

Open, Fairer, Greener

North Somerset Council Place and Movement Framework – Summary

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What is the Place and Movement Framework?

The Place and Movement Framework sets out the guiding principles for our 'place' and 'movement' needs and provides a background for the development of a series of action plans to help us make our Active Travel Strategy commitments and interventions a reality. It will:

- Set out the rationale for use and purpose of our transport network, by categorising every road, street and lane with both a 'place' and 'movement' classification;
- Provide an Audit process to evaluate road space availability, user needs and priority functions to facilitate early-stage scheme feasibility and evaluation;
- Provide design codes to shape new and improved active travel infrastructure both for our existing transport network and for all new developments;

Alongside our Active Travel Action Plans, it will:

• Enable the development of coherent; direct; safe; comfortable and attractive routes for active travel journeys for people of all ages and abilities;





How we'll use the Place and Movement Framework

The Framework will:

- Provide a defined, transparent and consistent framework that helps set out the purpose of the North Somerset transport network for both place and movement.
- Provide a basis for best practice transport planning and network management in accordance with local policies and national standards – i.e., better provision for active travel and public transport wherever possible;
- Be used as a guide for ALL transport improvement and maintenance scheme development;
- Ensure appropriate improvements are taken on corresponding highways, places and spaces;
- Help identify pinch-points for improvements;
- Provide a clear and consistent classification for place and movement to be made publicly available (view map here).
- Help guide stakeholders on appropriate interventions that could be pursued on every single road, street, lane in North Somerset.

Introducing the Street Classifications

Every single road, street and lane in North Somerset will have both a **Movement** and a **Place** categorisation, giving it one overall **classification**.

There are three **Place** categories and three **Movement** categories.

Place categories

- An **Urban Hub** is often the heart of a community and acts as a focal point for community cohesion. It is not necessarily defined by population size or the housing density of the community it serves. It is often the destination of a journey, and we can expect people to meet and linger in these popular places.
- An **Urban** route normally falls inside settlement boundaries but may also include larger rural communities or linear residential developments that are located outside of formal settlement boundaries. Urban areas normally have streetlighting, frequent junctions and/or buildings fronting the roadside with direct access.
- A **Rural** route falls outside settlement boundaries. Housing and other development are either low density or absent, with infrequent junctions and minimal direct frontages onto the highway.

Movement categories

- A **Primary Route** is the most appropriate route for longer distance trips and facilitates key access to major trip attractors. In combination, they create a Primary Route Network (PRN) that provides connectivity of towns and service villages to cities, employment centres and the national Strategic Road Network
- A Neighbourhood Distributor mainly provides movement within and between neighbourhoods. They often connect residential areas to local services and facilities (short trips) but also feed trips from Local Accesses into the PRN (longer through-trips).
- A Local Access road mainly serves access to land or property and should provide movement only for trips with an origin or destination directly on the road itself, within just a few hundred meters, or near proximity within the surrounding neighbourhood. Through movement is generally low and limited to local generated trips accessing the wider network but can be higher in Rural locations where a network of minor roads can sometimes be created to serve sparsely populated Rural communities.

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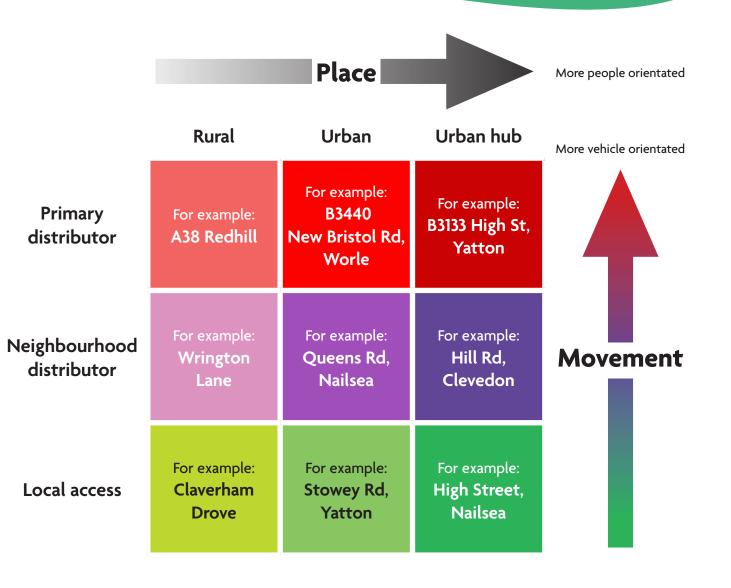


Street Classifications matrix

Combining the two independent functions of both Place and Movement provides us with a simple matrix consisting of nine diverse classifications that can be applied to every section of highway in North Somerset, whether it's a dual carriageway or single-track lane in either a densely populated area or a rural setting. The resulting classification matrix is presented to the right with examples locations provided for each classification.

The full map of North Somerset Council's road network classified for Place and Movement can be viewed **view map here**.

We encourage our residents, communities and stakeholders to give us feedback on the draft Place and Movement Street Classifications in their area via their Town or Parish Council.



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Help is also available for people who require council information in languages other than English.

For all enquiries please contact the Transport Team transport.policy@n-somerset.gov.uk