

Promoting Connectivity between the Capital Cities of the United Kingdom

A Consultation on Revising the Strategic National Transport Corridors

Consultation Document

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Executive summary

1. In Autumn 2008 the Department for Transport published its consultation on Delivering a Sustainable Transport System. This proposed establishing fourteen Strategic National Corridors (SNCs) to recognise the national and international significance of transport links between the largest urban areas, ports and airports. These corridors are used most heavily by freight and business travellers and are vital in sustaining the UK economy. The corridors identified provide connectivity between the most important strategic destinations in England, and links with Scotland, Wales and Northern Ireland, using the routes carrying the most strategic traffic.
2. Whilst the corridors provided connectivity with Scotland, Wales and Northern Ireland, there was no specific provision to recognise the strategic importance of the capital cities of the UK, other than London, namely Edinburgh, Cardiff and Belfast. The Government believes that it would be appropriate to revise the criteria used to define the infrastructure and services contained within a SNC so that the most important rail and road link between each capital and the closest strategic destination in England is included in the SNC Infrastructure/service maps
3. Within each Strategic National Corridor, the Department for Transport identified those roads and rail services which catered for the largest volumes of long distance passenger and freight traffic. These were then defined as being of national significance. Decisions on the prioritisation of investment on these roads and rail services were made solely by the Secretary of State for Transport. Those roads and rail services that were not identified were deemed to be of regional importance. Decisions on prioritisation of investment on these roads and services were made by the Secretary of State, taking account of advice from local stakeholders. Funding of schemes on regional roads came from the same pot as that for Local Authority Major Schemes within the Regional Funding Allocation (RFA).
4. We have considered the roads and rail services included in the SNC infrastructure/service maps in the light of the revision in criteria guiding the definition of SNCs, as proposed in this document.

5. Rail services on the East Coast Main Line, Great Western and West Coast Main Line are all included currently and are deemed to provide appropriate connectivity with Edinburgh, Cardiff and Belfast.
6. Considering road links, the M6 is currently included, providing connectivity with Edinburgh, but there is no direct link included specifically between Newcastle and Edinburgh. It is therefore proposed to include the A1 in the infrastructure/service maps, between its junction with the A19 at Seaton Burn and the Scottish border. Both the M4 and M48 are currently included, providing appropriate connectivity to Cardiff. The M62 and M57/A5036 are both currently included, providing access to Liverpool, but neither give direct access to the Twelve Quays Ferry Terminal in Birkenhead. It is therefore proposed to add a direct road link to the ferry terminal to the infrastructure/service maps.
7. The result of changing the SNC definition, and of identifying the two additional links above, would be to focus decision making on their future development with the Secretary of State, rather than on local stakeholders.
8. Before the proposed changes are made, we want to explain our proposals to you and to give you an opportunity to respond. This consultation document sets out the background to the proposed changes, the main effects, and provides questions to guide you when submitting your response. The consultation began on Thursday 16th September and will run for the standard period of twelve weeks. Responses will be accepted, either on the electronic form provided, or in writing, up until 5pm on Friday 10th December 2010.
9. Electronic copies of the consultation document, and response questionnaire may be downloaded from the Department for Transport's website, at <http://www.dft.gov.uk/sncconsultation> .
10. For further information, or to request consultation documents in alternative formats, please contact:

Updated SNCs Consultation
c/o Claudette Bagalo
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0300 330 3000
11. We look forward to receiving your consultation response.

1. Consultation



Figure 1: A section of the A1 between Berwick-upon-Tweed and Alnwick.

Defining Strategic National Corridors

- 1.1** In Spring 2009 the Department for Transport published its response following the consultation on *Delivering a Sustainable Transport System* (DaSTS). This built on the work of the *Eddington Transport Study* and *Towards a Sustainable Transport System* (TaSTS)¹ and established fourteen Strategic National Corridors for transport (SNCs), which together would form a network linking the most important strategic destinations across England. The primary aim was to identify the transport corridors that were most important to the national economy,

¹ Further information on the *Eddington Transport Study*, *Towards a Sustainable Transport System* and *Delivering a Sustainable Transport System* can be found on the archived Department for Transport website at: <http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/>

providing for longer distance business trips and freight, both inter-regional and international.

Box A: Current criteria used to define SNCs

SNCs shall link two or more of the strategic destinations (a-d below):

- the ten largest cities in England;
- the ten busiest ports in England;
- the seven busiest airports in England; and
- Wales, Scotland and Northern Ireland,

where there is evidence of substantial strategic traffic flows (roads whose total or HGV traffic flows are within the top 20% for GB trunk roads in England, and/or evidence of substantial strategic rail passenger or freight flows).

By exception, SNCs may also include infrastructure or services which do not satisfy the above criteria if they provide the only access to a strategic port or airport.

1.2 Following the identification of these strategic destinations, the most strategically important routes between them were then mapped, creating the fourteen corridors. These did not link each strategic destination directly to each other if the direct traffic flows did not justify this. In the case of Southampton and Bristol, for instance, there was no clear demand for strategic connectivity between the two, and so no corridor was identified.

