

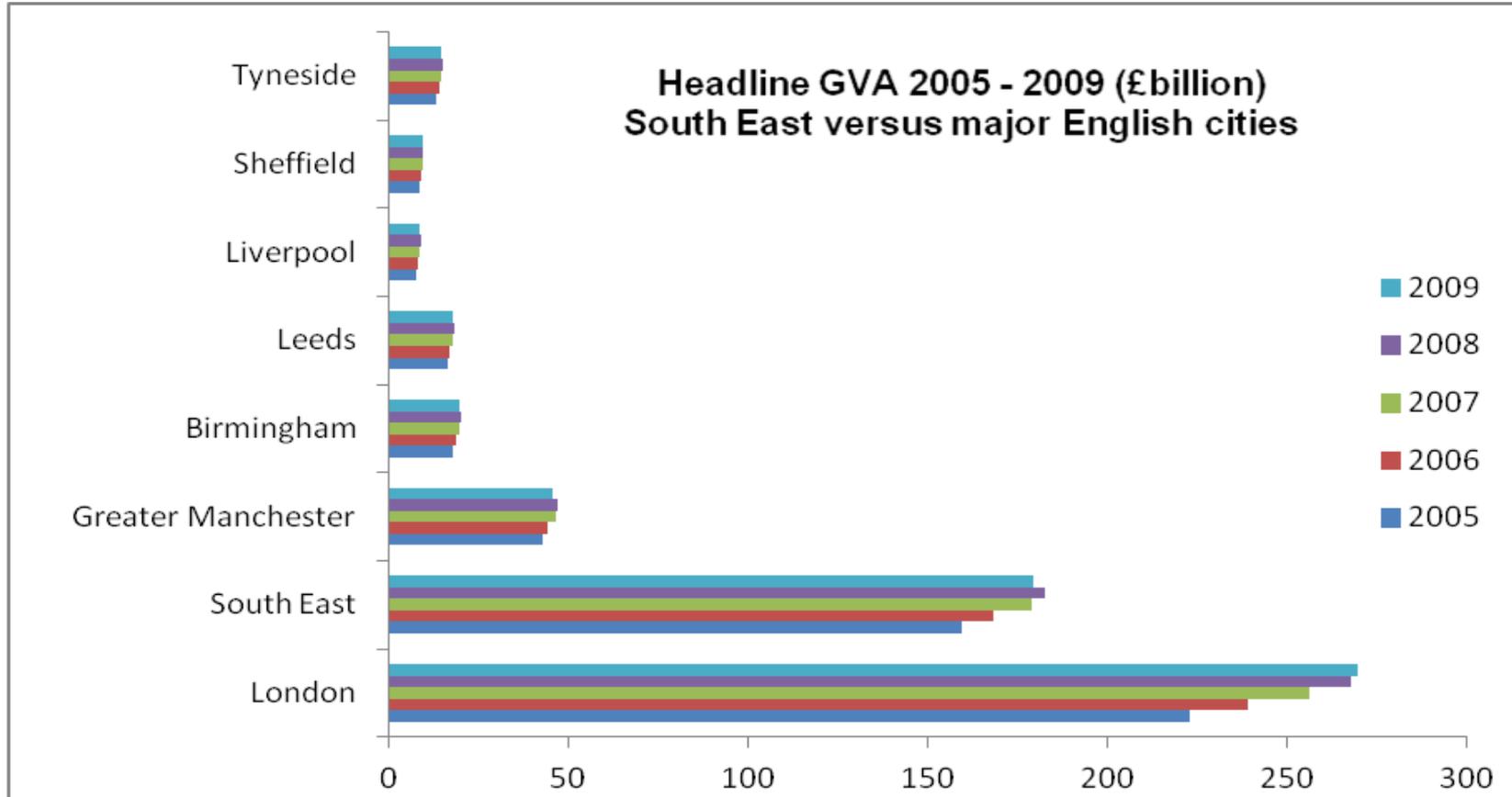
Strategic Transport Infrastructure for South East England

