

# Infrastructure 2050 – proposals for improving strategic transport links between London and the South East

May 2014



## **Introduction**

This document sets out proposals from South East England Councils (SEEC) and South East Strategic Leaders (SESL) on strategic transport schemes for inclusion in the GLA's Infrastructure 2050 work. Together SEEC and SESL promote the views and interests of all tiers of local government across the South East, representing over 8.7 million residents.

We were pleased to be invited to contribute to your work in the critical area of planning for future infrastructure needs. The inter-dependence between London and the South East means that we share many of the same challenges and so there are mutual benefits to be gained from a shared approach to infrastructure and sourcing the required investment.

While this document focuses on strategic transport needs and draws on existing South East work, we would also be interested to provide input on other areas of infrastructure planning as your 2050 project develops to the next stage.

## **1. Transport – a shared priority**

- 1.1 London and the South East together drive the UK economy. Both areas have successful economies of their own but also rely heavily on movement of goods and people between the two areas:
- 421,000 people travel into London from the South East to work every day
  - 153,000 people travel into the South East from London to work every day
  - Business, tourism and supply chain links between London and the South East's major ports and airports include Southampton (44m tonnes of cargo pa), Portsmouth, Dover, the Channel Tunnel (1.4m trucks, 2.5m cars in 2013) and Gatwick (34m passengers in 2012). Heathrow (70m passengers in 2012) sits on the boundary of London and the South East, creating significant demand for travel between the two areas.
  - South East motorways carry 25% of all motorway traffic in England (DfT figures show some 22.4 billion vehicle kilometres a year) and include key links between London and the South East such as the M25, M4, M3 and M40.
- 1.2 Reliable and high quality strategic transport infrastructure is important to supporting all these cross-border movements of people and goods. To achieve this, continued and co-ordinated investment in both London and the South East will be needed over the coming decades to ensure transport infrastructure keeps pace with increasing passenger and freight demand.
- 1.3 Particularly important will be a joint approach to promoting schemes that extend beyond London's border. A focus only on projects within the capital will fail to address the reliance of both London and the South East on excellent transport links between the two areas.
- 1.4 Cross-boundary transport networks are already creaking and the situation will deteriorate further without investment. For example rail commuting is a lifeline for many businesses, with over 570,000 workers commuting between London and the South East every day but rail routes in the South East are some of the most overcrowded in the UK. DfT 2012 figures show two South East-London morning commuter routes are the most overcrowded train services in the country

(the 07.44 Henley-on-Thames to Paddington – load factor 180% – and the 07.32 Woking to Waterloo – load factor 164%).

- 1.5 Maintaining a reliable transport network will be a growing challenge in future given the expected scale of population rises and economic growth in both London and the South East.
- 1.6 Given the significant inter-reliance between London and the South East, our members welcome the opportunity to put forward proposals for inclusion in Infrastructure 2050. This document focuses on strategic transport but our members would also appreciate the opportunity to discuss the full range of infrastructure needs during the consultation stage of the Infrastructure 2050 project – including the level of interdependence between London and the South East on topics such as utilities, schools, health, housing and green space.

### **Transport proposals for Infrastructure 2050**

- 1.7 Partners across the South East have identified a programme of 11 strategic projects, offering mutual benefits to London and the South East. The schemes fall into two categories:
  1. Improving orbital travel routes to free up capacity in central London. Four rail and road projects would relieve congestion in the capital and benefit the South East by creating quicker, more direct links between major towns, economic centres and ports/ airports.
  2. Improving economic links for exports, supply chains, commuting and tourism between London and the South East's ports/airports. Seven projects would reduce congestion and improve journey time reliability between London and the South East, at the same time as improving international connections for many more businesses and passengers UK-wide.We would welcome the opportunity to work with London to make sure these projects are taken forward through the Infrastructure 2050 work.