1.3 Having identified the corridors, the road and rail infrastructure/services that provide the connectivity between strategic destinations were then identified, based on those routes used predominantly by longer distance business and freight. The criteria used to define the SNCs and the associated infrastructure/services, are set out in Box A above. The current road and rail infrastructure maps can be found at Figures 1.2 and 1.3.

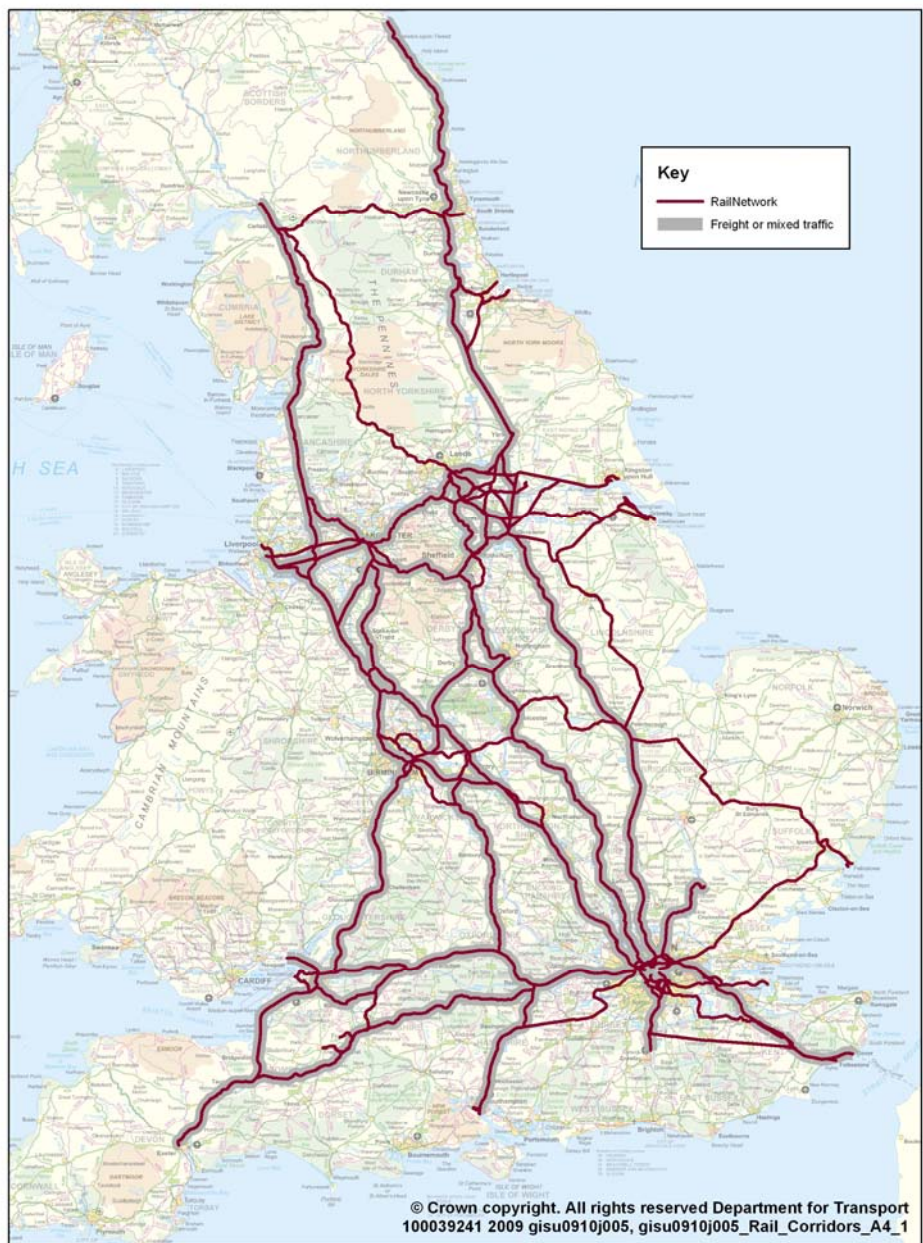
Figure 1.2: Current road infrastructure and service map.

Road infrastructure



Figure 1.3: Current rail infrastructure and service map.

Rail infrastructure



The need for change

- 1.4** While the current SNC criteria recognise that links between England and Scotland, Wales and Northern Ireland are important for the national economy, there is no specific recognition of the importance of the capital cities and direct links with them.
- 1.5** The capital cities play a vital role in the economic prosperity of each respective nation, which is generally out of proportion with the population living there. Cardiff, for instance, accounts for around 19% of Wales' overall GDP, against a population of just 11% of the total for Wales. Edinburgh's GDP is approximately 13% of Scotland's total, with just 9% of the overall population living there; and Belfast's 30% of Northern Ireland's GDP is seen against a population of 15% of the total². This clearly demonstrates the strategic importance of each city, not only to its respective nation, but to the United Kingdom as a whole.
- 1.6** The primary benefit of changing the criteria to that in Box B is to demonstrate the role played by the capital cities of the United Kingdom, and to recognise the strategic importance of the traffic flows connecting them to strategic destinations in England. Making this change will ensure that the importance of business and freight traffic between the capital cities and the strategic destinations in England is recognised in prioritising investment decisions.