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The issues

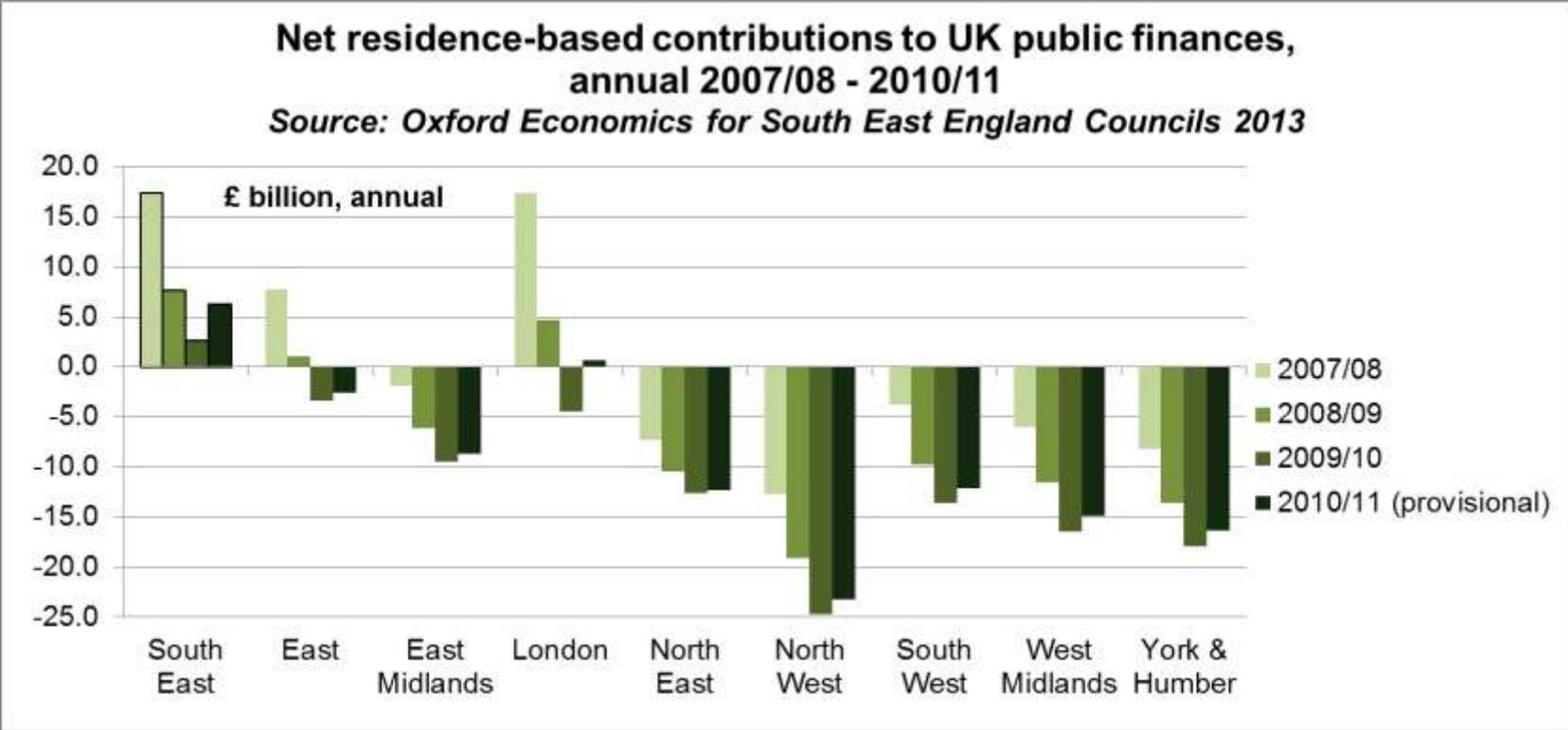
- The South East contributes more to the UK economy than any other region
- And more than any city other than London
- We are the largest net contributor to the exchequer
- Yet the region receives less Government spending per head of population than any other region
- A lack of infrastructure is leading to problems of congestion and reduced competitiveness
- The Government should support more investment in the South East.

Are cities the main engine room of the economy?



Source: Office for National Statistics

SE contribution to UK public finances



Government expenditure 2009-10

	Total expenditure (£ billion)	Expenditure relative to...		
		Employment (£ per employed)	GVA (UK=100)	Income (UK=100)
Northern Ireland	22.6	27,000	149.9	143.5
Wales	33.5	25,000	141.6	125.3
North East	29.0	24,700	132.9	122.9
Scotland	61.9	24,200	114.6	120.8
North West	74.2	22,100	115.5	111.3
West Midlands	54.8	21,100	109.1	107.4
Yorkshire & the Humber	52.4	21,000	110.0	104.9
South West	55.5	20,800	106.5	99.9
East Midlands	42.0	20,100	97.7	95.7
Greater London	94.0	19,800	73.0	90.5
Eastern	53.5	19,000	81.8	83.0
South East	80.9	18,800	76.6	78.8
UK	669.3	21,100	100.0	100.0

Source: Oxford Economics: "Why the South East Matters", 2011

SE transport infrastructure

- There are many existing strengths:
 - Good road and rail networks
 - The UK's major airports
 - Ports and the channel tunnel
 - Access to London
- But also many weaknesses:
 - Congestion leading to unreliable journey times
 - Lack of capacity
 - Old and tired infrastructure

SE strategic transport needs

Economy

- Bolster the South East's gateway role and improve exports by improvements to key road and rail corridors linking London, the airports, the ports and the major towns.
- Reach an early decision about the expansion of UK airports, maintaining and expanding the UK's position as an international hub. Make it easier for residents and businesses to get to major airports, and increase the number of destinations that those airports serve.
- Congestion: improve journey time reliability by tackling pinch points, reducing the number of incidents which cause major delays and responding to incidents more quickly.
- Provide better transport links to create and link jobs and housing.

SE strategic transport needs

Carbon and the Environment

- Promote alternatives to the car, for example through an extension of the Local Sustainable Transport Fund.
- Start a “rail renaissance” to make better use of rail.
- Protect and maintain existing transport assets, such as the condition of roads and bridges.