### **Taking the proposals forward**

- 1.8 Mechanisms for cross-boundary working between London and the South East need to be developed further to take these proposals forward. To ensure we develop a viable, deliverable set of proposals for Infrastructure 2050 South East local authorities want to work with London to:
  - i) Gain political agreement on establishing a joint officer task group to develop the business case for investment in a programme of strategic transport projects that offer mutual benefits to London and the South East.
  - ii) Ensure national agencies' transport investment programmes take full account of the national economic benefits and return on investment offered by key projects in the South East and London.
  - iii) Make the case for London Finance Commission proposals to be made available to both London and South East. This is essential to ensure that both London and South East local authorities are able to contribute towards funding of strategic schemes, by:
    - Retaining a greater share of business rates to help support strategic cross-boundary transport investment
    - Allowing London and South East authorities to receive a share of their areas' tax revenues to fund strategic transport improvements, building on a similar approach, which is already part of the Manchester city deal
    - Greater freedom for local authorities and partners to raise funding to invest in strategic infrastructure projects.

## **2. The economic case for investing in London and the South East**

- 2.1 While London and the South East are not the only areas in need of future transport investment the strength of our combined economies, coupled with our role as national and international gateways, offers a significant return for UK PLC in a number of key areas:

### **Global competitiveness**

- 2.2 Investment in improving the strategic transport infrastructure in London and South East is important to maintain our areas' global competitiveness, which will maximise jobs growth and profitability to support national economic recovery.
  - After London, the South East has the UK's largest economy. Globally both London and the South East are significant players, ranking 21<sup>st</sup> and 30<sup>th</sup> respectively in the international

league tables of economic success. Without strategic investment in high quality transport infrastructure both areas run the risk of losing businesses – not to other parts of the UK but to international competitors.

### High returns for the Treasury

2.3 Investment in the South East and London will pay dividends for the Treasury in terms of increased taxes by releasing the potential for further jobs and business growth. The resulting economic growth will deliver high returns for Treasury. That return – based on increased taxes as businesses grow and create new jobs – will not only repay public investment but will also generate surpluses that will support public spending in other areas of the UK.

■ London and the South East’s potential is illustrated by a comparison with England’s 8 core cities, which shows London and the South East as the strongest performers. From 2007-12, Gross Value Added (GVA) in each of our areas exceeded the combined GVA of all 8 core cities. (See chart 1 below).

### Better access to international gateways for all UK business

2.4 Improving routes to international gateway ports/ airports in London and the South East will offer major benefits for businesses across the country by providing quicker, more reliable, congestion-free access. Reduced congestion will support greater business productivity.

■ Access to overseas markets and supply chains via ports and airports in London and the South East is vital for businesses UK-wide. By failing to invest we add to the congestion, frustration and costs that businesses across the UK face every day when travelling along our strategic transport corridors to reach our international gateway airports and ports.

