



Highway Asset Management Maintenance Hierarchy Policy 2025



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Document Information

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Document Revision Summary

Minor amendments to the documentation to align with current legislation and Council Policies

Maintenance Hierarchy

Introduction

If you live, work or pass through the Redcar & Cleveland Borough you will use the largest and most visible asset Redcar & Cleveland Borough Council is responsible for – the highway infrastructure network.

A highway infrastructure road network hierarchy provides the foundation of a coherent, consistent, well managed and auditable infrastructure asset maintenance strategy. It is crucial to asset management planning as it enables different levels of service to be founded on a risk-based approach to asset management associated with different maintenance categories to ensure key infrastructure assets are inspected and maintained appropriate to their use and agreed levels of service.

Recommendation 12 of the Well-Managed Highway Infrastructure Code of Practice 2016 states.

“A network hierarchy, or a series of related hierarchies, should be defined which include all elements of the highway network, including carriageways, footways, cycle routes, structures, lighting and rights of way. The hierarchy should consider current and expected use, resilience, and local economic and social factors such as industry, schools, hospitals and similar, as well as the desirability of continuity and of a consistent approach for walking and cycling.”

A highway infrastructure network hierarchy should be based on asset function for providing the foundation of a risk-based maintenance strategy in line with the risk-based approach as detailed in the Well-Managed Highway Infrastructure Code of Practice 2016. This is crucial in establishing achievable levels of service and to the statutory network management role for developing co-ordination and regulating third party occupation of the highway.

Whilst different infrastructure assets may have their own maintenance hierarchies there is a need to ensure they are related, so that they can all be considered in a holistic

approach to prioritising works across all highway infrastructure assets in relation to each other and in relation to the whole highway infrastructure network.

This Policy document demonstrates how the Council has defined the carriageway and footway asset groups, and the factors considered in determining how the maintenance hierarchy for those assets has been derived.

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Hierarchy Categories

All the adopted highways, where appropriate, have been assigned a carriageway, footway and cycleway hierarchy category in accordance with the guidance provided in Well-Managed Highway Infrastructure 2016 (WMHI).

In addition, Engineering & Highways are responsible for the inspection and maintenance of various designated unadopted roads and footways, for example selective amenity and housing assets, parks, cemeteries and crematoriums. These roads and footways have been assigned their own hierarchy groups for metalled and unmetalled surfaces as shown in Table 1.

Feature	Road Type	Hierarchy Category
Carriageways	Strategic Roads	M101
	Primary Roads	M102
	Main Distributor	M103
	Secondary Distributor	M104
	Tertiary Distributor Roads	M105
	Residential Roads	M106
	Minor Residential Roads	M107
	Rear/Service Roads	M108
	Unpaved Roads	M109
	Unadopted Roads (metalled)	M120
	Unadopted Roads (unmetalled)	M121
Footways	Prestige Walking Zones	M201
	Primary Walking Routes	M202
	Secondary Walking Routes	M203
	Link Footways	M204
	Local Access Footways	M205
	Remote Footways (metalled)	M206

	Remote Footways (unmetalled)	M207
	Unadopted Footways (metalled)	M220
	Unadopted Footways (unmetalled)	M221
Cycleways	Cycle Lane: Forming part of the carriageway.	A
	Cycle Track: a route for cyclists not contiguous with the public footway or carriageway or a shared cycle/pedestrian path.	B
	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.	C

Table 1 - Highway Maintenance Hierarchies

WMHI 2016 provides the criteria and guidance for assigning roads to hierarchy categories. Each adopted road and footway and various designated unadopted roads and footways in Redcar & Cleveland Borough Council has been assigned a category within the hierarchy, based on the descriptions given in WMHI. The hierarchy definitions have been modified reflective of the local Redcar & Cleveland Borough environment as denoted by the Carriageway M100 and Footway M200 series of hierarchy categories shown in Table 1 above.

Carriageway Hierarchy

Hierarchy Descriptions

M101 - Strategic Roads

Major national cross-country roads between places of traffic importance across the UK, with the aim of providing easily identifiable routes to access the whole of the country i.e. motorway network. Typically, major dual carriageways and major single A roads. These roads will typically be the inner and outer ring roads and have the highest speed limits and largest volumes of traffic, including heavy goods vehicles. Typical AADF >14,000.

