



## Report to Leader (Transport portfolio)

|                             |   |
|-----------------------------|---|
| <b>Decision Date:</b>       | 12 September 2022   |
| <b>Reference number:</b>    | TR26.22   |
| <b>Title:</b>               | <b>Network Hierarchy Review</b>   |
| <b>Cabinet Member(s):</b>   | Councillor Steve Broadbent, Cabinet Member for Transport  |
| <b>Contact officer:</b>     | Keith Carpenter<br>Keith.Carpenter@buckinghamshire.gov.uk   |
| <b>Ward(s) affected:</b>    | <b>All</b>  |
| <b>Recommendations:</b>     | <b>It is recommended that changes to the Network Hierarchy are approved</b>   |
| <b>Reason for decision:</b> | <b>The National Code of Practice requires a maintenance hierarchy to be established and kept up to date. It is important that the Network Hierarchy is reviewed periodically.</b> |

### **1. Executive summary**

- 1.1 Our Network Hierarchy is at the heart of our maintenance strategy. It drives highway safety inspection frequencies and influences other activities such as the prioritisation of capital works. It is important that the hierarchy is kept up to date and reviewed to reflect current usage. The hierarchy has been reviewed using a range of data and 106 changes to the hierarchy are proposed as a result.

### **2. Content of report**

- 2.1 Good asset management practice requires a Maintenance (Network) Hierarchy to be established to support the creation of levels of service and for the statutory network management role to develop coordination and regulate occupation. The Code of Practice "Well Managed Highways Infrastructure", Recommendation 12, states that

a network hierarchy based on asset function is the foundation of a risk-based maintenance strategy. The hierarchy should consider current and expected use, resilience, local economic and social factors (industry, schools, hospitals and similar). The carriageway hierarchy plays a key role in the Council's maintenance approach and influences safety inspection frequencies, response to defects and prioritisation of capital schemes.

2.2 The network hierarchy has been developed to represent asset function and its role in providing a transport network for all users. The network provides not only transport routes across Buckinghamshire, but is a fundamental contributor to the economic prosperity of the County. The network hierarchy is therefore influences other services such as:

- Highway Design
- Highway Improvements
- Development Management
- Development of the Freight Strategy
- Development of the Transport Strategy
- The work of Community Boards

2.3 A Maintenance Hierarchy was approved as a key decision in January 2017 and adopted for use. It was reviewed later that year. Table 1 shows the definitions and a short explanation for each hierarchy level used.

| Hierarchy Classification | Hierarchy Category  |
|--------------------------|---|
| 1                        | Not used by Buckinghamshire Council (motorways and trunk roads)   |
| 2                        | Strategic Road – most heavily trafficked A roads providing routes for long distance traffic   |
| 3A                       | Main Distributor Road – other heavily trafficked A roads providing routes between Strategic Roads and linking urban centres   |
| 3B                       | Secondary Distributor Road – lightly trafficked A roads, B roads, heavily trafficked C roads and traffic-sensitive bus routes linking the larger villages and HGV generators to Strategic and Main Distributor roads. |
| 4A                       | Local Link Road – other C roads and non-traffic-sensitive bus routes linking smaller villages and industrial areas to distributor roads   |
| 4B                       | Local Access Road – providing local access to small settlements and urban estates.  |

**Table 1: Network Hierarchy Description**

- 2.4 Individual streets within the carriageway hierarchy are subject to a continuous review and updating process to reflect the changing nature of the network. The changes which the road network continually undergoes include:
- a) New and adopted roads, streets and assets
  - b) Temporary and interim changes to traffic flows or other circumstances
  - c) Applications for change to the hierarchy categories from Members and Local Area Technicians.
- 2.5 It is important that a review is carried out periodically (every three to five years) of the network as a whole, to maintain consistency and to continuously improve the assignment of streets to the appropriate hierarchy, to best reflect the needs of the travelling public. Such a review has been completed using several datasets. A key principle employed in assigning the top 3 hierarchy categories was to develop continuous and contiguous routes of carriageways that had the same hierarchy category. Therefore, a route-based approach was taken in assigning hierarchy categories to ensure the functionality of the route and its component carriageways were properly reflected. This network hierarchy enhances the old classification system of A & B roads, as it better reflects actual usage and importance to the communities it serves.
- 2.6 This route-based approach ensures continuity of services along the route. For example, as the hierarchy is used in part to inform the Council's winter service, it ensures the whole of a particular route is gritted, rather than parts of it. Similarly, the route-based approach drives safety inspection frequencies to ensure the whole route is inspected at the same frequency. The route-based approach will also support strategic decisions should the network hierarchy be used to inform other, county-wide services such as development of a freight strategy.
- 2.7 A number of datasets have been used as part of this review:
- a) Traffic Flows
  - b) Member Engagement feedback
  - c) Key Receptor locations
  - d) Winter Maintenance Routes
  - e) Traffic Sensitive Streets
  - f) Bus Routes
- 2.8 To ensure the review was carried out consistently for all roads in the network, predefined criteria were used in the data analysis to inform decision making. Data from each dataset was assigned to every road in the network where it was available.