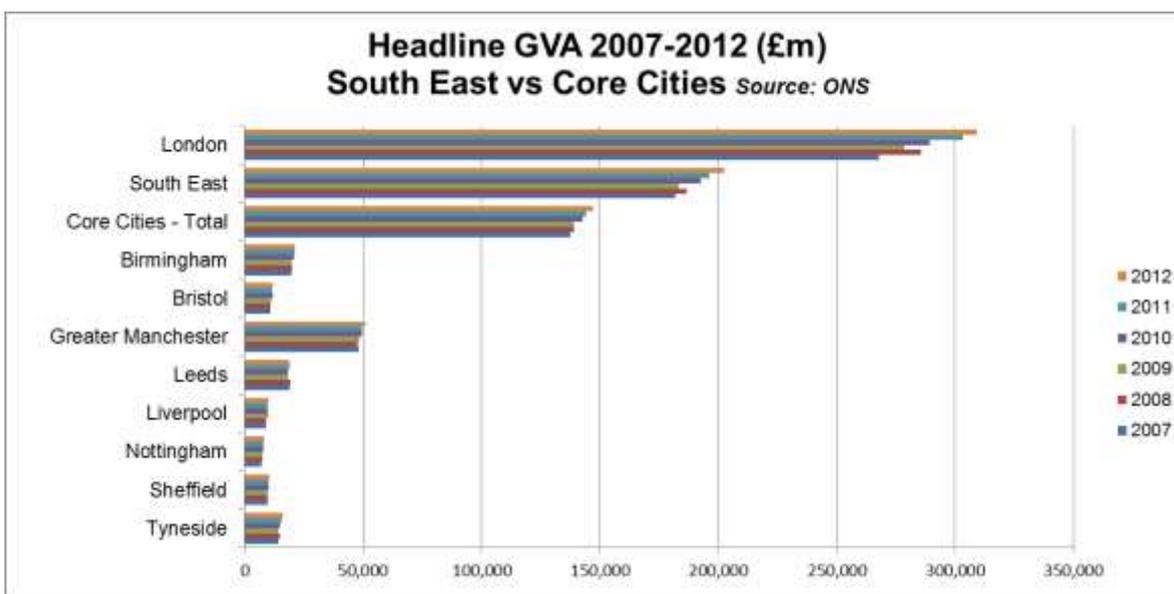


Chart 1: Comparing GVA in the South East and London with 8 core cities. The South East and London both show success that outstrips the total GVA generated by all 8 core cities combined.

### The environment

2.5 In addition to economic gains, transport improvements would also deliver benefits for the environment and support carbon reduction targets. Reduced road congestion and greater use of rail by both passengers and freight would contribute to a cleaner environment.

## 3. Why a new approach is needed

3.1 While the GLA and TFL have a well developed strategic transport programme within London’s boundaries, neighbouring South East local authorities, LEPs and their partners have more limited powers and funding to develop a similar programme. However it is important that London and the South East work together to define and promote a programme of cross-boundary transport investment that will provide mutual benefits.

3.2 Unlike London or core cities, the South East’s councils and LEPs do not have the mechanisms in place to fund large scale strategic transport projects. If given greater funding and borrowing powers, the South East would be keen to contribute to such projects but they also see a key role

for Government in providing public funding for schemes that have national significance and benefits. Therefore, in addition to inclusion of our transport proposals in Infrastructure 2050, we would welcome joint work to secure a fair share of national investment for high-return projects in London and the South East and greater local fundraising powers. Making a joint case for greater devolution of funding and powers to London and the South East will be important to ensure local government is able to contribute to taking strategic transport projects forward.

3.3 In the South East, a shortage of funding is compounded by the fact that there is no single funding route open to South East partners to ensure a strategic approach to investment in nationally significant projects. For example Highways Agency and Network Rail have separate funding programmes but there is no clear way to pull investment together to ensure a co-ordinated, coherent programme for projects that cross multiple local authority and LEP boundaries. Again, this is an area where we would welcome joint working with London bringing together politicians, officers and partners to influence a genuinely strategic, co-ordinated programme across all relevant agencies that will provide significant benefits for London, the South East and, indeed, nationally.

#### 4. **Our proposals for infrastructure 2050**

4.1 Our 11 proposals for strategic transport projects for inclusion in Infrastructure 2050 all offer mutual benefits for London and the South East. The proposals have been drawn up with input from local authority Leaders, officers and a number of LEPs.

4.2 We want to work jointly with London to influence investment programmes by Network Rail and the Highways Agency to secure funding for these projects, which all offer significant economic benefits.

#### 4.3 **Objective 1: Improve orbital travel routes**

Four projects to free up capacity and relieve congestion in London by opening up routes that avoid central London and create more direct links across the South East

