted by the Cabinet of Buckinghamshire County Council*

BCC NETWORK HIERARCHY FUNCTIONAL MATRIX

BCC Category Function	Rights of Way (inc Bridleways)	Footways	Cycle Routes	Country Lanes	Village & Rural Link Roads	Intra Rural Roads	Urban Residential Roads	Intra Urban Roads	Primary Route Network	Strategic Inter-Urban Routes	Motorway
UK Road Designator				Some C /mainly Unclassified Roads	C and Unclassified roads	B/C Roads	Some C/mainly Unclassified roads	Can be A, B with some C and Unclassified roads	Trunk and some A roads	Trunk and some A roads	M
Code of Practice				Local Access Road Predominantly Category 4b	Link Road Category 4a/b	Secondary Distributor Category 3b	Local Access Roads Category 4a/b	Secondary Distributors Category 3a/b/4a/b	Main Distributors Category 2 and 3a	Strategic Route incorporating elements of PRN Category 2 and 3a	Motorway Category 1
Main Purpose	Walking, cycling, horse riding	Walking	Cycling	Vehicle access, frontage access, delivery of goods, walking	Linking distribution networks. Local traffic from journeys beginning and ending in the locality	Secondary urban/rural distributors and typically providing public transport service corridors	Servicing mainly housing areas including narrower connecting roads and shared surfaces	Linking main sectors of a town and access to hospitals, schools, main retail centres	Range of traffic connecting into Regional and National network	Long distance, fast moving of strategic importance. Includes major urban network	Long distance, fast moving connection of major population centres
Pedestrian Movement	Complete freedom	Complete freedom	Considerable freedom to cross and priority over cyclists in shared pathways	Frequent. Freedom for random crossing	Consideration of opportunities to cross	Careful consideration of opportunities to cross	Frequent. Freedom for random crossing	Positive measures to assist crossing	Limited otherwise controlled in built up areas	Limited otherwise controlled and protected	Prohibited
Cycling	Accommodated if no other suitable routes available – frequent for bridleways	Accommodated if no other suitable routes available	Priority over vehicles in shared space Appropriate protection to cross other routes. Due consideration to pedestrians in shared space	Frequent and shared use	Shared use	Cycle lanes and help in turning right if alternative cycle routes are not provided	Frequent and shared use	Assisted by provision of cycle lanes or alternative routes	Assisted by provision of cycle lanes or alternative routes	Alternative routes provided where practicable	Prohibited
Equestrian	Frequent for bridleways otherwise occasional	Unlikely	Only where widths allow?	Possible	Occasional	Occasional but unlikely on busier routes	Unlikely	None	None	None	Prohibited
Usual Speed Limit	No legal speed limit. Cycles and Horses - with consideration and due regard for the safety of others	No legal speed limit. If any essential access vehicles - encourage 5 mph	If off road, no legal speed limit, otherwise with consideration and due regard for the safety of others	Many may retain the national speed limit partic' where width and other features naturally limit speeds. Where characteristics suggest this to be not appropriate 40 – 50 mph may be considered.	Residential Village road eg with community services (shop, pub, etc) usually 30mph. Non residential roads usually national speed limit. Unless level of shared use, crash rates, geometry of road suggest otherwise – limits of 40 – 50mph may be considered	Expected to be usually national limit unless circumstances (crash data, road geometry etc) suggest otherwise – lower limits of 40 – 50mph may be considered	Usually 30mph,	30 – 40mph or otherwise depending upon characteristics of stretch of road (x/ref BCC speed review)	Contingent on local factors. National speed limit where appropriate or lower as assessed by BCC speed review	National speed limit where appropriate or lower as assessed by BCC speed review	National speed limit or as assessed by Highways Agency
Public Transport	None	None	None	None	Less frequent	Less frequent	Variable Inc Rainbow and secondary routes?	Regular frequency	Long and shorter distance traffic , including Inter-urban bus routes	Long distance traffic including Strategic Inter Urban bus routes	Long distance traffic
Vehicle Access to Individual Properties	None except for emergency and necessary access	None except for emergency and necessary access	None except for emergency and necessary access	Predominant but with consideration for non vehicle users	Some to frontage premises and sites	Possible frontage access?	Predominant but with consideration for non vehicle users	Frontage access	Frontage access	Frontage access	None
HGV	None	Exceptional frontage deliveries only?	None	Only for the specific delivery of goods	Delivery of goods and to reach nearby access roads	Delivery of goods	Access only	Access only	Suitable for through movements	Suitable for all through movements	Suitable for all through movements
Vehicle Movement	None except for emergency and necessary access	None except for emergency and necessary access	Tend to be crossing movements for access	Access only and consideration for other non vehicle users	Vehicle movement – primarily for journeys beginning and ending in locality	Through traffic between different parts of the local area	Access only	Through traffic between different parts of the local area		Serves important through traffic movements with adjoining Authorities and connecting routes of local traffic and feeding into through traffic	Serves national/regional traffic movement