The criteria for each dataset led to typical hierarchies being suggested for every road. The review considered the differences between the road's actual hierarchy category with that suggested by the data. Differences between the actual and suggested hierarchy were then scored (the bigger the difference, the higher the score). Roads scoring above a certain value were then considered for a change in hierarchy category. Each road is different and does not always fall clearly into one category. Inevitably therefore a judgement has to be made as to the appropriate hierarchy for a road based on the principles outlined in this report. Further details of this process are provided in Appendix A.

- 2.9 There are 6790 sections of road in the Council's network. It should be noted that a number of the streets in the County are split into different sections to reflect their use. Therefore, the reference to section of road may not always mean that the entire street is amended.
- 2.10 Following the review 106 sections of road are recommended for a change to their hierarchy. Of the 106 sections, 97 have a higher hierarchy category and 9 have a lower category. The table below shows the changes of hierarchy proposed and shows relevant inspection frequencies in brackets.

| Current Hierarchy  | Proposed Hierarchy |                 |                 |                   |                  | Grand Total |
|--------------------|--------------------|-----------------|-----------------|-------------------|------------------|-------------|
|                    | 2<br>(monthly)     | 3A<br>(monthly) | 3B<br>(monthly) | 4A<br>(quarterly) | 4B<br>(annually) |             |
| 3A (monthly)       | 6                  |                 |                 |                   |                  | 6           |
| 3B (monthly)       |                    | 7               |                 | 3                 | 2                | 12          |
| 4A (quarterly)     |                    |                 | 16              |                   | 4                | 20          |
| 4B (annually)      |                    |                 |                 | 68                |                  | 68          |
| <b>Grand Total</b> | <b>6</b>           | <b>7</b>        | <b>16</b>       | <b>71</b>         | <b>6</b>         | <b>106</b>  |

- 2.11 The proposed changes will impact on the inspection frequency as defined in the Safety Inspection Policy. Of the 106 sections undergoing a hierarchy change, 76 will have their inspection frequency increased, 23 will undergo no change, and 7 will have their inspection frequencies decreased. The footway hierarchy influences 10 of the 23 sections that undergo no change to their inspection frequencies. A list of the proposed changes is included in Appendix B. Appendix B includes some roads that appear more than once (eg Coates Lane); this is because each road is made up of one or more sections that may have undergone a change to their hierarchy. The changes to inspection frequencies arising from the proposed changes to hierarchy categories are relatively small and will be able to be incorporated into the existing inspection regime without impact on existing resources or finances. The inspection policy has been recently refreshed and there is no need to make amendments to that policy as a result of this review.

### **3. Other options considered**

- 3.1 It is important that the hierarchy is reviewed and remains up to date and fit for purpose. However, whilst most of the proposed changes require a change to the inspection frequency (which is the most direct impact on the public), the overall number (106) of changes is negligible compared with the number of roads in the network. If these proposed changes are not accepted there is an increased risk that the Council would not be able to defend claims for damages.

### **4. Legal and financial implications**

- 4.1 The number of roads requiring an increase in inspection frequency are relatively small and will be able to be incorporated into the existing inspection regime within existing resources and budgets.
- 4.2 The report has been reviewed by Legal and Democratic Services who made one comment which has been incorporated.
- 4.3 There is a limited risk that the Council will not be able to defend claims on roads where the inspection frequency has increased since the claim was made. However, this limited risk is mitigated by the argument that the hierarchy category in place for any particular road was correct at that time, based on the information we held. The fact that a routine review of the road has since placed it in a different category (reflecting the changing nature of the network based on the various criteria considered) only proves to show that we are a diligent Highway Authority that continually reviews its assets to provide the best possible outcomes for, and safety, of its highway users.

### **5. Corporate implications**

- 5.1 There are no corporate implications to property, HR or sustainability. An EQIA is required.

### **6. Local councillors & Community Boards consultation & views**

- 6.1 Meetings were held for each Ward. Every councillor was invited to these meetings and information was shared with Members and their Local Area Technician (LAT) in advance of the meeting via the Members Portal. Changes to the hierarchy were discussed at each of these meetings and comments were made and recorded where appropriate. Member and LAT comments have been accounted for in this review.

## **7. Communication, engagement & further consultation**

- 7.1 The hierarchy has been discussed with all Members and Local Area Technicians at the recent annual meetings, and so further engagement is not considered necessary. The hierarchy will be discussed each year at the annual meetings to identify any necessary changes as circumstances change. As our Members are representatives of their local communities and understand road usage in their wards, it is not felt necessary to conduct further consultation or communication with members of the public as we can be confident that their views are represented by Members. In addition, the changes proposed in this report are small in number and have a negligible impact on the services provided.

