

Appendix 2

Road Maintenance Hierarchy

Each public road on the network has been assigned one of the descriptions summarised in the attached table in line with the guidance from the Well-Managed Highway Infrastructure Code of Practice. Having regard for the type and volume of the traffic flows on the network, and also taking into account the strategic importance that particular sections of a carriageway may have in the network.

Category	Hierarchy Description	Type of Road General description	Description
2	Strategic Route	Principal A Roads between Primary Destinations	Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits generally in excess of 40mph with few junctions.
3a	Main Distributor	Major Urban Network and Inter Primary Links. Short to medium distance traffic	Routes between strategic routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40mph or less
3b	Secondary Distributor	Classified Roads (B and C Class) and unclassified urban bus routes carrying local traffic with frontage access and frequent junctions. and are signed for local destinations.	In rural areas these roads link the larger villages and HGV generators to the Strategic and Main Distributor Network. In built up areas these roads have 30mph speed limits and high pedestrian activity. and are signed for local destinations.
4a	Link Road	Roads linking between the Main and 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 suitable of carrying two-way traffic. In urban roads they are residential or industrial interconnecting roads with 30mph speed limit.
4b	Local Access Road	Roads serving limited numbers of properties carrying only local access traffic.	In rural areas these roads serve small settlements and provide access to individual properties and land. They are often single lane and unsuitable for HGV and in residential areas they are generally residential loop roads or cul-de-sacs.