² http://www.statistics.gov.uk/articles/economic_trends/Sub-regional_&_Local_Area_GDP.pdf (Retrieved: 02/09/2010)

SNCs shall link two or more of the strategic destinations (a-d below):

- the ten largest cities in England
- the seven busiest airports in England; and
- Wales, Scotland and Northern Ireland.

where there is evidence of substantial strategic traffic flows (roads whose total or HGV traffic flows are within the top 20% for GB trunk roads in England, and/or evidence of substantial strategic rail passenger or freight flows).

Additionally, a direct road and rail link shall be provided between the nearest of the ten largest cities in England, and Edinburgh, Cardiff and Belfast respectively.

By exception, SNCs may also include infrastructure or services which do not satisfy the above criteria if they provide the only access to an international gateway Strategic Destination.

Questions

You are invited to consider these questions when responding to the consultation.

- B01: Do you agree that the criteria in Box A should be replaced with the criteria in Box B when determining the Strategic National Corridors?
- B02: Please provide supporting evidence with your response.

Effects of the Proposed Change: Rail Links

- 1.7** We have considered the roads and rail services included in the SNC infrastructure/service maps in the light of the revision in criteria guiding the definition of SNCs, as proposed above.
- 1.8** Rail services on the East Coast Main Line, Great Western and West Coast Main Line are all included currently and are deemed to provide appropriate rail connectivity with Edinburgh, Cardiff and Belfast.
- 1.9** No changes to railway infrastructure/services are proposed.

Questions

You are invited to consider these questions when responding to the consultation.

- B03: Do you agree that the current rail infrastructure/services provide appropriate connectivity and no additions should be made?
- B04: Please provide supporting evidence with your response.

Effects of the Proposed Change: Road Links

Connectivity with Edinburgh

1.10 The M6 is currently included in the SNC infrastructure maps, providing connectivity between England and Edinburgh, but there is no direct link specifically included between Newcastle and Edinburgh.

1.11 We have identified roads which, in the event of the criteria changing, could be treated as being nationally significant. To provide connectivity between Newcastle and Edinburgh we have identified two potential routes, as described in tables 1 and 2 below.

	SNC 10 to include		Route Description
	From	To	
1	A1 junction with A19 at Seaton Burn	A1 at the Scottish border, north of Berwick-upon-Tweed	A1 from its junction with the A19 north of Newcastle, to the Scottish border, north of Berwick-upon-Tweed.
2	A696 junction with A1	A68 at the Scottish border, south of Jedburgh	A696 from junction with A1 west of Newcastle to junction with A68; then A68 to the Scottish border, south of Jedburgh.

Table 1: Description of routes providing connectivity between Newcastle and Edinburgh.