## **8. Next steps and review**

- 8.1 Once approved, amendments are required to the 'Whole Street Assets' in the Confirm database to reflect where hierarchy changes occur within a road's length. This is done to update the inventory against the 'Whole Street Asset' and to update safety inspectors and local area technicians about the new changes in the network. The amendments will take place for implementation of the revisions to the new hierarchy following approval of this review. The Cabinet Member for Transport will be informed once the above amendments, including the revisions to the safety inspection frequencies have been implemented.

## **9. Background papers**

- 9.1 None.

## **10. Your questions and views (for key decisions)**

- 10.1 If you have any questions about the matters contained in this report please get in touch with the author of this report. If you have any views that you would like the cabinet member to consider please inform the democratic services team. This can be done by telephone 01296 382343 or email [democracy@buckinghamshire.gov.uk](mailto:democracy@buckinghamshire.gov.uk).

## Appendix A - Methodology

The data-sets were used to assign a score to each section. Each data set, when meeting set criteria would trigger a High, Medium or Low flag that would assign a score as below:

- High=3;
- Medium=2;
- Low=1.

The scores were then combined for all data sets to give each section of carriageway a criticality score. All sections that scored 3 points or more were further reviewed, ward by ward, using spatial analysis and local knowledge. After this initial review certain roads were individually assessed, and their recommended hierarchy decided. It should be noted that the scoring process was only developed to identify roads for a more detailed assessment and is not an absolute guide to the hierarchy a road should be assigned to.

### ***Traffic Flow***

Traffic flows taken from the Buckinghamshire County Wide Model have been used to represent the traffic volumes on each section of carriageway. A weighted average traffic flow per hierarchy has been calculated as shown in the table below.

| Hierarchy | Weighted Average (Vehicles AADT) |
|-----------|----------------------------------|
| <b>2</b>  | 9587                             |
| <b>3A</b> | 7608                             |
| <b>3B</b> | 3831                             |
| <b>4A</b> | 1598                             |
| <b>4B</b> | 1211                             |

The traffic flow of each section of carriageway was compared to the weighted average flows in order to understand the relative usage of the road and apply a score as per the criteria set out in Table 3.

The score has been given using the following criteria

|               |           | Average Traffic Flow Hierarchy Equivalent |           |           |           |           |
|---------------|-----------|---|-----------|-----------|-----------|-----------|
| Old Hierarchy |           | <b>2</b>                                  | <b>3A</b> | <b>3B</b> | <b>4A</b> | <b>4B</b> |
|               | <b>4B</b> | H   | H         | M         | L         |           |
|               | <b>4A</b> | H   | M         | L         |           | L         |
|               | <b>3B</b> | M   | L         |           | L         | M         |
|               | <b>3A</b> | L   |           | L         | M         | H         |
|               | <b>2</b>  |   | L         | M         | H         | H         |

### **Member Suggestions**

Through the annual member meeting process, certain roads have been flagged as needing review. These recommendations have been included in the road sections and have supported the team in the decision making. All members suggestions have been scored with the “Low” flag (1). The recent Member Meetings also reviewed the proposed changes to the hierarchy and comment made as appropriate.

### **Key receptors**

There are many traffic generators and key receptors on the carriageway network such as: hospitals and schools. Key receptors have been added to the scoring process for each section of road. The receptors were assigned a minimum hierarchy and if they were on a lower hierarchy this would cause a flag to be generated.

| Receptor  | Old Hierarchy | New Hierarchy | Score |
|---|---------------|---------------|-------|
| Activity / Leisure / Sports Centre  | 4B            | 3B            | L     |
| Airfield / Airstrip / Airport / Air Transport Infrastructure Facility         | 4B            | 4A            | L     |
| Ambulance Station   | 4A/4B         | 3B            | H     |
| Army site   | 4B            | 4A            | L     |
| Bingo Hall / Cinema / Conference / Exhibition Centre / Theatre / Concert Hall | 4A/4B         | 3B            | L     |
| Brewery   | 4B            | 4A            | L     |
| Broadcasting (TV / Radio)   | 4B            | 4A            | L     |
| Bus Shelter   | 4B            | 4A            | L     |
| Chemical Works  | 4B/4A         | 3B            | L     |
| College   | 4B            | 3B            | M     |
| Conference / Exhibition Centre  | 4B            | 3B            | L     |
| Education   | 4B            | 4A            | M     |
| Entertainment Complex   | 4A            | 3B            | L     |
| Fire Station  | 4B/4A         | 3B            | H     |
| First School  | 4B            | 4A            | M     |
| Food Processing   | 4A            | 3B            | L     |
| Further Education   | 4B            | 4A            | M     |
| Gas / Oil Storage / Distribution  | 4B            | 4A            | M     |
| General Practice Surgery / Clinic   | 4B            | 4A            | L     |
| Grab / Skip / Other Industrial Waste Machinery / Discharging                  | 4B            | 3B            | L     |
| Higher Education  | 4B            | 4A            | M     |
| Hospital  | 4B            | 3B            | H     |
| Hospital / Hospice  | 4B            | 4A            | H     |
| Incinerator / Waste Transfer Station  | 4B            | 3B            | L     |
| Infant School   | 4B            | 4A            | M     |
| Junior School   | 4B            | 4A            | M     |
| Landfill  | 4A            | 3B            | L     |
| Market (Indoor / Outdoor)   | 4B            | 4A            | L     |
| Medical   | 4B            | 4A            | M     |