M102 - Primary Roads

Serving as major arteries within the town providing quick access to urban areas, linking to major industrial/ retail areas and main centres of employment. These remaining inner and outer ring road section will form M102. They handle significant traffic volumes and are crucial for connectivity and economic activities within the town. Typically Connecting M101 to M101, or M101 to Boundary. Typical AADF >5,500.

M103 - Main Distributor

Roads connecting urban areas to the inner and outer ring road. Typically, major bus routes and roads serving smaller retail i.e. District Centres, business and leisure facilities. Also including roads serving the town centre from the inner and outer ring roads. They are important for traffic within the town and are designed to carry moderate to heavy traffic loads. Typically, on a published bus route with AADF >2500.

M104 - Secondary Distributor

Roads providing alternative but less direct links between urban areas and the inner and outer ring roads. They typically are the main routes through residential and industrial areas and will have less traffic than main distributor roads. They are important for traffic within the town but only carries moderate traffic loads. Roads connecting M101/102/103 to M101/102/103. Typically has AADF >1000.

M105 - Tertiary Distributor

Roads providing links within residential areas, often bus routes, small shopping frontages <4 shops. Typically, the spine road through an urban estate, collecting traffic from residential roads. Essential for local connectivity and access, serving local traffic. All access roads to Supermarkets and public amenities which are not contained within M101 - 104 shall be within this maintenance hierarchy. Typically connecting an M103/104 to M103/104.

M106 - Residential Roads

Roads serving to distribute users from Tertiary roads to minor residential roads, often with on street parking serving >30 properties including long cul-de-sacs and minor industrial estate roads. Their primary purpose is to provide direct access to properties and will not be suitable for HGV's except service vehicles.

M107 - Minor Residential Roads

Urban residential roads including those with a shared road space. Typically, cul-de-sacs with <30 properties.

M108 - Rear/Service Roads

Urban residential roads with limited or no vehicular access. Often found in locations of terraced housing feeding access to the rear of the properties. Its width is often narrow <4m only wide enough to accommodate foot traffic, bicycles, or small maintenance vehicles, emphasizing its non-vehicular nature.

M109 - Unpaved Roads

An unpaved road, often referred to as a gravel road, or track, is a type of road that has not been covered with asphalt, concrete, or other common hard-surface paving materials.

M120 - Unadopted Roads (Metalled)

Designated roads that are surfaced and are associated with unadopted amenity and housing assets, parks, cemeteries and crematoriums.

M121- Unadopted Roads (Unmetalled)

Designated roads that are not surfaced and are associated with unadopted amenity and housing assets, parks, cemeteries and crematoriums.

A list of carriageway hierarchy is held by Redcar & Cleveland Borough Council, and the list is reviewed every 2 years and aligned with Redcar & Cleveland Council's Highway Safety Inspection Policy.

Plans depicting the various category of carriageway are available for inspection at Redcar Library, Redcar & Cleveland House Kirkleatham Street, Redcar TS10 1RE.

Carriageway Hierarchy Factors

Table 2 below details examples of factors to be considered when assigning roads network hierarchies. Other factors may also be pertinent.

Road classification	Strategic Network, A, B, C, Unclassified Network
Traffic use	Traffic flow data, footfall data
Characteristics of street	Schools, shops, hospitals, areas of large employment located adjacent to the highway
Characteristics of adjoining network elements and cross-boundary networks with bordering authorities.	Hierarchy of adjoining streets
Condition data	Walked survey data, SCRIM, SCANNER, Structural Maintenance Visual Assessments (CVI or DVI), Defect numbers including minor repairs
Insurance claims data	Claim statistics recorded on street, numbers and trends derived from claims
Wider policy or operational considerations.	Enquiries, complaints data

Table 2 - Carriageway Hierarchy Factors

Footway Hierarchy

Hierarchy Descriptions

M201 - Prestige Walking Zones

A prestige walking zone refers to a high-quality, often meticulously maintained pedestrian zone or pathway designed for walking, which is situated in a notable or luxurious setting. Usually very busy areas of towns and cities with high public space and street scene contribution - Town Centre shopping areas. Typically has prestige paving i.e. York stone etc.

