

**Report to the
Transport for South Hampshire and Isle of Wight
Joint Committee**

Date: 27 February 2014
Report by: Phil Marshall
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Subject: Department for Transport Consultation on Draft National Policy Statement for Road and Rail Networks

1. Summary

1.1 The following decision(s) is/are sought:

That the Joint Committee ratifies the TfSHIoW response to the Government consultation on the National Networks National Policy Statement, which was submitted prior to the to the consultation deadline on the 26 February 2014.

2. Reason

2.1 In order to ensure that TfSHIoW has an active role in influencing Government policy for the development of the National Networks, which have an essential role supporting the Solent economy.

3. Other Options Considered and Rejected

3.1 Taking no action – This would not allow TfSHIoW an opportunity to influence Government policy on this important issue.

4. Conflicts of Interest Declared by the Decision Maker or Other Executive Member Consulted – None.

5. Dispensation granted by the Conduct Advisory Panel – None.

6. Reason(s) for the Matter being dealt with if Urgent – None.

Approved by: **Date:**

Councillor **- Chairman
Transport for South Hampshire and Isle of Wight Joint Committee**

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Subject: Department for Transport Consultation on Draft National Policy Statement for Road and Rail Networks

Purpose of the Report

The purpose of this report is to outline the TfSHIoW response to the Government consultation on the Draft National Policy Statement for National Networks.

Recommendations

- 1. That the Joint Committee ratifies the TfSHIoW response to the Government consultation on the National Networks National Policy Statement, which was submitted prior to the to the consultation deadline on the 26 February 2014.**

Introduction

1. The Government published their Draft National Policy Statement for National (Road and Rail) Networks in December 2013. This has been subject to a consultation, which closed on the 26 February 2014. This report outlines the TfSHIoW response to this consultation (provided as an Appendix to this report).

Background

2. The National Networks National Policy Statement (NN NPS) will set the overall policy against which the Secretary of State will make decisions on applications for nationally significant projects on the national road and rail networks. The NN NPS is supported by other documents, including a Appraisal of Sustainability and a Habitats Regulation Assessment.
3. Within the Solent area, the national road and rail networks have an important transport function, catering for many strategic and local journeys in support of the local economy. Future economic growth

aspirations for the Solent, including the provision of more employment and housing development is predicted to increase future travel demands. The national road and rail networks already suffer from congestion and in the case of the rail network, limitations on journey opportunities east to west across the sub-region. Further development of the national road and rail networks will be an essential component of the overall transport strategy necessary to support growth within the Solent area. Therefore, TfSHIoW supports the principles laid out in the NN NPS, with some minor caveats.

TfSHIoW Consultation Response

4. The Government consultation is based around nine specific questions. The TfSHIoW response has primarily focussed on the transport and economic issues raised through the consultation and generally supports the NN NPS. A summary of the TfSHIoW Response is given below and the detailed response is contained in the Appendix.
 - The Sub-Regional Transport Model is a tool available to predict future demand on National Networks within the Solent area;
 - The DfT should consider more research into the factors influencing increased traffic demands, in order to make these more accurate than previous predictions, which have consistently over-estimated traffic growth;
 - As a dense urban area, with many shorter journeys using the Strategic Road Network (SRN), the Solent area provides a good opportunity to maximise the benefits of modal shift to minimise congestion on the road network;
 - Any investment to improve the capacity of the SRN should be part of a comprehensive package, which also includes behavioural change and modal shift measures;
 - The response outlines specific priorities in the Solent area for improved rail passenger and freight movements, including improved access to London, better east-west connectivity, including access to the Airport from the east and catering for increased rail freight movements, particularly to / from the Port of Southampton;
 - Supporting the principle of Strategic Rail Freight Interchanges and noting their potential linkage with Port activities; and
 - The opportunity for TfSHIoW to work closely with both the Highways Agency and Network Rail on their respective Route Based Strategy and Long Term Planning Process.

Summary

5. The TfSHIoW generally supports the Government's proposed National Policy Statement for the National Road and Rail Networks, with some minor caveats and comments. The full TfSHIoW response is included in the attached Appendix.

Agenda Item: 14

Section 100 D - Local Government Act 1972 - background papers

The following documents disclose facts or matters on which this report, or an important part of it, is based and has been relied upon to a material extent in the preparation of this report.

NB the list excludes:

- 1. Published works.
- 2. Documents which disclose exempt or confidential information as defined in the Act.

TITLE

LOCATION

To be completed