|   |       |    |   |
|---|-------|----|---|
| Middle School   | 4B    | 4A | M |
| Mineral / Ore Working / Quarry / Mine                           | 4B/4A | 3B | L |
| Museum / Gallery  | 4B    | 4A | L |
| Other Educational Establishment                                 | 4B    | 4A | M |
| Police / Transport Police / Station                             | 4B    | 4A | H |
| Power Station / Energy Production                               | 4B/4A | 3B | M |
| Preparatory / First / Primary / Infant / Junior / Middle School | 4B    | 4A | M |
| Primary School  | 4B    | 4A | M |
| Prison  | 4B    | 4A | L |
| Public / Village Hall / Other Community Facility                | 4B    | 4A | L |
| Public Household Waste Recycling Centre (HWRC)                  | 4B    | 3B | L |
| Recycling Plant   | 4B    | 3B | L |
| Secondary / High School   | 4B    | 4A | M |
| University  | 4B    | 4A | M |
| Waste Management  | 4B    | 4A | L |
| Wholesale Distribution  | 4B/4A | 3B | L |

### ***Winter Maintenance Routes***

The Council carried out winter maintenance on parts of its highway network. The two types of winter maintenance routes are as follows:

- Snow Routes (resilient Network): represent the most strategic routes in the county, as they connect and link major communities. Snow Routes cover about 20% of the county network and are the routes that will be kept open and working during time of severe weather events.
- Precautionary Routes: represent the most important routes in the county and cover about 44% of the network. Precautionary Salting is carried out when road surface temperatures are forecast to drop below 0.5 degrees centigrade.

Both routes have been considered as part of this review:

- If the old hierarchy is classified as a 4A or a 4B then the section has been scored as a High.
- If the old hierarchy is classified as a 3B has been scored as a Low.

***Traffic Sensitivity and Bus Routes***

Each Section has been scored using the following criteria.

| Old Hierarchy | Bus Routes | Traffic Sensitive Street | Score |
|---------------|------------|--------------------------|-------|
| 4B            | Y          | Y                        | H     |
| 4B            | N          | Y                        | H     |
| 4B            | Y          | N                        | H     |
| 4A            | Y          | Y                        | H     |
| 4A            | N          | Y                        | L     |
| 4A            | Y          | N                        | n/a   |
| 3B            | Y          | Y                        | n/a   |

