

Intended for

Department for Transport

Project

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NATIONAL NETWORKS NATIONAL POLICY STATEMENT

AOS APPENDIX 1



Bright ideas. Sustainable change.



APPENDIX 1: DEVELOPMENT OF ALTERNATIVES

1.1 Key assumptions and principles

1.1.1 General assumptions

- It is assumed that the NNNPS will be reviewed after 5 years and updated to reflect any changes in Government policy, including any changes in the scale of likely interventions and / or balance of priorities. A new AoS and HRA will be undertaken of a revised NNNPS.
- The Government is committed to a vision led approach to transport development. This underlying commitment means that the alternative scenarios presented are not vastly different in their approach. Rather, they present subtle variations with regard to the way issues (and therefore investment) are prioritised.

1.1.2 SRN

- Under all alternative scenarios, the scale of funding on the SRN will remain relatively consistent in real terms with that during Road Periods 1 and 2.
- Under all alternative scenarios, the ageing nature of the road network means a significant and increased proportion of funding will likely be allocated to operating, maintaining and renewing the existing network.
- Under all alternative scenarios, funding for new interventions that increase capacity on the network will be subject to the principle that the purpose of development on the SRN is to bring forward individual schemes to tackle *specific issues* shifting to a vision led approach as committed to in the Transport Decarbonisation Plan, rather than to meet unconstrained traffic growth (i.e., 'predict and provide').
- The difference between the alternatives in terms of SRN development will be the priority that different issues are given.

1.1.3 Rail

- Under all alternative scenarios funding will be maintained at the same broad level as in the current Spending Review (which runs to the end of 2023/24).
- Under all alternative scenarios, there will be better utilisation and renewal of existing rail assets, to reflect the critical importance of ensuring financial sustainability on the railway and securing value for money from existing infrastructure.
- All alternative scenarios include the government's long-term commitment to major improvement programmes and re-openings
- The difference between the alternatives in terms of rail development will be the priority that different issues are given.

1.1.4 SRFIs

- Under all alternative scenarios, SRFI development will remain market led with capacity to be provided at a range of locations to provide the flexibility needed to match the changing demands of the market.
- The main difference between the alternatives in terms of SRFIs is the approach taken to consent with regard to locational spread.

NNNPS Building Blocks	NNNPS: Investment which delivers balanced national priorities	Alternative 1: Prioritising investment which delivers environmental sustainability benefits	Alternative 2: Prioritising investment which delivers wider economic and levelling up benefits
Strategy summary	Investment across all national networks, that delivers a balance across economic, social and environmental sustainability outcomes, contributing across national priorities.	Investment across national networks, which prioritises improving environmental sustainability and wellbeing of communities adjacent to national networks.	Investment across national networks, which prioritises investment in strategically important locations, e.g., those identified as requiring levelling up, or having particular economic benefits.
Road	Limited capacity increases may be provided to solve a range of issues across the network.	<p>Limited capacity increases may be provided with a greater proportion of investment allocated to environmental and wellbeing improvements on both road and rail networks.</p> <p>NSIP options will only be brought forward where it can clearly be demonstrated that other options, involving less construction, cannot meet the scheme objectives. In all cases, any investment will only be permitted where these avoid significant negative impacts on carbon, all aspects of the environment, and communities, and also provide significant improvements to the environmental and/or wellbeing of communities adjacent to national networks.</p>	<p>Limited capacity increases may be provided with a greater proportion of investment allocated to support connectivity by strengthening the national network ensuring economic opportunity for communities and improved living standards.</p> <p>Greater proportion of investment allocated to improvements to infrastructure with multi-modal impacts (i.e. freight network). Increases in capacity if in the national interest of enabling innovation, driving long-term growth, and unlocking economic opportunity for communities.</p>

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Demand management	<p>A vision led approach (as committed to in the Transport Decarbonisation Plan).</p> <p>This will include greater deployment of technology¹ which can support more effective use of the network.</p> <p>The vision led approach to minimise demand on the SRN is essential but will not always offset the need to increase capacity as modal shift does not always equate to less road use.</p>	<p>Similar to NNNPS, but greater emphasis / promotion of public transport, active travel and other policy levers to reduce demand on the roads (i.e., improvements to public transport, walking and cycling, promoting ridesharing and higher car occupancy). Recognition that changes in commuting, shopping and business travel accelerated by the pandemic, also offer the opportunity for a reduction or at least a stabilisation, in traffic more widely.</p>	As the NNNPS
Rail network	<p>The delivery of new or enhanced rail infrastructure may be brought forward to support strategic objectives which include a broad range of priorities including the government's Levelling Up agenda, decarbonisation of the railway in support of the government's Net Zero commitments and balancing the needs of passenger and freight customers.</p>	<p>The delivery of new or enhanced rail infrastructure may be brought forward to support strategic objectives focussed on renewing and growing the rail network through targeted investments to ensure all communities have access to high quality physical infrastructure and to support decarbonisation of the railway.</p>	As the NNNPS. However, investment is actively prioritised in locations identified as requiring levelling up or having particular economic benefits to wider society.

¹ Such technological interventions might include greater use of digital signalling, greater provision of route information to drivers, alternative fuels, self-driving vehicles or digital connectivity.

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		<p>Support for the growth of rail freight in particular will be prioritised, due to the environmental and economic benefits of the sector. Capacity, connectivity and reliability improvements will make rail a more competitive option against other transport modes for freight.</p> <p>NSIP options will only be brought forward where it can clearly be demonstrated that other options, involving less construction, cannot meet the scheme objectives. In all cases, any investment will only be permitted where these avoid significant negative impacts on carbon, all aspects of the environment, and communities, and also provide significant improvements to the environmental and/or wellbeing of communities adjacent to national networks</p>	
SRFIs	Consideration given to ensuring existing SRFI locations are taken into account when making an application, to ensure that SRFIs are strategically located and thus enable	SRFIs will only be consented where these avoid significant negative impacts on carbon, all aspects of the environment and communities, and also provide significant	An expanded network of SRFIs, with priority/consent given to locations identified as requiring levelling up or

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	a cross-country network which unlocks the full range of benefits that an expanded network of SRFIs can provide.	improvements to the environmental and/or wellbeing of communities adjacent to national networks.	having particular economic benefits to wider society.