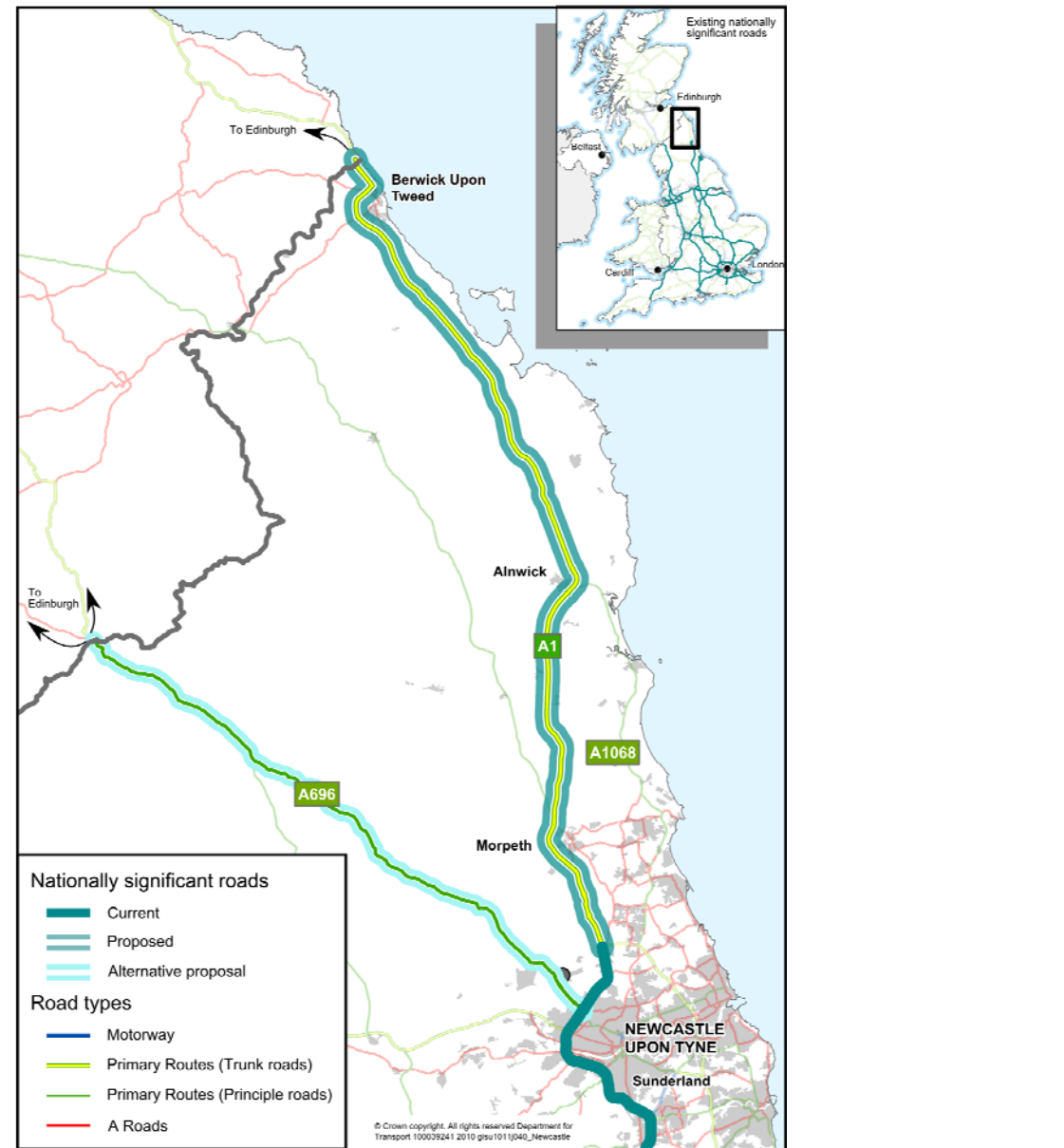
	Overview	Traffic Volume (AADF ³)	Advantages of Identification	Disadvantages of Identification
1	A1 junction with A19 north of Newcastle, too Scottish border.	Average: 13,988 Range: 4,084 – 31,126	Good quality road with few sharp corners – suitable for freight traffic. Provides a continuous link between Newcastle and Edinburgh without changing roads. Carries more traffic than A696/68 route.	Not the most direct route between Newcastle and Edinburgh.
2	A696 from junction with A1 to A68 at Scottish border..	Average: 5,006 Range: 2,362 - 25,363	Most direct route between Newcastle and Edinburgh.	Winding A696 is unsuitable for large freight vehicles. Involves changes of road en-route. Carries less traffic than A1.

Table 2: Comparison of routes providing connectivity between Newcastle and Edinburgh.

³ AADF is Annual Average Daily Flow.

Figure 1.4

Result of definition change on connectivity with Edinburgh



1.12 As described above, there are advantages and disadvantages identified with either route. We believe however that the first of these, following the A1 from its junction with the A19 north of Newcastle to the border with Scotland, is the most appropriate strategic route given its higher levels of traffic, and greater suitability for freight vehicles.

1.13 It is therefore proposed to include the A1 in the infrastructure/service maps, between its junction with the A19 at Seaton Burn and the Scottish border. This route has been illustrated in Figure 1.4.

Questions

You are invited to consider these questions when responding to the consultation.

- B05: Do you agree that the A1 between its junction with the A19 at Seaton Burn and the Scottish border is the most appropriate route for inclusion in the SNC infrastructure/service maps?
- B06: Please provide supporting evidence with your response.

Connectivity with Cardiff

1.14 Both the M4 and the M48 are currently included in the SNC infrastructure/service maps. These are deemed to give appropriate road connectivity with Cardiff.

1.15 No changes to road infrastructure are proposed at this time.

Questions

You are invited to consider these questions when responding to the consultation.

- B07: Do you agree that the current road infrastructure provides appropriate connectivity and no additions should be made?
- B08: Please provide supporting evidence with your response.

Connectivity with Belfast

1.16 The M62, and M57 and A5036 are both currently included, providing access to Liverpool, the M62 to the urban area and the M57 and A5036 to Liverpool Freeport and the Seaforth Container Terminal, However,

neither provide direct access to the ferry terminal where Belfast passenger and freight ferries dock.

- 1.17** Having considered alternative routes which provide links to Belfast via various ports, we have identified the Twelve Quays Ferry Terminal in Birkenhead as providing the most suitable ferry link to Belfast for both passengers and freight.
- 1.18** Alternatives considered included Stranraer and Holyhead (with traffic having to travel via Dublin). Though both routes provide comparative journey times between Liverpool and Belfast (due to the shorter sea crossings), they both involve a significant additional distance to be travelled by road. The comparative journey times for freight would be less advantageous than for car passengers.
- 1.19** With this in mind we have identified three potential routes which link the Strategic National Corridors through, or around, Liverpool, to the Twelve Quays Ferry Terminal. These are described in tables 3 and 4 below.