## Appendix B

### Proposed Changes

| Street Name          | Ward                      | Site Code | Whole Street Asset No | Current Hierarchy | Final hierarchy | Inspection Frequency | Inspection Frequency Change | Decision     | Comments  |
|----------------------|---------------------------|-----------|-----------------------|-------------------|-----------------|----------------------|-----------------------------|--------------|---|
| MARLOW HILL          | Abbey                     | 45501479  | 2                     | 4B                | 4A              | Up                   | Quarterly                   | Change to 4A | New development and maintenance depot   |
| QUEEN ALEXANDRA ROAD | Abbey                     | 45501553  | 1                     | 4A                | 3B              | Up                   | Monthly                     | Change to 3B | This route is now signed as Ayl / Beaconsfield avoiding town centre. Only section to Gas works link is required as 3b |
| SUFFIELD ROAD        | Abbey                     | 45501620  | 1                     | 4A                | 3B              | Up                   | Monthly                     | Change to 3B | This route is now signed as Ayl / Beaconsfield avoiding town centre.  |
| RAANS ROAD           | Amersham and Chesham Bois | 7300093   | 1                     | 4B                | 4A              | Up                   | Quarterly                   | Change to 4A | Traffic Flow, traffic sensitive and light industry  |
| RAANS ROAD           | Amersham and Chesham Bois | 7300093   | 2                     | 4B                | 4A              | Up                   | Quarterly                   | Change to 4A | Traffic Flow, traffic sensitive and light industry  |
| RICKMANSWORTH ROAD   | Amersham and Chesham Bois | 7300096   | 1                     | 3B                | 3A              | No Change            | None                        | Change to 3A | Part of new 3A route (Woodside road)  |
| WOODSIDE ROAD        | Amersham and Chesham Bois | 7300134   | 1                     | 3B                | 3A              | No Change            | None                        | Change to 3A | Key Receptors and Member Suggestion   |
| HOLLOW WAY LANE      | Amersham and Chesham Bois | 7300630   | 1                     | 4B                | 4A              | Up                   | Quarterly                   | Change to 4A | Member suggestion and traffic count, proximity to household waste site  |
| NORTH ROAD           | Amersham and Chesham Bois | 7300639   | 1                     | 4B                | 4A              | Up                   | Quarterly                   | Change to 4A | High Flow and connection to main roads justify the change   |
| COLLEGE ROAD NORTH   | Aston Clinton and Bierton | 1400455   | 1                     | 4B                | 4A              | Up                   | Quarterly                   | Change to 4A | Connection to Household Waste and Industry. Subject to traffic counts - potentially split at Samian Way               |
| STOKE ROAD           | Aylesbury North           | 1400094   | 1                     | 3B                | 3A              | No Change            | None                        | Change to 3A | Main Road with high traffic flow and hospital on route  |
| RABANS CLOSE         | Aylesbury North West      | 1401313   | 1                     | 4B                | 4A              | Up                   | Quarterly                   | Change to 4A | Link to busy household waste site and industry  |
| RABANS LANE          | Aylesbury North West      | 1404854   | 1                     | 4B                | 4A              | Up                   | Quarterly                   | Change to 4A | Link to industrial area   |
| LOWER ROAD           | Aylesbury South East      | 1400092   | 1                     | 3B                | 3A              | No Change            | None                        | Change to 3A | Connects a hospital   |
| MANDEVILLE ROAD      | Aylesbury South East      | 1400093   | 1                     | 3B                | 3A              | No Change            | None                        | Change to 3A | High flow road linking to Stove Mandeville Hospital.  |
| BROAD LANE           | Beaconsfield              | 35200012  | 1                     | 4B                | 4A              | Up                   | Quarterly                   | Change to 4A | Upgrade to 4A due to route & amount of traffic flow plus member comment   |
| BURKES ROAD          | Beaconsfield              | 35200019  | 1                     | 4B                | 4A              | Up                   | Quarterly                   | Change to 4A | Heavy flow and members comment following consultation meeting   |
| CHERRY TREE ROAD     | Beaconsfield              | 35200029  | 1                     | 4B                | 4A              | Up                   | Quarterly                   | Change to 4A | Include North Drive   |
| WATTLETON ROAD       | Beaconsfield              | 35200104  | 1                     | 4B                | 4A              | Up                   | Quarterly                   | Change to 4A | To complete route   |
| NORTH DRIVE          | Beaconsfield              | 35200509  | 1                     | 4B                | 4A              | Up                   | Quarterly                   | Change to 4A | Link to Cherry Tree Road to meet up with White Hill (A40)   |
| STANBRIDGE ROAD      | Bernwood                  | 1400316   | 1                     | 4A                | 3B              | Up                   | Monthly                     | Change to 3B | From Lower Road include Churchway to A418   |

