Response ID ANON-T4SE-5SNM-3

Submitted on 2011-04-05 13:44:38.571460

What is your name?

Name: Jenny Frew

What is your email address?

Email: jenny.frew@english-heritage.org.uk

What is your organisation?

Organisation: English Heritage

Do you have any comments to make on the principles around which the strategic road network is defined?

Do you have any comments to make on the principles around which the strategic road network is defined? : Where the strategic road network passes through populated areas, it is important to ensure a balance between the 'movement' function' of the route and the 'place' function that the road/street it follows may have. Where possible, the strategic routes should aim to avoid roads and streets that have a high place function (such as busy high streets in urban areas, or routes through villages), but clearly in many cases this will not be possible. Where this is the case, efforts should be made to reduce the conflicts of use. CIHT's Manual for Streets 2 gives good advice on how this may be achieved. English Heritage's Streets for All publications demonstrate how this balance can be achieved while enhancing local historic character.

We propose to add the following locations to the list of primary destinations to represent the ten largest ports and seven largest airports in England, thereby ensuring that the PRN supports the SNCs identified in chapter two. Do you approve of this change? The destinations are: Birmingham International Airport; East Midlands Airport; Luton Airport; Thamesport (for Medway Ports East); and Port of Tilbury.

We propose to add the following locations to the list of primary destinations to represent the ten largest ports and seven largest airports in England, thereby ensuring that the PRN supports the SNCs identified in chapter two. Do you approve of this change? The destinations are: Birmingham International Airport; East Midlands Airport; Luton Airport; Thamesport (for Medway Ports East); and Port of Tilbury.: No comments

Are there further locations that should be considered as primary destinations, or which should be removed from the list? Please provide evidence to support any suggestions.

Are there further locations that should be considered as primary destinations, or which should be removed from the list? Please provide evidence to support any suggestions.: No comments

Do these guidelines accurately reflect the consideration that should go into the selection of a primary route? Is any further guidance required?

Are there any further issues on the PRN that we should take into account?: The guidelines state that the local authority should consider the environmental surroundings of each road. It would be helpful to clarify what is meant by 'environmental': it should include both the natural and built environment and should encompass the character, including historic character, of the surrounding area.

Are there any further issues on the PRN that we should take into account?

Are there any further issues on the PRN that we should take into account?: No comments

Has the Department provided sufficient guidance to allow local authorities to develop their own roads classification policy?

Has the Department provided sufficient guidance to allow local authorities to develop their own roads classification policy? : The guidance covers only the 'movement' function of the roads in question i.e. the role in getting from A to B, and the volume/character of traffic. Any future classification decisions should also consider the 'place' role of the various parts of road and street along that route. (Here the terms 'place' and 'movement' are used as described in DfT's Manual for Streets).Any re-classification offers an opportunity not only to 'upgrade' some roads to perform a more significant 'movement' function, but also to downgrade other routes that have a significant role as places in their own right. This will give further opportunity to enhance those places and encourage their use by pedestrians and cyclists, as well as attractive or interesting places to visit.

Will this guidance ensure a sufficiently consistent picture across the nation?

Will this guidance ensure a sufficiently consistent picture across the nation?: The guidance on numbering etc appears clear. There is insufficient advice on other important aspects such as addressing the place/movement balance, which is likely to mean that this aspect will be implemented inconsistently. Guidance

could also cover environmental considerations such as the context and setting of both natural and built environment features.

Would this guidance give a member of the public sufficient information to understand the process of roads classification?

Would this guidance give a member of the public sufficient information to understand the process of roads classification?: No comments

Are there further issues on roads classification that we should consider?

Are there further issues on roads classification that we should consider?: As mentioned above, the omission of any reference to the 'place' function of streets/roads along route is an important one that must be addressed to ensure that this process accords with and supports the Department's own acclaimed Manual for Streets and the CIHT's Manual for Streets 2 (supported by DfT).It would be helpful to provide advice (or draw attention to any existing advice) on environmental improvements associated with downgrading or declassifying roads. This should include reducing sign clutter and road markings, as well as the possibility of reducing carriageway widths and other measures to improve conditions for pedestrians and cyclists.

Do these reporting arrangements ensure that all interest parties will receive update information where required?

Do these reporting arrangements ensure that all interest parties will receive update information where required? : No opinion

Will these reporting arrangements simplify reporting for local authorities?

Will these reporting arrangements simplify reporting for local authorities?: No opinion

Are there any cost-neutral ways in which central or local government can better engage with satnav companies?

Are there any cost-neutral ways in which central or local government can better engage with satnav companies?: No opinion

If you would like this document in a different format, please contact our Customer Services department:
Telephone: 0870 333 1181
Fax: 01793 414926
Textphone: 01793 414878
E-mail: customers@english-heritage.org.uk