M202 - Primary Walking Routes

A primary walking route refers to a designated pathway or network of pathways prioritized for pedestrian use, connecting key destinations and facilities within a given area, such as a town, or a specific district. These routes are carefully planned and maintained to ensure safe, convenient, and direct access for pedestrians, encouraging walking as a primary mode of transportation. Busy shopping and business areas that don't meet the criteria of M201 shall also be in this category including - District shopping centres.

M203 - Secondary Walking Routes

A secondary walking route is part of a pedestrian network that provides connectivity between primary walking routes and various destinations i.e. schools, business districts, places of worship, localised shopping areas. However, they will not be as heavily trafficked or as directly connected to major points of interest as a primary route. These routes serve to complement the primary pedestrian routes, offering alternative or supplementary paths for walking within a community, urban area, or natural setting. Secondary walking routes typically connect residential areas with local amenities, parks, schools, and transit stops, and they may also provide scenic or quieter alternatives to the main routes. Footpaths on a bus route will also be secondary walking routes.

M204 - Link footpath Walking Routes

A link footpath is a specific type of pedestrian pathway designed to connect two points, typically serving as a connector between larger paths, and local access footways. These footpaths play a crucial role in the broader network of pedestrian routes, enhancing accessibility, and walkability by providing direct and convenient connections that might otherwise require a longer, less direct route. These routes are principally found in residential areas linking or collecting footfall from local access footways.

M205 - Local Access Footways

Local access footway are those footpaths which remain and are adjacent to Urban residential roads including those with a shared road space. Maintenance focuses on ensuring safety and convenience for local residents.

M206 - Remote Footways (metalled)

A remote footpath refers to a walking path located in isolated, often rural areas far from urban centres or residential communities. These paths are typically found adjacent rural roads with little use but connecting communities. It also includes remote footpaths that give access to areas that are otherwise difficult to reach, providing opportunities for hiking, bird watching, nature photography, and other outdoor activities that require immersion in a natural setting. All these footpaths are metalled. It may include metalled PROW.

M207 - Remote Footways (unmetalled)

As an M206 but is unmade. An unmade footpath, often referred to as an unpaved or natural footpath, is a type of walking path that has not been constructed with hard surfacing materials such as concrete, asphalt, or paving stones. Instead, these paths are left in their natural state or modified, with Type 1 hardstone material. Typically consisting of Aggregate, gravel, dirt, grass, or a combination of natural materials found in the surrounding environment. Unmade footpaths can be found in both urban and rural settings, providing a more natural walking experience compared to their paved counterparts.

M220 - Unadopted Footways (Metalled)

Designated footways that are surfaced and are associated with unadopted amenity and housing assets, parks, cemeteries and crematoriums.

M221 - Unadopted Footways (Unmetalled)

Designated footways that are not surfaced and are associated with unadopted amenity and housing assets, parks, cemeteries and crematoriums.

A list of footway hierarchy is held by Redcar & Cleveland Borough Council, and the list is reviewed every 2 years and aligned with Redcar & Cleveland's Highway Inspection Policy.

Plans depicting the various category of footway are available for inspection at Redcar Library, Redcar & Cleveland House Kirkleatham Street, Redcar TS10 1RE

Monitoring and Review

The maintenance hierarchy networks have been created using data currently available.

The identification of the maintenance hierarchy networks and of the roads and footways contained within them is a dynamic process subject to transformation as the network grows and its usage changes.

To ensure the network is kept current and up to date a review of the maintenance hierarchy network will be undertaken every 2 years and it will form part of the infrastructure asset management review involving the following:

- Updated traffic flow data
- Review neighbouring Council hierarchy networks to ensure asset continuity arrangements are in place.

Any changes to the maintenance hierarchy should be registered, date stamped and evidenced, as this may have an impact on the Authority's defence of legal challenges.

Maintenance Hierarchy is critical to the risk-based operational maintenance management of the Authority's highways infrastructure assets and for the prioritisation and adequacy of its financial investment in support of asset condition and longevity. Redcar & Cleveland Borough Council have a robust approach to this process which will serve them well into the future.