|                    |                   |          |   |    |    |           |                       |              |   |
|--------------------|-------------------|----------|---|----|----|-----------|-----------------------|--------------|---|
| CHURCHWAY          | Bernwood          | 1400649  | 1 | 4A | 3B | Up        | Monthly               | Change to 3B | From Stanbridge Road to Aylesbury Road to complete route  |
| BRISTLE HILL       | Buckingham East   | 1401527  | 1 | 3B | 4B | Down      | Footway = Qtr         | Change to 4B | Low flow, residential only  |
| CORNWALLS MEADOW   | Buckingham East   | 1401541  | 1 | 4B | 4A | No Change | None/ Footway = Qtr   | Change to 4A | Access to Community Centre and Waitrose & Car Park  |
| SCHOOL LANE        | Buckingham East   | 1401628  | 1 | 3B | 4A | Down      | Quarterly             | Change to 4A | Low flow, residential only  |
| GOLD HILL EAST     | Chalfont St Giles | 7300285  | 1 | 4A | 3B | Up        | Monthly               | Change to 3B | To make route links Market Place to Austenwood Lane   |
| RICKMANSWORTH LANE | Chalfont St Peter | 7300170  | 1 | 3B | 4A | Down      | Quarterly             | Change to 4A | Low traffic flows. Herts' frequency for joining road is lower.  |
| SHIRE LANE         | Chalfont St Peter | 7300174  | 1 | 4B | 4A | Up        | Quarterly             | Change to 4A | From junction Rickmansworth Lane to county boundary   |
| AUSTENWOOD LANE    | Chalfont St Peter | 7300248  | 1 | 4A | 3B | Up        | Monthly               | Change to 3B | Reflects upgrade to Market Place  |
| COPTHALL LANE      | Chalfont St Peter | 7300264  | 1 | 4A | 3B | Up        | Monthly               | Change to 3B | Member suggestion. Traffic flows and a bus route.   |
| DENHAM LANE        | Chalfont St Peter | 7300270  | 1 | 3B | 4A | No Change | None/ Footway = Mthly | Change to 4A | From junction Copthall Lane to junction Rickmansworth Lane. Part of downgrade of Rickmansworth Lane route |
| HAMPDEN ROAD       | Chalfont St Peter | 7300297  | 1 | 4B | 4A | No Change | None/ Footway = Qtr   | Change to 4A | Presence of small hospital, upgrade main route only split WSA   |
| MARKET PLACE       | Chalfont St Peter | 7300330  | 1 | 4A | 3B | Up        | Monthly               | Change to 3B | Traffic flow and connections of the road suggest change in hierarchy                                      |
| ADDISON ROAD       | Chesham           | 7300395  | 1 | 4B | 4A | Up        | Quarterly             | Change to 4A | Traffic Flow (Upgrade to bus route through estate)  |
| LANSDOWNE ROAD     | Chesham           | 7300505  | 1 | 4B | 4A | Up        | Quarterly             | Change to 4A | Traffic Flow (Upgrade to bus route through estate)  |
| LYNDHURST ROAD     | Chesham           | 7300516  | 1 | 4B | 4A | Up        | Quarterly             | Change to 4A | Traffic Flow (Upgrade to bus route through estate)  |
| LYNTON ROAD        | Chesham           | 7300517  | 1 | 4B | 4A | Up        | Quarterly             | Change to 4A | Traffic Flow (Upgrade to bus route through estate)  |
| UPLAND AVENUE      | Chesham           | 7300583  | 1 | 4B | 4A | Up        | Quarterly             | Change to 4A | From Upper Belmont to Lynhurst (Upgrade to bus route through estate)                                      |
| UPPER BELMONT ROAD | Chesham           | 7300584  | 1 | 4B | 4A | Up        | Quarterly             | Change to 4A | Split spur at Windsor to stay 4B (Upgrade to bus route through estate)                                    |
| VILLAGE ROAD       | Chesham           | 7301410  | 1 | 4B | 4A | Up        | Quarterly             | Change to 4A | Traffic count and bus route to Whelpley Hill  |
| WATERSIDE          | Chess Valley      | 7300594  | 1 | 4A | 3B | Up        | Monthly               | Change to 3B | Traffic Flows and traffic sensitive.. 3B up to Moor Rd only   |
| AMERSHAM ROAD      | Chess Valley      | 7300841  | 1 | 3A | 2  | No Change | None                  | Change to 2  | Busier than A413 connection to M25. Member suggestion   |
| AMERSHAM ROAD      | Chess Valley      | 7302235  | 1 | 3A | 2  | No Change | None                  | Change to 2  | Busier than A413 connection to M25. Member suggestion   |
| HOLLOW WAY LANE    | Chess Valley      | 7302244  | 1 | 4B | 4A | Up        | Quarterly             | Change to 4A | Member suggestion and traffic count, proximity to household waste site                                    |
| APPROACH ROAD      | Cliveden          | 35200688 | 1 | 4B | 4A | Up        | Quarterly             | Change to 4A | High traffic flow due to station entrance   |
| INSTITUTE ROAD     | Cliveden          | 35200706 | 1 | 4B | 4A | Up        | Quarterly             | Change to 4A | Part of existing 4A route   |
| FULMER COMMON ROAD | Denham            | 35200374 | 1 | 4B | 4A | Up        | Quarterly             | Change to 4A | Link road with high flows.  |

