

The Independent Voice of Local Business.....

SOUTHAMPTON & FAREHAM CHAMBER OF COMMERCE & INDUSTRY

RESPONSE TO DEPT FOR TRANSPORT NATIONAL CONSULTATION ON
DELIVERING A SUSTAINABLE TRANSPORT SYSTEM –November 2008

1. Are there any additional challenges that we should add to the matrix? Or any challenges we should delete?

ADD AN ADDITIONAL CHALLENGE under Support Economic Growth
- ensure that the New Growth Points designated in the South East Plan are fully served by both the road and rail Strategic National Corridors.

Investment in infrastructure, especially the additional measures needed for transport for 2014-19 and beyond, should be delivered in a timely way if the SE Plan is to achieve its economic growth target of 3.5% pa GVA by 2026.

2. Are there ways in which we could make any of the challenges clearer and easier to understand or measure?

NO COMMENT

3. Which of the challenges do you consider as most important?

SUPPORT ECONOMIC GROWTH and do this in a sustainable manner, so as to also contribute to the second goal of TACKLE CLIMATE CHANGE. The South East Plan is “economy led” so as to achieve the growth target it sets. Achieving the other social-economic goals listed depends on growing the economy to provide the funds for this.

4. Do you agree central government should lead on the development of solutions for the national network and international networks and that regional and local government should lead for the city and regional networks?

This solution would fit with the Local Development Frameworks and Local Transport Plans being developed by local authorities and sub-regional groups based on Multi Area Agreements between local authorities, like PUSH (Partnership for Urban South Hampshire).

However, a degree of overall co-ordination is necessary regarding development of solutions, investment and implementation because regional routes need to be co-ordinated on a national basis and because within the networks there is some overlap of national/international/regional routes.

5. Are there any strategic corridors that should be added to the national network? Or any corridors that should be removed from it?

SEE QUESTION 8.

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6. Do you have any suggestions on how best to ensure that solutions for the national network and international networks and for the city and regional networks are developed in a joined-up way?

The Chamber of Commerce suggests that a method is developed to:-

- support overall co-ordination where its need becomes apparent for solutions to national/international/regional networks,
- enable transport agencies and transport operators (public and private) to participate in the decision making process on these solutions.

7. Do you have any other comments on the approach, set out in this section, to taking forward the proposals contained in Towards a Sustainable Transport System?

It is noted this consultation is taking place while some local authorities have yet to complete their Core Strategy Development Plan Documents. Therefore the Chamber of Commerce would like to stress the necessity to give proper recognition to the connectivity and significance of the nationally important sectors and clusters of the economy, which are yet to be identified in some Development Plan Documents.

8. Would you like to see any significant changes (additions or deletions) to these Strategic National Corridors?

The Southampton & Fareham Chamber of Commerce is very encouraged to see the Strategic National Corridors list includes the Southampton to London Corridor and the South Coast ports to the Midlands.

However, Southampton is not only a major international port, it is surrounded by an urban area similar to that of Portsmouth in population and area. Therefore, Southampton merits similar classification as a “large urban area” which should be served by the Strategic National Corridors in both directions. SEE QUESTION 10.

9. Are there changes (additions or deletions) you would like to see to the strategic road infrastructure list?

The Chamber of Commerce notes the welcome additions to the Strategic Road Infrastructure list affecting Southampton and South Hampshire and strongly recommends that central government funds be made available to the local authorities where they will have responsibility for maintaining sections of national strategic routes.

10. Are there changes (additions or deletions) you would like to see to the passenger rail service list?

The Chamber of Commerce would like to see the addition of the London to Southampton direction to the passenger rail service list, which already includes the Southampton to London direction. This will be in line with recognition of Southampton as a large urban area (SEE QUESTION 8) and as an international

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transport hub with both port and airport connections and the UK's major port for cruise ships.

11. Are there changes (additions or deletions) you would like to see to the rail freight service list?

Table 6.6 Item 4 - The Chamber of Commerce would like to see the addition of "automotive traffic" as well as "containers" under important railfreight flows between South Coast ports and West Midlands/North West England.

Car manufacture represents a significant portion of exports via the Port of Southampton.

12. Are there changes (additions or deletions) you would like to see to the air service list?

NO COMMENT



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ABOUT US

Your regional Chamber working for you locally.....

As the independent voice of local business, Southampton and Fareham Chamber of Commerce is able to represent some 2,000 businesses in the South Hampshire region and further afield through Hampshire Chambers concerning the issues that affect their ability to grow and prosper. Their views are central to the Chamber's lobbying on issues of concern to our members and are the basis of our thinking on the many local, regional and national planning or government policy initiatives on which we are asked for formal comment as a business representative organisation. The volunteer Chamber members on the committees provide expertise and a wide knowledge of specialist topics. This is of great help in formulating the **Chamber Viewpoint**, which is published monthly in the centre pages of our magazine and on our web site.