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The Future of Rail in The South East: A Joint Vision Statement

- **We note** the view of Sir Rod Eddington, expressed in a landmark 2006 study, that “to meet the changing needs of the UK economy, Government should focus policy on...improving the performance of existing transport networks, in those places that are important for the UK’s economic success”¹. The South East contributes £181.8bn to UK economic output, or 14.4% of the UK’s total economic output². The status of regions requires a real focus on improving key transport infrastructure.
- **We note** the view expressed in the National Infrastructure Plan (2011) that “Airports and ports are the gateways to international trade and the Government will work to improve the road and rail connectivity to major ports and airports”.
- **We note** that high-quality, fully integrated transport networks can help to attract the foreign direct investment that is essential for promoting growth and generating new jobs in the South East of England. Substantive research shows that 51% of potential investors cite international transport links as an important factor in deciding where to locate³.
- **We note** that improved integration of different modes of transport in the South East of England would benefit ordinary commuters and travellers, as well as passengers in the regions ports and airports. Through improved integration of the South East’s airports, railways, roads and ports, Government can better serve the needs of the people living in South East of England *and* the wider UK economy.
- **We believe** that any future framework for rail services in the South East, including any new train operating franchise(s) tendered by the Department for Transport, must:
 - a) **Place a specific requirement** on any future train operating company providing services in the region **to promote better integration its key roads, airports, and ports**, as well as other international rail links located in the South East of England.
 - b) **Require any potential operator** to demonstrate a clear vision around how, through the nature of the links they provide and the quality of ‘rolling stock’ they choose to use, **a better experience for users** of those rail links that connect between different modes of transport can be delivered.

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¹ *The Eddington Transport Study: The case for action- Sir Rod Eddington’s advice to Government* (December 2006)

² Office of National Statistics, *sub-regional and local gross value added* (December 2009)

³ Cushman and Wake field, *European Cities Monitor*,. (2010),‘