##### ■ **Develop the Ashford/Redhill/Reading rail corridor as a strategic route**

Improvements	<b>Train lengthening, a Redhill flyover and electrification of the North Downs Line.</b>
Benefits	<p>This route has potential to improve commuter, leisure and business access to employment and retail centres - such as Reading, Guildford and Redhill/Reigate - as well as Gatwick airport. Significant employment growth is forecast in these areas over the next 20 years.</p> <p>It also has significant potential to release capacity on train routes to and from central London and relieve congestion on the M25 by providing direct rail routes with no need to change trains in central London.</p> <p>Electrification of the route would improve integration with the rest of the network, faster operating speeds would cut journey times and allow additional services. This package, supplemented by longer trains and new rolling stock, would encourage modal shift to rail for journeys across the South East.</p> <p>Development of this line would link to the proposed East-West Rail at Reading, which will see orbital services from Reading to Bedford, via Oxford (and beyond in the long term). Upgrading the North Downs Line would extend this route around the south west of London and into Kent, with potential to provide connections to HS1 rail and the Channel Tunnel.</p>
Cost estimate	<p>Train lengthening: present value of costs, accounting for operating costs and fare income, is estimated at £6.5m (2002) over a 30 year period. Present value of Rail User and Non-User benefits estimated at £10.7m. Net benefit: £4.2m over 30 years.</p> <p>Electrification: Cost of electrification is estimated to be in the region of £1m per kilometre, totalling £60m-80m.</p> <p>Redhill Flyover: £40m – 60m.</p>

■ **Extend East-West Rail connections**

Improvements	<b>Extend East-West Rail from Bedford to Cambridge, Norwich and Ipswich.</b>
Benefits	<p>Quicker more reliable links between the South East, South West, East Midlands and East of England. As an orbital route East-West Rail would offer an attractive alternative to the M25 and train journeys via central London, relieving road congestion and pressure on rail capacity.</p> <p>This project would build on the existing commitment to deliver East-West rail as far as Bedford. The extension further east would open up commuter and supply chain access to growing economies such as Aylesbury, Milton Keynes, Bedford and hi-tech/ medical sectors in Oxford and Cambridge. The route would also improve links to key ports (eg Southampton and Harwich) and airports (eg Luton &amp; Stansted) for business and leisure travellers from a wide area of the South East, East Midlands, East of England and South West by linking with existing mainline rail services from Bristol, Reading, Milton Keynes and Bedford.</p> <p>All these benefits could be delivered without increasing pressure on central London.</p> <p>It is estimated that developing the first section of the route (Oxford to Bedford) would create 12,000 jobs and increase GDP by £38.1m a year from this one stage alone. Ticket sales would exceed running costs by £4m, avoiding the need for public subsidy. Journey times from Oxford -Milton Keynes would fall from 60-90minutes to 35 and from Oxford-Bedford from 90-120minutes to 65.</p>
Cost estimate	Extending East-West Rail from Bedford to Norwich & Ipswich: £300m to £1bn, depending on route chosen.

■ **Lower Thames Crossing**

Improvements	<b>Expedite the additional Lower Thames Crossing to the east of the Dartford Crossing.</b>
Benefits	<p>A swift decision on preferred route for the crossing will create a much-needed new strategic route from the Channel Tunnel/ Dover Port to the midlands, north and distribution centres that bypasses central London. The crossing will improve journey reliability and network resilience for cars and lorries travelling to and from mainland Europe.</p> <p>Extra capacity is urgently needed to reduce delays on existing routes caused by congestion, currently estimated to cost £40m a year. As a minimum – depending on the option chosen – a new crossing would support 160,000 jobs and 225,000 new homes in Thames Gateway, Europe’s largest regeneration area.</p> <p>To maximise the benefit of the new Thames Crossing, improvements will also be required to the M2/ A2 (Junctions 5 and 7, and sections of dualling on the A2), A249 and M20.</p>
Cost estimate	£1.2bn to £5.5bn depending on option selected

■ **The M25**

Improvements	<b>Improve the capacity of M25 junctions, for example Junction 5 on the M25/ M26. Explore local management of M25 &amp; other motorways.</b>
Benefits	<p>The M25 is an essential route that provides an alternative to driving through central London for business, freight and tourist traffic from all over the country. The addition of east-facing slip roads at Junction 5 on the M25/ M26 will significantly improve access for this key traffic route. It will improve connectivity and facilitate inward investment to West Kent and coastal East Sussex.</p> <p>In the South East many local authorities are keen to take over managing motorways from the Highways Agency as they feel they could provide a more responsive, locally-focused service often at lower cost.</p>

Cost estimate	Improving M25/ M26 junction 5 – preliminary Highways Agency estimate: From £100m Savings from local authority management of projects: as yet unquantified but expected to be substantial.
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#### 4.4 Objective 2: Improve economic links for export, supply chain, commuting and tourism

Seven rail and road projects to improve links between London and the South East’s ports/ airports and major employment areas. These projects would also deliver significant benefits for businesses and passengers UK-wide.

