

Road Hierarchy Justification Report

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Section A: Purpose of Road Hierarchy

Defining a road hierarchy sets out the Council's strategy for the movement of vehicles and will support the management of the transport network.

In order to accommodate the traffic levels associated with our plans for growth set out in the Gateshead and Newcastle Core Strategy and Urban Core Plan (21,000 new homes and 14,000 new jobs) and minimise its impact, there is a need to focus traffic movement on key corridors.

Identifying roads that will have the greatest priority for traffic supports the principle of reducing motorised vehicles on the rest of the network and therefore improving the environment for residents, pedestrians and cyclists.

The road hierarchy will also be used in the assessment of planning applications to assist in directing traffic onto the most appropriate road. This road hierarchy covers the city wide area and supports and builds on the designations in the approved Core Strategy and Urban Core Plan.

Section B: Terminology

Four road categories are proposed: strategic roads, primary roads, secondary roads and primary distributor roads. The table below shows the relationship between the categories and the designations approved as part of the Core Strategy and Urban Core Plan.

Proposed Hierarchy		
	Location	
Category	City Wide	Urban Core Designations
Strategic	Strategic Road	
Primary	Primary Distributor Road Public Transport Distributor Road	Urban Core Distributor Road
Secondary	Secondary Distributor Road Public Transport Distributor Road	
Public Transport	Public Transport Distributor Road	Bus Loop

Strategic Roads

The Strategic Road Network (SRN) is defined in Appendix A of the Guidance on Road Classification and the Primary Route Network, DfT, 2012 as nationally significant roads used for the distribution of goods and services, and a network for the travelling public. In legal terms, it can be defined as those roads which are the responsibility of the Secretary of State for Transport. It is managed by Highways England. Any road on the SRN is known as a trunk road. The roads managed by Highways England are identified at the following link:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/484930/s150003_NMD_APR.pdf

Primary

Primary Distributor Road

- These are the preferred roads for motorised vehicles and generally connect to Strategic Roads.
- The ability of these roads to operate efficiently helps to support local economies, and provide attractive routes which can divert motorised vehicles from more sensitive areas. They will often carry large volumes of traffic which generally have a local origin or destination within the principal residential, commercial and industrial areas.
- New developments fronting these roads must provide off-street parking solutions, which should only be accessed from the side or rear of the development.
- Pedestrian and cycle movements should be segregated from traffic and controlled by formalised crossing points.

Urban Core Distributor Road (UCDR)

- Provides the focus for traffic movements in order to reduce the level of traffic travelling straight through the Urban Core. The Urban Core Distributor Road is defined in Policy UC9 General Traffic.

Secondary

Secondary Distributor Roads

- These roads generally connect Strategic and Principal Distributor Roads to smaller areas and carry significantly lower volumes of traffic with fewer HGV's than either of the above categories.
- Local traffic will predominate and pedestrian and cycle movement should be controlled by formalised crossing points.
- Pedestrian and cycle movements should be segregated from traffic.
- Frontage access may need to be restricted and there will be parking on many of these roads; on-street parking should be discouraged, but when this is not achievable then distinct parking lay-bys / areas should be provided.

Public Transport Distributor Road

- These roads can be classed as just Public Transport Distributor Road or also as either primary or secondary distributor roads. They are based on existing key bus corridors into the Urban Core and experience some of the highest bus flows in Newcastle. They service residential, retail and public services within Newcastle and surrounding authorities. Defining Public Transport Distributor Roads reflects the emphasis on bus priority along these routes.

Bus Loop

- This is the principal route for buses within the Urban Core to ensure there is good service around and to the edge of the retail area with less reliance on the routes that cut across it. The bus Loop is defined in Policy UC7 Public Transport.

Section C: Road Hierarchy Methodology

The process of selecting roads to be included in the road hierarchy has been based on a combination of factors. These include:

- Cabinet Report: Getting Around Newcastle, 23 February 2015
- Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne 2015
- Road classification
- Routes identified as preferred freight and abnormal load routes
- Roads with high bus flows
- Roads identified as part of a gritting route
- And other factors such as access to future developments sites

Cabinet Report: Getting Around Newcastle, 23 February 2015

This report outlines the impact of all the major development sites on the City Councils Strategic Highway network and seeks decisions to support the framework strategy for development. To assess the impact, assumptions were made on where to send traffic. These assumptions defined the main traffic corridors and their primary function which reflect road classification, previous decisions based on creating public transport corridors, road hierarchy's and the need to focus movements on key traffic corridors.

The main corridors and their primary function are:

- Great North Road Public Transport Priority.
- West Road Public Transport Priority.
- Ponteland Road Traffic Corridor
- Scotswood Road Traffic Corridor.
- Stamfordham Road (East)

Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne 2015

A number of roads are designated through policies in the adopted Core Strategy and Urban Core Plan. These are:

- Bus Loop (Policy UC7 Public Transport)
- Urban Core Distributor Road (Policy UC9 General Traffic)

Road classification

Guidance on Road Classification and the Primary Route Network, DfT, 2012 gives more responsibility to local highway authorities to manage the road classification system. It states that there are three systems through which roads are classified and organised nationwide – the strategic road network, the primary route network and roads classification. The guidance sets out how local highway authorities should approach the classification of roads.

