

Hierarchy Consultation Feedback

Timestamp	Organisation	Role	1. Resilient Road Network	2. Process and Proposal	3. Applied Network (Map)	Please specify why you chose this answer	What did you think of this Online Spatial Survey for the road hierarchies?
23/04/2018 19:49:05	Member of the Public	Member of the Public	Mostly agree except the details below.	No	The C80 between Denwick and RAF Boulmer Main site; as well as the B1339 between Longhoughton and Lesbury (serving the RAF Boulmer Operations site). In my opinion, these roads should be of a higher category due to the 24/7 Air Defence operations carried out by the sites. Assured movement between the 2 sites is constantly required for duty staff, security personnel and Defence Fire & Rescue Service responders.	Upgrade of road category as detailed below.	I like it
24/04/2018 10:11:37	Warkworth Parish Council	Town/Parish Councillor	Logical classification & will enable allocation of resources appropriately.	Yes	None that I can see.	Logic is clear.	I like it

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24/04/2018 17:53:02	Home owner/resident	Member of the Public	OK	Yes	St Matthews Lane (NE426EY) Cat 5 needs reviewing and possibly downgrading to a 6. Though it is one way lane is difficult to navigate by HGV's as it is too narrow to allow safe passage due to stone wall on the right hand side and parked cars on the LHS. Highfield Lane as it emerges from South Road is already a cat 6 and is no wider than St Matthews. Additionally the road surface of St Matthews Lane failing with substantial potholes.	understandable	I like it
25/04/2018 06:36:44	Longhorsley Parish Council	Town/Parish Councillor	It looks fine. I assume that the constant reference to "no speed restrictions" means - other than the nationally imposed ones for dual carriageways, motorways etc.	Yes	None	Feels about right level of granularity	I like it

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26/04/2018 10:35:30	NCC	County Councillor	<p>To note, the map does not show the Morpeth Northern Bypass which is pretty fundamental though i appreciate that will just be because our data purchased from OS is not yet up to date.</p> <p>As a minimum I think our "resilient road network" now needs to reflect the Morpeth Northern Bypass exists. I think it is a key route and in fact there is an argument to suggest that rather than routing traffic along Bridge St and Newgate street if the A1 is closed that it should route via Worrall Bank and then on to the bypass.</p> <p>The pegswood bypass should also factor in to the "resilient road network" as it has the fire service there. There maybe an argument that the Morpeth Ambulance service is not fully covered by the "resilient road network" as outline</p> <p>I do not really understand</p>	Yes	<p>To note, the map does not show the Morpeth Northern Bypass which is pretty fundamental though i appreciate that will just be because our data purchased from OS is not yet up to date.</p> <p>As a minimum I think our "resilient road network" now needs to reflect the Morpeth Northern Bypass exists. I think it is a key route and in fact there is an argument to suggest that rather than routing traffic along Bridge St and Newgate street if the A1 is closed that it should route via Worrall Bank and then on to the bypass.</p> <p>The pegswood bypass should also factor in to the "resilient road network" as it has the fire service there. There maybe an argument that the Morpeth Ambulance service is not fully covered by the "resilient road network" as outline</p> <p>I do not really understand why the A197 between the A1 and county hall does not also</p>	seems logical though i disagree with the identification of some of the roads in terms of their subsequent classification	I like it
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			why the A197 between the A1 and county hall does not also require "resilient road network" status given its function as a civil administrative centre		require "resilient road network" status given its function as a civil administrative centre		
30/04/2018 20:53:31	Prudhoe town council	Town/Parish Councillor	I think the counties road network and classification does require simplifying and will help when prioritising surface and weather conditions	Yes	Non identified	Prioritising during inclement weather conditions, redirecting traffic on road closures and high volumes of through traffic	I like it
01/05/2018 16:57:14	none	Member of the Public	Where is the support for the West of the county? the biggest reservoir in the county, forestry and huge tourist concentrations not to mention the lack of hospitals and ambulance cover means that the resilient roads network should include c2000 and some connection from Bellingham to A68-69	No	Everything to the west of the A68/696 really needs to be looked at again the fact that the map centre is on Morpeth is indicative of the importance placed on these high population density areas but the lack of a resilient network outwith these areas will hit key infrastructure and Industry just the same as it does within those areas.	Huge geographical areas missing from designation and the roads designated do not meet the criteria as laid down in the definitions	I dislike it