	SNC 9 to include		Route Description
	From	To	
1	Bootle	Twelve Quays Ferry Terminal, Birkenhead	A565 from junction with A5036 in Bootle to A5063 "Leeds Street"; then A5063 "Leeds Street" from junction with A565 to A59 "Scotland Road"; then A59 "Scotland Road" to "Kingsway Tunnel"; then "Kingsway Tunnel" to grade separated junction with A5027; then A5027 to junction with A5139; then A5139 to A554; then A554 to Twelve Quays Terminal entrance.
2	M57 J4	Twelve Quays Ferry Terminal, Birkenhead	A580 westbound from grade-separated junction (J4) with the M57; then Straight onto A58; then "Kingsway Tunnel" to grade separated junction with A5027; then A5027 to junction with A5139; then A5139 to A554; then A554 to Twelve Quays Terminal entrance.

	SNC 9 to include		Route Description
	From	To	
3	M56 J15	Twelve Quays Ferry Terminal, Birkenhead	M53 from J11 (M56) to J1; then A5139 "Wallasey Dock Link Road North" to A554; then A554 to Twelve Quays Terminal entrance..

Table 3: Description of routes providing connectivity between Liverpool and Belfast.

	Overview	Traffic Volume: (AADF)	Advantages of Identification	Disadvantages of Identification
1	Bootle to Twelve Quays Ferry Terminal, Birkenhead.	Average: 33,030 Range: 8,500 – 49,225	Route involves shortest extension to SNC. Route provides connectivity to Seaforth Container Terminal and Liverpool Freeport. Connects Liverpool with ferry terminal.	Slightly complicated route in Liverpool. Relies on the Kingsway Tunnel for connectivity.
2	M57 J4 to Twelve Quays Ferry Terminal, Birkenhead.	Average: 33,489 Range: 8,500 – 49,225	Provides a shorter, more direct route to Kingsway Tunnel. Directly links Liverpool to ferry terminal.	Majority of route runs through a busy urban area. Route lies on the Kingsway Tunnel for connectivity. Does not provide connectivity with other docks in Liverpool.

	Overview	Traffic Volume: (AADF)	Advantages of Identification	Disadvantages of Identification
3	M56 J15 to Twelve Quays Ferry Terminal, Birkenhead.	Average: 53,566 Range: 4,881 – 68,069	Simple, straightforward route, suitable for freight vehicles. Does not rely on Mersey Tunnels.	Does not directly link the nearest Strategic Destination (Liverpool) to ferry terminal (route is via M62, M6, M56 and M53). Does not provide connectivity with other docks in Liverpool.

Table 4: Comparison of routes providing connectivity between Liverpool and Belfast.

Figure 1.5

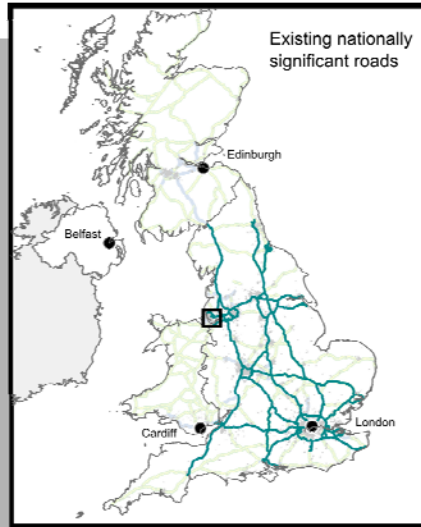
Result of definition change on connectivity with Belfast

Nationally significant roads

- Current
- Proposed
- Alternative proposal 1
- Alternative proposal 2

Road types

- Motorway
- Primary Routes (Trunk roads)
- Primary Routes (Principle roads)
- A Roads



1.20 Of these three options we believe that Alternative 1 is the most appropriate for a number of reasons. Firstly, consistent with the new criteria, and unlike alternative 3, it provides connectivity from Liverpool to Belfast via Birkenhead, rather than skirting the Merseyside conurbation. It also provides connectivity with the container terminal and other dock facilities at Seaforth and the Liverpool Freeport en-route to the Kingsway Tunnel. This route is illustrated in Figure 1.5.

Questions

You are invited to consider these questions when responding to the consultation.

- B09: Do you agree that Twelve Quays Ferry Terminal Birkenhead is the most appropriate ferry terminal to provide connectivity between Liverpool and Belfast?
- B10: Please provide evidence with your response.
- B11: Do you agree that the route from Bootle to Twelve Quays Ferry Terminal is the most appropriate route for inclusion in the SNC infrastructure/service maps?
- B12: Please provide supporting evidence with your response.

Effects of including additional routes

1.21 The primary effect of identifying the A1 between the A19 and the Scottish border as being of national significance will be to change the way in which decisions as to the priority given to future investment are made. Decisions will be made entirely by the Secretary of State, without the formal involvement of local stakeholders.