Paragraph 1.12 states that the system of roads classification is intended to direct motorists towards the most suitable routes for reaching their destination. It does this by identifying roads that are best suited for traffic.

Paragraph 1.13 states that all UK roads (excluding motorways) fall into the following four categories:

- A roads – major roads intended to provide large-scale transport links within or between areas.
- B roads – roads intended to connect different areas, and to feed traffic between A roads and smaller roads on the network.
- Classified unnumbered – smaller roads intended to connect together unclassified roads with A and B roads, and often linking a housing estate or a village to the rest of the network. Similar to ‘minor roads’ on an Ordnance Survey map and sometimes known unofficially as C roads.
- Unclassified – local roads intended for local traffic. The vast majority (60%) of roads in the UK fall within this category.

As originally conceived, these four classes form a hierarchy. Large volumes of traffic and traffic travelling long distances should be using higher classes of road; smaller amounts of traffic travelling at lower speeds over shorter distances should be using lower classes of road.

Routes identified as preferred freight and abnormal load routes

The North East Freight Partnership was first established in 2005 (as the Tyne and Wear Freight Partnership) and represents a collaboration between freight operators, local authorities, academics, freight user groups, industry associations and anyone with an interest in freight. In 2015, it extended its remit to include Durham and Northumberland, as well as the five Tyne and Wear authorities, so it now covers the same

geographical footprint as the North East Combined Authority. The aim of the Partnership is to promote safe, efficient and sustainable freight movement in the region.

The partnership have designated a road freight network for Tyne and Wear (http://www.northeastfreightpartnership.info/maps/freight/tyneandwear/freight_map.aspx). It is expected that drivers will use this network to access freight destinations within Tyne and Wear, wherever possible. The website also provides a route map for abnormal loads (http://www.northeastfreightpartnership.info/maps/abnormal_loads/pdf/abnormal%20loads%20map.pdf)

Roads with high bus flows

Data from the PAGYN database, May 2015 has been mapped and shows bus flows (over an 18 hour period) for every bus link that is on the Nexus timetabled network. The ITA Bus Strategy for Tyne and Wear, Tyne and Wear Integrated Transport Authority, 2012 was written in partnership with Tyne and Wear Integrated Transport Authority, Nexus, Gateshead Council, Newcastle City Council, North Tyneside Council, South Tyneside Council and Sunderland City Council. It is founded on the three overarching objectives of the ITA, as shown in the following diagram, and aligned with current national policy and the Tyne and Wear Local Transport Plan. It has a simple vision to “Ensure that buses play a central role in providing a simple, affordable and integrated public transport system in Tyne and Wear”.

Paragraph 7.0.2 of the strategy states that a frequent service is every 10 minutes; therefore it is considered 6 buses per hour on a road (factored up to 108 over an 18 hour period as per data set extracted from PAGYN) is a high bus flow. A bus every 15 minutes would equate to over 70 buses over an 18 hour period and is still considered a good level of service provision. The table below identifies 108+ as high flows 72 – 107 and medium and 71 below as low. Peak flows for each road are stated. Flows around 50 and over would still suggest a bus route of reasonable importance. It is acknowledged that the data set includes the evening period when services will be less frequent and it does not identify the frequency of service, however this methodology will enable the identification of roads with high bus flows compared to those with low flows.

Roads identified as part of Newcastle’s gritting routes

We’ve worked out which roads are crucial to keep Newcastle working in severe weather. There are 600 miles of roads and 1,100 miles of footpath in the city. We cannot grit the entire network or respond to every request, this is why we have the priority gritting routes to help keep the city moving. The roads that have been identified as being crucial to keeping Newcastle working in severe weather can be found at the

following link: <http://www.newcastle.gov.uk/environment-and-waste/emergencies/winter-weather-and-snow/apply-for-snow-clearance-or-gritting>

Additional Evidence for Public Transport Distributor Roads

Public Transport Distributor Roads can be classed as either primary or secondary distributor roads and will have characteristics appropriate to these classifications. They have also been defined as Public Transport Distributor Road to reflect the emphasis on bus priority along these routes. When defining these routes, volumes of public transport and routes that best service residential, retail and public services have been considered. They are:

- Benton Road / Chillingham Road is part of a key bus corridor connecting to North Tyneside and providing links to both Chillingham Road and Shields Road District Centres.
- Great North Road: Defining it as a Public Transport Distributor Road reflects its current role as a key bus corridor. This will also support adjacent authorities and further use of the Great Park, Park and Ride service and provides a link to Gosforth High Street District Centre. It is defined as a public transport priority route in the Cabinet report 'Getting around Newcastle'.
- Shields Road: Defining it as a Public Transport Distributor Road reflects its current role as a key bus corridor and because it links to Shields Road and Chillingham Road District Centres. This corridor includes Byker Bridge which experiences high levels of bus flows.
- Westgate Road and West Road: Defining it as a Public Transport Distributor Road reflects its current role as a key bus corridor. It links to the West Road which is defined as a public transport priority route in the Cabinet report 'Getting around Newcastle' and to West Road District Centre.

Appendix 1 Proposed Road Hierarchy