##### ■ A package of improvements to the South East rail network from Waterloo

Improvements	<b>Crossrail 2 regional route, including removal of the rail bottleneck west of Woking &amp; construction of Sturt Road Chord.</b> <b>Signalling improvements on the Waterloo lines.</b> <b>Investment at Clapham Junction.</b>
Benefits	<p>Crossrail 2 regional route has the potential to deliver a significant capacity increase on the South West Main Line. Depending on its final configuration the scheme could deliver wide benefits across the Thames Valley, Surrey and Hampshire, as well as London.</p> <p>An increase in capacity via Crossrail would reduce train overcrowding, improve journey times and help reduce road congestion by encouraging modal shift. Connectivity to and from the capital will improve with more journey opportunities via Wimbledon and Clapham Junction, including to London Euston.</p> <p>A new flyover to address the bottleneck west of Woking will cut journey times between the south coast and London for commuters/ freight and encourage economic growth at destinations along the line.</p> <p>For example the new flyover would deliver quicker rail journeys to Portsmouth, encouraging freight and passenger journeys to switch from road to rail. This would help reduce congestion in accessing the UK’s second largest ferry terminal. Portsmouth also has a key role in international trade, handling a large proportion of the UK’s imported fruit and vegetables for onward distribution, including 70% of the UK’s bananas.</p> <p>Re-instatement of the Sturt Road Chord would provide a direct link from Bagshot, Camberley and Frimley to the South West Main Line. These areas suffer from particularly slow services to London. The chord would cut journey times, increase the attractiveness of the line and encourage economic growth.</p> <p>As Crossrail 2 and associated improvements are long term projects, in the short term investment should be made in better signalling allowing trains to operate closer together, maximising train lengthening, the remodelling of Queenstown Road station and the reintroduction of platform 1. Together these measures would increase capacity at London Waterloo and allow additional services into the capital from the South East, reducing overcrowding.</p> <p>Clapham Junction provides the link between the South West Main Line and Brighton Main Line. Changes to the track layout and platforms, including a new cross-platform interchange, are needed to allow more interchange opportunities. These improvements would relieve pressure on London Waterloo and give passengers from London and the South East better connections to a wide range of rail services, including London overground and Crossrail.</p>
Cost estimate	Crossrail 2 regional route: £12bn - £20bn Sturt Road Chord: Target inclusion in Network Rail’s Strategic Business Plan for Control Period 6 (2019-2024). Costs are estimated to be £75m. Woking flyover: £100m Clapham Hub Interchange: £50m - £100m.

■ **Links to the Channel**

Improvements	<b>Maintain and improve the M2/A2 and M20/A20 corridors (M2 and M20 junction upgrades, complete dualling the A2 and realign the A249). Long term solution to Operation Stack and overnight lorry parking for Channel Tunnel freight vehicles.</b>
Benefits	Reliable links through the South East to the Channel Tunnel and Dover are essential to support freight and passenger connections to Europe from London and the wider UK. Changes to the M2/A2 and M20/A20 would bring improved levels of service on these strategic corridors through Kent which carry a high proportion of international traffic vital to the UK economy. These improvements will also significantly increase the benefits of an additional Lower Thames Crossing. An effective solution to Operation Stack would reduce delays for hauliers, currently estimated to cost the industry £1m a day. Provision of extra overnight parking & Operation Stack parking will minimise disruption on this international corridor and provide an increased level of service for freight haulage.
Cost estimate	M2/A2 and M20/A20 corridors: £500 million Solution to Operation Stack: £15m-£30m