1.22 The local Authority roads identified as giving access to the Twelve Quays Ferry Terminal will not be added to the trunk road network simply because they are included in the SNC infrastructure/service maps. Therefore responsibility for day-to-day operational decisions, maintenance and improvement will remain with the local Highway Authority. The Secretary of State will, however, maintain a watching interest in the route and its effectiveness in providing strategic connectivity.

1.23 For a summary of the impacts we have identified please see the Impacts section below.

Summary of Questions for Consultation Chapter

This is a summary of the questions posed in the text above. You are invited to consider them when responding to the consultation.

- B01: Do you agree that the criteria in Box A should be replaced with the criteria in Box B when determining the Strategic National Corridors?
- B02: Please provide supporting evidence with your response.
- B03: Do you agree that the current rail infrastructure/services provide appropriate connectivity and no additions should be made?
- B04: Please provide supporting evidence with your response.
- B05: Do you agree that the A1 between its junction with the A19 at Seaton Burn and the Scottish border is the most appropriate route for inclusion in the SNC infrastructure/service maps?
- B06: Please provide supporting evidence with your response.
- B07: Do you agree that the current road infrastructure provides appropriate connectivity and no additions should be made?
- B08: Please provide supporting evidence with your response.
- B09: Do you agree that Twelve Quays Ferry Terminal Birkenhead is the most appropriate ferry terminal to provide connectivity between Liverpool and Belfast?
- B10: Please provide evidence with your response.
- B11: Do you agree that the route from Bootle to Twelve Quays Ferry Terminal is the most appropriate route for inclusion in the SNC infrastructure/service maps?
- B12: Please provide supporting evidence with your response.

2. Impacts



Figure 6: The A1 between Alnwick and Morpeth.

Assessment of Impacts

2.1 This consultation document has already explained that our proposals for amending the criteria defining the Strategic National Corridors is aimed at promoting connectivity with the capital cities of the United Kingdom, and recognising the strategic role played by the routes linking them to other strategic destinations. In planning the definition change, and in proposing routes that should be identified as nationally significant we have assessed the impacts which may occur.

2.2 The proposed revision of the criteria used in defining the SNCs' infrastructure and services and the resulting identification of two preferred road routes, has been driven by the need to recognise the importance of connectivity between strategic destinations in England and the capital cities of the United Kingdom. We judge that the changes

proposed above are the only viable approach to achieving this aim, and therefore that the only “alternative option” would be maintaining the status quo. Doing nothing would result in the current criteria continuing to be used as at present, providing connectivity with Wales, Scotland and Northern Ireland, but not specifically with any of their capitals. We believe that the status quo is not acceptable.

2.3 Tables 5, 6 and 7 below provide a summary of our assessment of impacts for each element of our proposal. We have not carried out a detailed assessment of risks for the alternative routes identified above, however this will be undertaken should a different course of action be followed after the consultation has concluded.

Impact	Business	Government	Others
Monetised	This change does not imply any change in funding available for investment in transport networks overall. Therefore no change for businesses or third-sector organisations expected overall.	Funding and overall decision making on investment priorities remains responsibility of Central Government, so no change.	No change in funding available for investment in the transport networks overall. Therefore, no change overall in experience of other stakeholders expected overall.
Non-Monetised	This change does not affect interactions with Government. There is no impact on administrative burdens and no change in legal requirements.	Decisions on schemes will be made solely by the Secretary of State, though there will be no change in funding arrangements. Possibly slightly more interaction between central and devolved administrations, off-set by less interaction between regional stakeholders and devolved administrations.	This change is not expected to have any non-monetised cost for other stakeholders.

Impact	Business	Government	Others
Other	Levels of stakeholder engagement not expected to change and therefore interactions regarding effects of specific schemes will be with Central, not Local Government, but this has no cost implications.	The only impact on Government is a change in the way decisions are made on schemes. This does not have any financial implications.	Levels of stakeholder engagement not expected to change and therefore interactions regarding effects of specific schemes will be with Central, not Local Government, but this has no cost implications.

Table 5: Summary of impacts for changing the criteria defining Strategic National Corridors.

Impact	Business	Government	Others
Monetised	Monetised elements of business cases for specific interventions will not change, therefore no change to priority is expected. There would also be no changes to the route as a result of definition change, meaning no impact on business.	Decisions on schemes will be made by Central Government, but there are no financial implications of this. Possibly slightly more interaction between central and devolved administrations, off-set by less interaction between regional stakeholders and devolved administrations.	Monetised elements of business cases for specific interventions will not change, therefore no change to priority is expected. There would also be no changes to the route as a result of definition change, meaning no impact on other stakeholders.

