

Transport for the South East & Network Rail Memorandum of Understanding

Purpose

This memorandum of understanding describes the spirit of partnership underpinning the working relationship between Transport for South East (TfSE) and Network Rail. The content of this document is not legally binding on either party.

Vision

Network Rail supports the vision statement contained within TfSE's transport strategy, published in July 2020:

“By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step change in connectivity and environmental quality.”

“A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life”.

Our shared commitment

Network Rail and TfSE are committed to working collaboratively towards delivery of the vision, focussing initially on the five key areas below. Where views might differ between the organisations we will aim to work around any issues and find a positive way to progress matters with respect and professionalism.

1. Modal shift to rail

Facilitating modal shift by:

- Exploring options to improve cross-regional services, particularly on the following corridors:
 - Ashford-Gatwick-Reading
 - Brighton-Southampton-Bristol/Cardiff
 - Ashford-Hastings/HS1 capacity
 - Abbey Wood to Ebbsfleet

- Supporting development of capacity improvements to enable the network to cater for forecast growth e.g.:
 - Brighton Main Line Upgrade – Croydon Area Remodelling
 - South West Main Line – Working Area Remodelling
 - Redevelopment of London Victoria and Clapham Junction stations
 - Western and southern rail access to Heathrow Airport
 - Replacement of rolling stock recognised as no longer fit for purpose e.g. West Coastway Class 313
- Promoting specification of rolling stock that provides an appealing journey experience for the variety of different potential passengers across the TfSE region
- Bringing together the relevant agencies to improve publicly available integrated transport customer information and widen the provision of multi-modal ticketing

2. Net-zero carbon

Facilitating achievement of carbon 2050 targets by:

- Working with rail industry partners to enable removal of diesel traction for passenger rail services throughout the TfSE area
- Working with freight sector to influence the proportion of freight carried by rail and/or lower carbon traction

3. Best value for taxpayers

Efficient alignment of taxpayer funded resources by:

- Integrating strategic analysis, data sources and insight
- Where possible aligning TfSE corridor studies and Network Rail modular route studies

4. Working openly and in good faith

Both organisations agree to work openly and in good faith to:

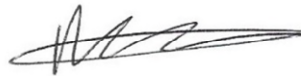
- Support each other's policies and objectives wherever possible
- Assist in the development of corridor studies undertaken by TfSE and the modular study work led by Network Rail
- Work closely in terms of data sharing, analysis and policy outcomes
- The three Network Rail routes will speak with one voice to provide a clear understanding to TfSE on Network Rail policy or position

5. Better integrated transport and land use planning

Seeking to improve land use planning by collaborating and working to mutual benefits with relevant local, regional and central government organisations involved in determining housing policy and specification of local industrial strategies



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