

**Highway Hierarchy Definition Policy  
Roads, Footways, Cycle Routes  
December 2018 - Version 1**



# Highway Hierarchy Definition Policy

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hard-surfaced road is assigned one of 5 SPN categories as detailed in the table below SPN 1, 2, 3, 4a or 4b. The SPN 5 category is used to identify roads that are un-metalled (do not have a maintained hard surface) that vehicles can still use.

The SPN dataset can be viewed in the [Surrey Interactive Map](#) on the SCC website.

Table 1: Carriageway hierarchy

### Surrey Priority Network (SPN)

<b>Surrey Priority Network Level</b>	<b>Type of road General description</b>
SPN Level 1	strategically important Non-Principal roads. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited. >18,000 AADT (Average Annual Daily Traffic)
SPN Level 2	important Non-Principal roads. In street lit urban areas speed limits are usually 40 mph or less and there may be restricted parking at peak times with positive pedestrian safety measures. Population centres typically > 15,000 properties and network based on >12,000 AADT and/or >650 HGV/day on >25% of route. Highways England Agreed Diversion Routes.
SPN Level 3	access.They include access roads to A&E hospitals, large industrial areas, waste disposal and household waste sites.Population centres typically > 5,000 and network based on>8,000 AADT and/or >600 HGV/day on <25% of route.
SPN Level 4a	In rural areas these roads link the smaller and isolated communities to the distributor roads network. Population centres are typically > 200 properties. In urban areas they are residential or industrial interconnecting roads with 30 mph speed limits often with random pedestrian movements and uncontrolled parking. Population centres are typically > 500 properties. They will include major bus routes (50 per day urban and 25 per day rural).
SPN Level 4b	All remaining roads not qualifying for a higher category.
SPN Level 5	Unmetalled roads and Rights of Way

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#### 4 Cycle Routes

Surrey Highways Cycle Route Hierarchy is aligned with the categories of cycle infrastructure as shown in the dataset owned by the Surrey Transport Policy Team.

[Examples of cycling facilities](#) can be found on the SCC website.

You can also find an [online map of the cycle infrastructure](#) on the SCC website.

Table 3: Cycle route hierarchy

<b>Category</b>	<b>Category Description</b>	<b>Surrey Hierarchy Description adopted from CoP</b>
<b>A</b>	Cycle Lanes (Mandatory / Advisory)	Cycle lane forming part of the carriageway, commonly a strip adjacent to the nearside kerb. Cycle gaps at road closure point (no entry to traffic but allowing cycle access).
<b>B</b>	Cycle Tracks	Cycle track - a route for cyclists not contiguous with the public footway or carriageway. Shared cycle/pedestrian paths, either segregated by a white line or other physical segregation, or unsegregated.
<b>C</b>	Greenway	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.
<b>D</b>	Signed Advisory Route	Cycle provision on carriageway, other than a marked cycle lane or marked cycle provision, where cycle flows are significant.
<b>E</b>	Cycle-friendly traffic management	As identified on traffic regulation order (TRO)