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09/05/2018 16:07:51	Haydon Parish Council	Town/Parish Councillor	A well put together document giving precise road details/class/hierarchy.	Yes	MINOR LINK ROAD (C284). Section codes 1110-C284-100005 (A69 junction) to 100015 where it joins with the B6305 at Lowgate. Distance of 4791m. This road acts as a primary diversion route from Haydon Bridge to Hexham, and vice versa, when the A69 is closed therefore is used by all categories of vehicles from cycles to HGVs. Highways England couldn't believe it when I met with them. Perhaps the C284 should be looked at again. NCC is aware of problems with the section 1110-C284-100005 A69 JCT to U8058 JCT concerning speeding.	Clear understanding of each type of road.	I like it
10/05/2018 10:36:42	Ellingham Parish Council	Town/Parish Councillor	No comment	Yes	No comment	They seem reasonable	I dislike it
21/05/2018 19:39:52	Parish Council	Town/Parish Councillor	we accept the definition of C200, Kielder Village to Falstone	Yes	none	Best describes the section of C200 from Kielder to Falstone	I like it
22/05/2018 15:52:05	Resident of Hexham	Town/Parish Councillor	No comment	Yes	None	It seems to be about right	I like it

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23/05/2018 16:49:57	SCOTTISH BORDERS COUNCIL	Local Authority	Seems very logical and fits well with other categories. In terms of the roads that are cross boundary I am in agreement with the assessment and their priority fits well with that of the Scottish Borders classifications (albeit we have fewer categories and a direct comparison is not possible).	Yes	I have only looked in detail at those roads where there is a direct cross- border connection and/or service element to Scottish Borders communities, but I am in general agreement with those categorisations and have no specific issues to raise. One comment I would make is that it would have been helpful for the detail that came up when a road link was clicked on to have confirmed the actual name of that road as well as the start and end points.	The categories are well explained and follow a logical process.	I like it
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25/05/2018 18:05:46	Newton on the Moor/Swarland Parish	Town/Parish Councillor	I am worried about the exclusion of the old A1 that runs from Swarland to Newton on the Moor. If an accident occurs on the north bound A1 this is used as a diversion route until the road is reopened. In the past we have had very heavy traffic passing along the route including HGV with trailers and the road, especially at the Newton end, is poorly maintained and dangerous. Please can this road be upgraded.	Yes	The old A1 from Swarland to Newton on the Moor	Obviously with the large network that needs to be covered this is a fair coverage	I like it
28/05/2018 09:56:20	Beadnell Parish Council	Town/Parish Councillor	I am content with the proposal which represents a fair balance in what is a large widespread county	No	The Haven/Wynding and Meadow Lane Beadnell [See separate letter dated 29th May addressed to The Head of Technical Services	I could find no definition that adequately described the nature and changing faces of villages such as Beadnell	I dislike it

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31/05/2018 13:05:43	Broomhaugh & Riding Parish Council	Town/Parish Councillor	Looking from a purely local perspective – the A695 is classified as part of the resilient road network which we would totally support.	Yes	If by defining the hierarchy this influences gritting or snow clearance, then we would like to suggest that two sections of road are given a higher priority than 'Local Access Dead End'. The first section of Whiteside Bank (1110U8098100020) leading onto Church Lane (1110U8098100030) should be a higher priority for gritting and snow clearance in order to maintain access to Broomhaugh First School.	It seems a comprehensive analysis of the road network.	I like it
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