Impact	Business	Government	Others
Non-Monetised	Non-Monetised elements of business cases for specific interventions will not change significantly, therefore no change to priority expected. This results in no changes to administrative burdens or other non-monetised costs for business linked to road usage.	Some changes to way decisions are made for Central Government, but no financial implications.	Non-Monetised elements of business cases for specific interventions will not change significantly, therefore no change to priority is expected. This results in no change to administrative burdens or non-monetised costs for other stakeholders, linked to road usage.
Other	Levels of stakeholder engagement not expected to change and therefore there will only be a change in focus of interaction with decision-makers, but no financial implications.	Change in decision-making processes, but with no financial implications.	Levels of stakeholder engagement not expected to change and therefore there will only be a change in focus of interaction with decision-makers, but no financial implications.

Table 6: Summary of impacts of identifying the A1 between its junction with the A19 and the Scottish border as a road of national significance.

Impact	Business	Government	Others
Monetised	Monetised elements of business cases for specific interventions will not change, therefore no change to priority is expected. There would also be no changes to the route as a result of definition change, meaning no impact on business.	Decisions on schemes will be made by Central Government, but there are no financial implications of this. Possibly slightly more interaction between central and devolved administrations, off-set by less interaction between regional stakeholders and devolved administrations.	Monetised elements of business cases for specific interventions will not change, therefore no change to priority is expected. There would also be no changes to the route as a result of definition change, meaning no impact on other stakeholders.
Non-Monetised	Non-Monetised elements of business cases for specific interventions will not change significantly, therefore no change to priority expected. This results in no changes to administrative burdens or other non-monetised costs for business linked to road usage.	Some changes to way decisions are made for Central Government, but no financial implications.	Non-Monetised elements of business cases for specific interventions will not change significantly, therefore no change to priority is expected. This results in no change to administrative burdens or non-monetised costs for other stakeholders, linked to road usage.

Impact	Business	Government	Others
Other	Levels of stakeholder engagement not expected to change and therefore there will only be a change in focus of interaction with decision-makers, but no financial implications.	Change in decision-making processes, but with no financial implications.	Levels of stakeholder engagement not expected to change and therefore there will only be a change in focus of interaction with decision-makers, but no financial implications.

Table 7: Summary of impacts for identifying roads linking Bootle with the Twelve Quays Ferry Terminal in Birkenhead as roads of national significance.

2.4 As the tables demonstrate, whilst there is a slight change in the way the public and businesses will interact with Government over decision on schemes on the roads affected, we have assessed that the proposed changes will not have any economic – monetised, or non-monetised - impact. On this basis we have decided that it would not be appropriate to carry out a full Impact Assessment (IA) to accompany this consultation. If you disagree with this decision however, and are aware of any impacts which we might have missed, and which do not exist under the current arrangements, you are invited to describe them under question C07.

Questions

You are invited to consider these questions when responding to the consultation.

- C01. Do you agree with our assessment that there are no assessable economic impacts of changing the amending the criteria guiding the Strategic National Corridors (SNCs) infrastructure and services?
- C02. Please comment on your response to C01.
- C03. Do you agree with our assessment that there are no economic impacts of identifying the roads along our preferred route between Bootle and Birkenhead Ferry Terminal as roads of national significance?
- C04. Please comment on your response to C03.
- C05. Do you agree with our assessment that there are no economic impacts of identifying the A1 between the A19 north of Newcastle and the Scottish border as a road of national significance?
- C06. Please comment on your response to C05.
- C07. Please provide any additional comments regarding the impact of our proposals.

3. How to Respond

Instructions

- 3.1** Before deciding whether it is appropriate to change the definition of nationally significant road infrastructure we want to hear your views. The previous two chapters included a number of questions seeking your opinion of our proposals. You can answer these questions in a number of ways.
- 3.2** The simplest method of responding to this consultation is to complete the online consultation questionnaire, which can then be returned to the Department for Transport by email or printed and returned by post. This can be found at <http://www.dft.gov.uk/snccconsultation>.
- 3.3** Alternatively, you may write to the Department for Transport at the address at the end of this document, citing the question numbers listed below.
- 3.4** Finally, if your access needs make either of the above methods inappropriate you may contact the Department for Transport to discuss other ways of responding.

Summary of Consultation Questions

Section A: About You and Your Organisation

- A01. Your name
- A02. Your postal address
- A03. Your telephone number
- A04. Your email address
- A05. Type of response:
 - Individual (skip to question A10).
 - Organisational
- A06. Organisation name.

- A07. Organisation type
 - Central Government
 - Local Government
 - Business
 - Third-sector.
- A08. Your position.
- A09. How opinions were canvassed in your organisation.
- A10. Reasons for keeping responses confidential (if applicable).

Section B: The Consultation

- B01: Do you agree that the criteria in Box A should be replaced with the criteria in Box B when determining the route of Strategic National Corridors?
- B02: Please provide supporting evidence with your response.
- B03: Do you agree that the current rail infrastructure/services provide appropriate connectivity and no additions should be made?
- B04: Please provide supporting evidence with your response.
- B05: Do you agree that the A1 between its junction with the A19 at Seaton Burn and the Scottish border is the most appropriate route for inclusion in the SNC infrastructure/service maps?
- B06: Please provide supporting evidence with your response.
- B07: Do you agree that the current road infrastructure provides appropriate connectivity and no additions should be made?
- B08: Please provide supporting evidence with your response.
- B09: Do you agree that Twelve Quays Ferry Terminal Birkenhead is the most appropriate ferry terminal to provide connectivity between Liverpool and Belfast?
- B10: Please provide evidence with your response.
- B11: Do you agree that the route from Bootle to Twelve Quays Ferry Terminal is the most appropriate route for inclusion in the SNC infrastructure/service maps?
- B12: Please provide supporting evidence with your response.