Quality of Life

- Improve the quality of retail centres to make them more attractive for residents to visit, to work and to shop.
- Improve the quality of business premises and industrial estates, so that businesses want to locate there.

Affordability

- All schemes must demonstrate excellent value for money and wider economic benefits.

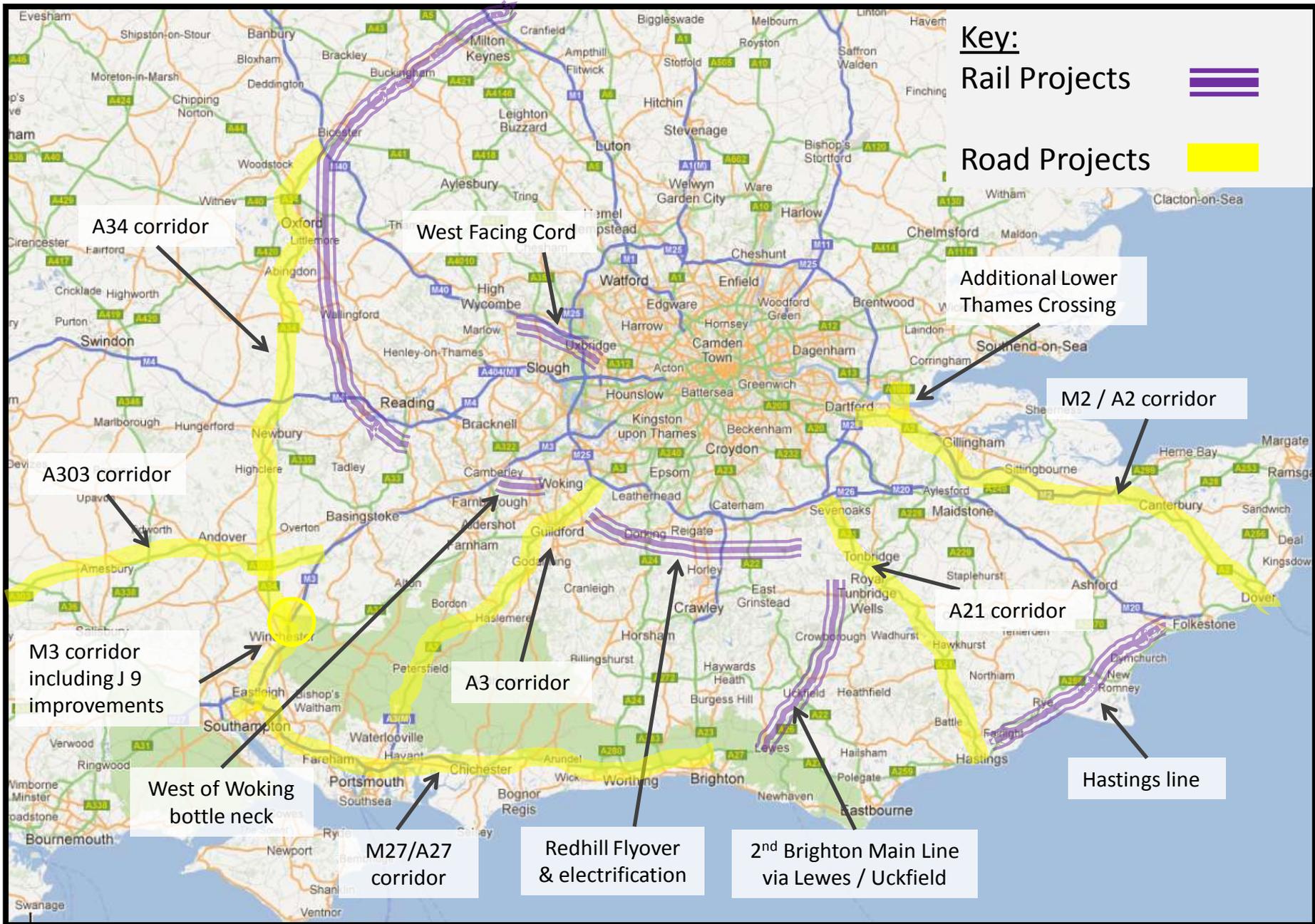
Strategic gateways

- Dover and the Channel Tunnel
- Southampton Port
- Airports:
 - Heathrow and Gatwick
 - Stansted (not in the old South East region)
 - Manston, Farnborough, Southampton, etc
- The M25
- London rail termini

Strategic corridors

- Access to the South West, including rail and the M3, A34 and A303
- Connections to the East and East Midlands
- The London-Portsmouth corridor including the A3 and Portsmouth-Waterloo rail line
- London to East Sussex, including the A21
- Access to Brighton
- The South Coast corridor - M27/A27

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Conclusions

- There is no logic in under-investing in the UK's most important economic asset – the South East of England.
- This is the real engine room of the economy.
- We have highlighted the key gateways and corridors that urgently need investment
- We need analysis to show the benefit to cost ratios and economic impact of investing here
- We would like to develop through collaboration to build a business case for investors.