

Category	Hierarchy Name	Type of Road General Description		Detailed Description
	Strategic Road Network (SRN)	Motorways and Trunk Roads		In Northumberland they consist of the A1, A69 and A19, none of these are maintained directly by the County Council. Nationally they are routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions per km. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.
1	Major Road Network	Major Road Network		<p>Composed of (in priority order):</p> <p>1A. The Primary Route Network (PRN)</p> <p>1B. Major Road Network (MRN), Trunk roads and high speed main roads designated by DfT</p> <p>1C. Major Road Network (MRN), Trunk roads and high speed main roads designated by TfN</p> <p>1D. Key Road Network, Trunk roads and main roads designated by NECA</p> <p>Those elements that are not Motorways or Trunk roads (A1,A19 & A69) are designated local roads and maintainable by Northumberland County Council.</p>
2	Resilient Road Network	Roads that maintain economic activity. Designated by Northumberland County Council		<p>Those routes in addition to the Major Road Network that are prioritised to maintain economic activity and access to key services / infrastructure</p> <p>Key Utility Infrastructure - e.g. power stations / electricity substations / reservoirs / Designated Filling Stations (stations that are guaranteed fuel deliveries by Central Government during civil emergencies)</p> <p>Hospitals with Accident and Emergency facilities</p> <p>Police Stations</p> <p>Fire Stations</p> <p>Ambulance Stations</p> <p>Ports - Berwick, Amble and Blyth</p> <p>Highway Depots / Winter Service Depots</p>
3	Main Distributor	Main routes linking the (NCC) main towns to the Resilient Road Network		<p>Any main routes not included within the RRN that link our main towns to the RRN.</p> <p>The primary function of these roads is to serve the efficient movement of vehicular traffic including freight distribution. Where possible we would like to encourage long distance traffic movements to and from our towns to use these roads.</p> <p>These routes will normally have a limited number of accesses and will usually not have any speed restrictions, however, as they travel through communities of any size they may be subject to speed and parking restrictions.</p>

			<p>Main Towns are: Alnwick, Amble, Ashington, Bedlington, Berwick upon Tweed, Blyth, Cramlington, Haltwhistle, Hexham, Morpeth, Ponteland, Prudhoe.</p>
4	Secondary Distributor	Routes linking the (NCC) Service Centres to the Main Distributor Network (or higher category road Network).	<p>Routes linking the our smaller towns and larger villages, known as service centres, and significant HGV generators to the RRN or Main Distributor Network. The primary function of these roads is to facilitate the efficient movement of vehicular traffic, including freight distribution. Where possible we would like to encourage traffic to use these roads rather than smaller local routes.</p> <p>These routes will have a more accesses and will usually not have speed restrictions, however, as they travel through communities of any size they may be subject to speed and parking restrictions.</p> <p>They are the main access routes through the less populated areas.</p> <p>In residential and heavily built up areas these roads are likely to have 20 or 30 mph speed limits and higher levels of pedestrian activity with some crossing facilities including zebra crossings. Generally on-street parking is unrestricted is except for safety reasons.</p> <p>Service Centres have populations between 1,000 and 6,500 and are: Allendale, Belford, Bellingham, Choppington / Guidepost / Stakeford, Corbridge, Haydon Bridge, Holywell / New Hartley / Seaton Delaval / Seghill, Newbiggin by the Sea, Rothbury, Seahouses, Wooler.</p>
5	Major Link Road	Roads linking the Main and Secondary Distributor Networks with large villages and residential estates, and industrial areas.	<p>These roads provide access routes to and through larger villages and residential estates. These are likely to serve areas with a population between 500 and 1,000. In built up areas they are significant generators of traffic including main industrial collectors and provide access to larger schools, local hospitals and shopping areas.</p>
6	Minor Link Road	Roads linking smaller settlements, travelling through residential estates and industrial areas.	<p>These roads serve smaller villages, local communities and residential estates that may or may not have small schools and individual shops or facilities such as pubs or cafes. These are likely to serve areas with a population less than 500. The roads are likely to be of varying width or have a significant number of vehicles parking on them and are therefore reliant on drivers being considerate as the roads are not always capable of carrying two-way traffic.</p> <p>We encourage HGVs to use higher categories of road for longer journeys, however, we accept that most properties require deliveries by HGVs at some time.</p>

7	Local Access Road (through route)	Roads serving limited numbers of properties but also facilitating travel to other settlements		<p>These roads serve small settlements and residential estates, probably less than 50 properties but also facilitate longer journeys to other small communities. The roads are likely to be of narrower width or have a significant number of vehicles parking on them and are therefore reliant on drivers being considerate as the roads are likely to be incapable of easily carrying two-way traffic.</p> <p>We encourage HGVs to use higher categories of road for longer journeys, however, we accept that most properties require deliveries by HGVs at some time.</p>
8	Local Access Road (dead end)	Dead end roads serving limited numbers of properties.		<p>These roads serve small settlements and residential streets, probably less than 50 properties. The roads are likely to be of narrower width or have a significant number of vehicles parking on them and are therefore reliant on drivers being considerate as the roads are likely to be incapable of easily carrying two-way traffic.</p> <p>These roads will not provide access beyond the properties they serve.</p> <p>We encourage HGVs to use higher categories of road for longer journeys, however, we accept that most properties require deliveries by HGVs at some time.</p>
9	Unsurfaced Roads	Unsurfaced Roads which are generally unsuitable for normal use		<p>These roads are not surfaced and are generally unsuitable for normal vehicular use.</p>