■ **Better road and rail links to Southampton**

Improvements	<b>Improve junctions and capacity along the M3/ A34, including the bottlenecks at junction 9 of the M3 and the M3/ A34 junction. Electrification of rail lines to Southampton.</b>
Benefits	The changes would deliver better access to Southampton Port & airport and its neighbouring economies in South Hampshire, Southampton, Portsmouth and the Isle of Wight. They would significantly improve business, leisure and freight access from London and the wider UK. Southampton Port is planning for 204% container growth and 173% growth in cruise passengers by 2030. It is currently the UK's second largest container port handling 44m tonnes of cargo each year and the largest cruise port. Locally, recent figures show the maritime economy in the Solent area supports 77,000 jobs. Expansion will increase direct and indirect employment. On the roads, the A34 and M3 route is an important freight and passenger link to the midlands and north. The route also supports the nationally significant Science Vale Enterprise Zone, which currently employs over 13,000 people in one of the UK's leading R&D centres. Turning the M3 into a managed motorway offers potential to improve traffic access to these key economic areas without the need to widen the motorway. Improved rail access to the port for freight traffic will reduce road congestion, help manage environmental impacts and support the Port's aim to increase containers arriving by rail from 25% to 40% by 2030. This would form part of a rail 'electric spine' linking Southampton and the midlands. Co-ordinating rail improvements with electrification of Great Western Main Line will help increase capacity through Reading station. Upgrades to passenger services would also be welcome but need to be compatible with plans for South West mainline to maintain connectivity between different rail routes.
Cost estimate	A34 improvements: up to £750m M3 junction 9: £50m - £100m Midlands to Southampton electric spine: £4.2bn

■ **Better public transport access to Heathrow**

Improvements	<b>Expedite western rail access improvements to Heathrow from the Great Western Main Line. Improve public transport access to Heathrow from the south.</b>
Benefits	Heathrow is the UK's largest airport, handling 70 million passengers in 2012 and 1.6 million tonnes of freight and mail in 2011. Access to/ from the airport is

	<p>consistently identified as a priority for businesses.</p> <p>Western access to Heathrow will provide a step change in access to Heathrow for up to 12 million people from the South East, South West, Wales and beyond.</p> <p>There would be benefits for Heathrow, London and the wider Thames Valley as better rail access to Heathrow and the Thames Valley will significantly reduce road congestion, including on the M25 and M4. Estimates show that 1 million journeys would switch from road to rail, freeing up road capacity and reducing CO<sup>2</sup> from vehicles by 5,100 tonnes pa.</p> <p>Western rail access would also offer wider economic benefits outside the airport. Investment now would help secure the future of 17m square feet of Thames Valley office space due for renewal in the next three years and move some 500,000 commuter journeys from road to rail.</p> <p>Better public transport access to the airport is also urgently needed from the south, through South West London, Surrey and Hampshire.</p> <p>Increasing demand for travel to Heathrow will require improved access to/ from the south. Routing of Crossrail 2 into Surrey and beyond would deliver significant benefits in encouraging travellers to switch from road to rail to reach the airport. Other options include an improved bus and coach network facilitated by public transport priority measures.</p>
Cost estimate	<p>Western rail access to Heathrow: £750m</p> <p>Better public transport from the south: £50m-£100m</p>