Section C: Impact Assessment

- C01. Do you agree with our assessment that there are no economic impacts of changing the amending the criteria guiding the Strategic National Corridors (SNCs) infrastructure and services?
- C02. Please comment on your response to C01.
- C03. Do you agree with our assessment that there are no economic impacts of identifying the route between Bootle and Birkenhead Ferry Terminal as a road of national significance?
- C04. Please comment on your response to C03.
- C05. Do you agree with our assessment that there are no economic impacts of identifying the A1 between the A19 north of Newcastle and the Scottish border as a road of national significance?
- C06. Please comment on your response to C05.
- C07. Please provide any additional comments regarding the impact of our proposals.

Section D: Further Comments

- D01. Please provide any additional comments.

Confidentiality

3.5 Any responses received during the consultation period may be included in summary papers produced following its end, although individuals will not be identified. Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

3.6 If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. You may provide this information at question A10 of the consultation questionnaire. If we receive a request for disclosure of the information we will take full

account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department. The Department will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

Consultees

- 3.7** It is no longer standard practice when conducting consultations, to publish lists of those people and organisations who have been sent copies of the consultation documentation. We do not believe that doing this would serve a purpose in this particular consultation, given that its launch will be widely publicised to ensure that everybody who may have something to say has an opportunity to make their voice heard.
- 3.8** If, however, you know of any people or organisations who have not been invited to respond, or who may not have heard about the consultation through other means, we would urge you to let us know, using the contact information provided at the end of this document.

Consultation Criteria

- 3.9** The consultation is being conducted in line with the Government's Code of Practice on Consultation. The criteria are listed at Annex A. A full version of the Code of Practice on Consultation is available on the Better Regulation Executive web-site at:
<http://www.berr.gov.uk/files/file47158.pdf>

- 3.10** If you consider that this consultation does not comply with the criteria or have comments about the consultation process please contact:

Giada Covallero
Consultation Co-Ordinator

Department for Transport
Zone 2/25, Great Minster House
76 Marsham Street
London, SW1P 4DR

Email address consultation@dft.gsi.gov.uk

What Happens Next?

- 3.11** Following the end of the public consultation on 10th December 2010 the Department for Transport will consider all of the questionnaires submitted and representations made during the period, before publishing its response. This will take the form of a summary of responses accompanied by an explanation of the actions we intend to take next. The document will be published within three month's of the consultation's close, in line with best practice.
- 3.12** If it is decided, in the light of consultation responses, that it is appropriate to change the definition of SNC infrastructure and services as proposed in this document, the amendment will be made internally, and publicised through relevant media.

Contact Information

This consultation is being managed by the National Network Planning team in the Department for Transport. For more information please contact us as follows:

Updated SNCs Consultation
c/o Claudette Bagalo
5/23, Great Minster House
76 Marsham Street
London, SW1P 4DR

Email: claudette.bagalo@dft.gsi.gov.uk
or call: 0300 330 3000

A.1 Annex A: Consultation Criteria

The Government has adopted a Code of Practice on consultations. The Code sets out the approach Government will take to running a formal, written public consultation exercise. While most UK Departments and Agencies have adopted the Code, it does not have legal force, and cannot prevail over statutory or other mandatory external requirements (e.g. under European Community Law).

The Code contains seven criteria. Deviation from the code will at times be unavoidable, but the Government aims to explain the reasons for deviations and what measures will be used to make the exercise as effective as possible in the circumstances.

The seven consultation criteria are:

When to consult: Formal consultation should take place at a stage when there is scope to influence the policy outcome.

Duration of consultation exercises: Consultations should normally last for at least 12 weeks with consideration given to longer timescales where feasible and sensible.

Clarity of scope and impact: Consultation documents should be clear about the consultation process, what is being proposed, the scope to influence and the expected costs and benefits of the proposals.

Accessibility of consultation exercises: Consultation exercises should be designed to be accessible to, and clearly targeted at, those people the exercise is intended to reach.

The burden of consultation: Keeping the burden of consultation to a minimum is essential if consultations are to be effective and if consultees' buy-in to the process is to be obtained.

Responsiveness of consultation exercises: Consultation responses should be analysed carefully and clear feedback should be provided to participants following the consultation.

Capacity to consult: Officials running consultations should seek guidance in how to run an effective consultation exercise and share what they have learned from the experience.

A full version of the code of practice is available on the Better Regulation Executive web-site at: <http://www.bis.gov.uk/files/file47158.pdf>

If you consider that this consultation does not comply with the criteria or have comments about the consultation process please contact:

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