|                       |                                   |          |   |    |    |           |                        |              |   |
|-----------------------|-----------------------------------|----------|---|----|----|-----------|------------------------|--------------|---|
| REDHILL               | Denham                            | 35200799 | 1 | 3B | 4B | Down      | Annual                 | Change to 4B | Traffic flow  |
| OLD AMERSHAM ROAD     | Denham                            | 35200801 | 1 | 4B | 4A | Up        | Quarterly              | Change to 4A | Agree following conversations at Member Meeting. Cut through between A40 and A413       |
| COATES LANE           | Downley                           | 45501256 | 1 | 4B | 4A | Up        | Quarterly              | Change to 4A | Traffic Flow  |
| COATES LANE           | Downley                           | 45503651 | 1 | 4B | 4A | Up        | Quarterly              | Change to 4A | Reasonable flows with Pub Linked to a 3A  |
| CROWN LANE            | Farnham Common<br>Burnham Beeches | 35200294 | 1 | 4B | 4A | Up        | Quarterly              | Change to 4A | Traffic flow and presence of school although narrow, supported at annual review meeting |
| DEDMERE ROAD          | Flackwell Heath Little Marlow     | 45500301 | 1 | 4B | 4A | Up        | Quarterly              | Change to 4A | To continue Station Road route  |
| STRAIGHT BIT          | Flackwell Heath Little Marlow     | 45500948 | 1 | 4A | 3B | Up        | Monthly                | Change to 3B | Agreed link through to B440. Straight section is very busy with access to local schools |
| VICTORIA ROAD         | Flackwell Heath Little Marlow     | 45501043 | 1 | 4B | 4A | Up        | Quarterly              | Change to 4A | Agreed busy road access to doctors and community hospital.                              |
| WHITEPIT LANE         | Flackwell Heath Little Marlow     | 45503692 | 1 | 4A | 3B | Up        | Monthly                | Change to 3B | Traffic flow  |
| BLIND LANE            | Flackwell Heath Little Marlow     | 45503696 | 1 | 4A | 3B | Up        | Monthly                | Change to 3B | Link road and bus route. Traffic sensitive too.   |
| BULL LANE             | Gerrards Cross                    | 35200408 | 1 | 4B | 4A | Up        | Quarterly              | Change to 4A | Continuation of existing 4A route upgrade to 4A   |
| BULSTRODE WAY         | Gerrards Cross                    | 35200409 | 1 | 4B | 4A | Up        | Quarterly              | Change to 4A | Discussed at member meeting - busier than West Common                                   |
| BULSTRODE WAY         | Gerrards Cross                    | 35200409 | 2 | 4B | 4A | Up        | Quarterly              | Change to 4A | Discussed at member meeting busier than West Common                                     |
| MILL LANE             | Gerrards Cross                    | 35200446 | 1 | 4B | 4A | Up        | Quarterly              | Change to 4A | Discussed at Member meetings & Traffic flow   |
| WEST COMMON           | Gerrards Cross                    | 35200470 | 1 | 4A | 4B | Down      | Annual                 | Change to 4B | Bulstrode way is busier/preferred route   |
| BLETCHLEY ROAD        | Great Brickhill                   | 1400354  | 1 | 4A | 3B | Up        | Monthly                | Change to 3B | Traffic sensitive bus route - refer to MK hierarchy                                     |
| NAIRDWOOD LANE        | Great Missenden                   | 7300963  | 1 | 4B | 4A | Up        | Quarterly              | Change to 4A | Academy School/ Gritting Route upgrade to 4A  |
| STANLEY HILL          | Little Chalfont & Amersham Com    | 7300105  | 1 | 3A | 2  | No Change | None                   | Change to 2  | Busier than A413 connection to M25  |
| WHITE LION ROAD       | Little Chalfont & Amersham Com    | 7300893  | 1 | 3A | 2  | No Change | None                   | Change to 2  | Busier than A413 connection to M25. Member suggestion                                   |
| CHALFONT STATION ROAD | Little Chalfont & Amersham Com    | 7301211  | 1 | 3A | 2  | No Change | None                   | Change to 2  | Busier than A413 connection to M25. Member suggestion                                   |
| WHITE LION ROAD       | Little Chalfont & Amersham Com    | 7302215  | 1 | 3A | 2  | No Change | None                   | Change to 2  | Busier than A413 connection to M25. Member suggestion                                   |
| POUND LANE            | Marlow                            | 45500787 | 1 | 4B | 4A | No Change | None/<br>Footway = Qtr | Change to 4A | Intermittent bus route but has car park and other facilities at High Street end.        |