#### ■ **Improve rail and road links to Gatwick**

Improvements	<p><b>Gatwick Airport/ Brighton Mainline rail improvements</b></p> <p><b>Improve M23 south of the M25</b></p>
Benefits	<p>Increase rail capacity and resilience on the Brighton mainline rail, improving access to the UK's second busiest airport and the creative economy in the Brighton area.</p> <p>Bottlenecks at East Croydon and Clapham Junction need to be addressed to improve rail access to these two key areas.</p> <p>There is also further potential to improve rail resilience and increase passenger capacity by creating a second Brighton Main Line by re-opening the Lewes-Uckfield rail line.</p> <p>Road access to Gatwick is hindered by the fact that some key sections and junctions of the M23 are operating beyond designed capacity. This causes congestion on the M23 and beyond as traffic diverts to other routes, leading to unreliable journey times and poor air quality. M23 junctions 9, 9a and 10 are in particular need of urgent improvement to reduce congestion. While National Infrastructure Plan managed motorway proposals for junctions 8-11 are welcome, implementation post 2020 will not address immediate problems so we would like to see this project brought forward.</p> <p>Gatwick is a key driver of economic growth. The airport handled 34m passengers in 2012 and contributed £2bn to the economy, employing 21,000 people directly and supporting another 20,000 indirect jobs. Gatwick's submission to the Airports Commission estimates a second runway would help the airport deliver 19,000 additional jobs and a further £1.66bn economic contribution. The Gatwick Diamond economic group, centred on the airport, is also seeking significant jobs growth which will further increase demand for better transport links.</p> <p>Experience with the East-West Rail project demonstrates the ability to secure substantial investment in restoring strategic rail corridors.</p>
Cost estimate	<p>Remove bottlenecks on the London to Brighton mainline: Network Rail cost estimates in development (April 2014)</p> <p>Improvements to M23: junctions 9, 9a and 10: £3m</p> <p>Improved Gatwick access by re-opening the Lewes-Uckfield line: up to £2bn</p>

#### ■ **London-Portsmouth & London-Hastings corridors**

Improvements	<b>Increase road capacity along the A3, including the A3/ M25 (junction 10) Wisley interchange and around Guildford. Invest in better road and rail links to Hastings, including the A21 corridor.</b>
Benefits	<p>These routes link London to the south coast and the areas of significant economic potential around Hastings and Portsmouth. Access to and from the International Port of Portsmouth is an important trade route and better links to Hastings will open up an area keen to generate jobs and growth.</p> <p>The A3 is an important strategic corridor linking Portsmouth and London. It is already significantly congested and this congestion is predicted to get worse. The A3 goes through Guildford, Surrey's largest employment centre and directly past Surrey Research Park. The research park is a nationally significant centre of excellence for technology, science, health and engineering and contributes £350m - £450 million to the economy annually.</p> <p>Investment in routes to Hastings is a vital part of realising economic opportunities in parts of Kent and East Sussex. Improving the A21 and upgrading rail links to national and international markets &amp; supply chains will support business growth and maximise the benefits of regeneration funding spent in these areas.</p> <p>Approval in May 2014 for improvements to the A21 from Tonbridge-Pembury costing £70m-£120m is welcome. However other sections of the A21 remain in need of upgrades. Improvements from Kippings Cross-Lamberhurst to create a dual carriageway and south of Flimwell will support economic growth plans for the Bexhill &amp; Hastings area. This will help maximise the value of investment already made in the area by improving journey times and connections to London, Kent, the M25 and beyond.</p> <p>Quicker rail journey times from London-Hastings would help reduce congestion and delays on the A21 by providing a viable alternative to road travel.</p> <p>Dual tracking and electrification of the Marshlink Line between Hastings and Ashford would provide links to HS1 trains at Ashford and onward connections to other areas of Kent, London and Europe. This work would support more frequent services and allow electrified services along the full length of the East Coastway rail route.</p>
Cost estimate	<p>A3 improvements: £200m - £300m</p> <p>A21 improvements: Kippings Cross-Lamberhurst £135m; Flimwell-Robertsbridge £130m.</p> <p>Dual tracking and rail electrification Hastings to Ashford Marshlink line: £150m-£160m.</p>

#### ■ **East Kent growth corridor**

Improvements	<b>Improve rail access between London and the East Kent growth, reducing journey times &amp; building a new Thanet Parkway rail station.</b>
Benefits	<p>Increase the attractiveness of the investment opportunity in East Kent by bringing it to within an hour of London and improving employment opportunities for East Kent residents both locally and further afield to London.</p> <p>The Parkway station will improve access to the Discovery Park Enterprise Zone and a number of large scale business parks in East Kent, potentially serving 15,000-20,000 jobs. Rail investment will help attract businesses capable of greater investment and job creation opportunities for East Kent.</p> <p>Through the South East LEP's Strategic Economic Plan partners are seeking to extend the Enterprise Zone designation to Manston Business Park and the Richborough Corridor which this investment will support.</p>
Cost estimate	Improved rail access to East Kent: up to £20m