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| CLAY STREET        | Penn Wood & Old Amersham       | 7300912  | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Traffic Flow   |
| PENN BOTTOM        | Penn Wood & Old Amersham       | 7300918  | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Traffic Flow   |
| GRAVELLY WAY       | Penn Wood & Old Amersham       | 7301231  | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Traffic Flow   |
| NASH LEE ROAD      | Ridgeway East                  | 45500682 | 1 | 3B | 3A | No Change | None                | Change to 3A | Flow is high and it is signposted as Wycombe (A4010) at Wendover end.  |
| ABBEY BARN LANE    | Ryemead and Micklefield        | 45501148 | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | High traffic flow and connection with 4a roads, new development  |
| MICKLEFIELD ROAD   | Ryemead and Micklefield        | 45501494 | 2 | 4B | 4A | Up        | Quarterly           | Change to 4A | Traffic flow/ bus route and connection to other roads  |
| RYEMEAD WAY        | Ryemead and Micklefield        | 45503607 | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | High traffic flow and connection with 4a roads   |
| RYEMEAD BOULEVARD  | Ryemead and Micklefield        | 45503608 | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Busy shopping area   |
| MIDDLE GREEN ROAD  | Stoke Poges & Wexham           | 35200392 | 1 | 4A | 4B | Down      | Annual              | Change to 4B | St Marys Road is the main section - this is an unsigned turn off   |
| MANSION LANE       | Stoke Poges & Wexham           | 35200548 | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | High traffic flow and connection to 3b roads/Traffic counts 5691 in 2004   |
| ST MARYS ROAD      | Stoke Poges & Wexham           | 35200737 | 1 | 4B | 4A | No Change | None/ Footway = Qtr | Change to 4A | High traffic flows and school on road, continuation of Middle Green  |
| FULMER COMMON ROAD | Stoke Poges & Wexham           | 35201308 | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Agreed as continuation of Pinewood Road. Flows are relatively high but does not link strategic routes. Review following planning applications. |
| GREEN ROAD         | Terriers & Amersham Hill       | 45501362 | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Traffic flows , Part of route with Green Road, Ridge Way and Hamilton Road   |
| HAMILTON ROAD      | Terriers & Amersham Hill       | 45501371 | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Traffic flows , Part of route with Green Road, Ridge Way and Hamilton Road   |
| RIDGE WAY          | Terriers & Amersham Hill       | 45501567 | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Traffic flows , Part of route with Green Road, Ridge Way and Hamilton Road   |
| CHURCH STREET      | The Risboroughs                | 45500232 | 1 | 4B | 4A | No Change | None/ Footway = Qtr | Change to 4A | Regular bus route (hourly)   |
| PLACE FARM WAY     | The Risboroughs                | 45500782 | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Change to 4a to match Wellington Avenue  |
| STRATTON ROAD      | The Risboroughs                | 45500952 | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Access to community centre and leisure centre, regular bus route   |
| WELLINGTON AVENUE  | The Risboroughs                | 45501071 | 1 | 4B | 4A | No Change | None/ Footway = Qtr | Change to 4A | Primary school, local shop and bus route.  |
| MANOR PARK AVENUE  | The Risboroughs                | 45503288 | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Regular bus route (hourly)   |
| BLIND LANE         | The Wooburns Bourne End & Heds | 45500090 | 1 | 4A | 3B | Up        | Monthly             | Change to 3B | Link road and bus route. Traffic sensitive too.  |
| NEW ROAD           | The Wooburns Bourne End & Heds | 45500685 | 1 | 4A | 4B | No Change | None/ Footway = Qtr | Change to 4B | Dead end, but access to school. Change to 4b at road section split   |

|                      |                                |          |   |    |    |           |                     |              |  |
|----------------------|--------------------------------|----------|---|----|----|-----------|---------------------|--------------|--|
| WHITEPIT LANE        | The Wooburns Bourne End & Heds | 45501096 | 1 | 4A | 3B | Up        | Monthly             | Change to 3B | Make route all 3B due to traffic and bus and winter routes |
| CRICKET HILL         | The Wooburns Bourne End & Heds | 45503219 | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Discussed at Member meeting/ traffic flow                  |
| HEDSOR ROAD          | The Wooburns Bourne End & Heds | 45503262 | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Discussed at Member meeting/ traffic flow                  |
| TOTTERIDGE DRIVE     | Totteridge & Bowerdean         | 45501659 | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Highly trafficked link road- Bus Route and Community Hall  |
| ORCHARD ROAD         | Tylers Green & Loudwater       | 45501520 | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Bus route and new development                              |
| NASH LEE ROAD        | Wendover Halton & Stoke Mandev | 1400072  | 1 | 3B | 3A | No Change | None                | Change to 3A | To match the adjoining section of Nash Lee Road            |
| MANOR ROAD           | Wendover Halton & Stoke Mandev | 1400538  | 1 | 4B | 4A | No Change | None/ Footway = Qtr | Change to 4A | School and Memorial Hall                                   |
| WHARF ROAD           | Wendover Halton & Stoke Mandev | 1400556  | 1 | 4B | 4A | No Change | None/ Footway = Qtr | Change to 4A | School and Memorial Hall                                   |
| DESBOROUGH PARK ROAD | West Wycombe                   | 45501301 | 1 | 4A | 3B | Up        | Monthly             | Change to 3B | Connection with strategic routes and high traffic flow     |
| HILLBOTTOM ROAD      | West Wycombe                   | 45501399 | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Workplace and many depots/football stadium                 |
| WATERMEADOW          | Wing                           | 1402482  | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Frequent Bus Route marginal traffic flows                  |
| LARK VALE            | Wing                           | 1402489  | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Frequent Bus Route marginal traffic flows                  |
| PARTRIDGE WAY        | Wing                           | 1402547  | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Frequent Bus Route marginal traffic flows                  |
| THORNTON ROAD        | Winslow                        | 1400121  | 1 | 4A | 4B | Down      | Annual              | Change to 4B | Downgrade to 4B for continuous route                       |
| COLLEGE LANE         | Winslow                        | 1401663  | 1 | 4B | 4A | Up        | Quarterly           | Change to 4A | Continues route  |