Reasonable endeavours have been taken by the HGGT Local Authorities to ensure the accuracy of information contribution levels that might be expected and should be taken into consideration by developers. Where the HGGT Local Authorities are identified as a potential delivery liability is accepted for the delivery of infrastructure where funding or agreements do not exist for such delivery to take place. The HGGT Local Authorities accept no liability for errors in information and reserve the requirements for infrastructure at any time based upon new evidence or understanding including but not limited to when assessing planning applications or preparing guidance or further updates to the IDP.

Ref (new / 2019 IDP ref)	GT HARLOW & GILSTON GARDEN TOWN	IDP Information Source	Delivery Priority 2022 2024 2026 2028	E ivery Phasing 2030 2032 2034 2036 20 2032 2034 2036 2038 20	Delivery Partners	G	Provision / Cost (all other costs presented from here other than column R are to be uplifted based on this cost	OL 2023 Unlifted Cost	t n / en Provision / Cost Notes t to		ng Identified Funding Notes Cost Index Chan	Estimated F	Provision / Cost to be Apportioned to EHDC, EFDC &	0	Contribution Indexation / Change	Q	Provision / Cost to be Apportioned to Windfall and developments outside HGGT		Contribution Indexation / Change	Estimated residual Funding Gap after estimated contributions from Windfall and sites outside HGGT	V Funding Gap Notes
Stewardship SI All new developmed the future stewards new community but proposed to be created community services. For transport this should be a footpaths, cycleways, public cycle and car public cycle and car public e-vehicle charging.	s, bus lanes and roads; parking; ublic lighting, street furniture and		Stewardship arrangements to be agreed at masterplan / application stage		Developer(s);	Long term stewardship of land and facilities ties together the themes of the HGGT Vision. New spaces and facilities that are not agreed to be adopted by the public authorities will not be sustainable without well organised management structures supported by consistent revenue streams.	f comprehensive Stewardship arrangements to be established	indexation approaches).	Stewardship arrangements to be agreed with Local Planning Authority at Masterplan or application stage.				comprehensive Stewardship arrangements to be established	Stewardship arrangements to be agreed with Local Planning Authority at Masterplan or application stage.			comprehensive Stewardship arrangements to be established				
STC-TCh (TR28part) - redevelopment of exito provide sustainable supporting pedestrians users including support	xisting Town Centre bus station e transport interchange	See IDP Evidence, Appendix 1 - Transport	STC network required to support 50% modes share objectives to	re Interchange & Hub expected in 2025		Harlow Council awarded Towns Fund grant (subject to business case) to deliver new Town Centre transport Interchange & Hub.	existing Town Centre	£17,779,399	Scheme based upon Harlow Council / Harlow Growth Board Towns Fund Bid, October 2020.	£57,790,000	Identified/secured funding currently comprises: I. £15,400,000 Towns Fund grant awarded to HDC; 2. (up to) £42,100,000 Housing Investment Grant awarded to HCC and contracted to ECC for STC-N and to forward-fund Cambridge Road junction TR3(e); 3. £290,000 DLUHC funding awarded to HGGT (for STC-EZh).	rom IQ e BCIS Price	£5976.92 per dwellin Deduction for off-sit STC works (where applicable)	Developer Contributions are based upon the total cost estimate of the STC without any identified funding, which gives a cost per dwelling of £5976.92. Contributions for Gilston Villages have come from the Village I-6 and Village 7 Heads of Terms. Contributions from Gilston Villages will be sought as follows: - the lesser of 85% of £42,100,000 or £35,788,000 Contributions for Village 7 will be sought as	be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.	£30,337,269		Developer Contributions based upon the total STC cost giving a cost of £5976.92 per dwelling.		£17,666,199	Additional contributions will be sought from all major windfall developments (subject to viability). Additional payments into the Rolling Infrastructure Fund (RIF) are anticipated through repayment of Housing Investment Grant Funding as indicated. At present the funding gap of the STC (not including the connector schemes) is just over £17m, which
routes between Harlov Roundabout via A1019	ng, Cycling & Public Transport ow Town Centre to Burnt Mill 9 Allende / Fifth Avenue; change access improvements at Crown Gate;	See IDP Evidence, Appendix I - Transport Infrastructure, Response from Essex County Council	Completion in 2025 Completion in 2025 Delivery of the No accommodate growth	rthern STC expected in 2025		I Essex County Council contracted through Housing Investment Grant award (managed by Hertfordshire County Council) for delivery of a Northern STC, to be substantively complete in 2025. Design underwent public engagement between November 2021 and January 2022.	Avenue, Allende Avenue, Velizy Avenue, Post Office Road and	to Gilston development and indexation model yet to be agreed between LPA and	Scheme based upon Essex County Council detailed design as published for public engagement in November 2021, Estimated costs as set out in IDP evidence from Essex County Council.	i s				follows: - the lesser of 15% of £42,100,000 or £6,315,000							is comfortably within funding coming forward through HIG recovery payments through the RIF.
HTRSh (TR28part) - Public Transport facil defined);	transport Hub serving Harlow cluding: dilities enhancements (not yet rements (not yet defined).	Potential need identified by IDP Author due to the Railway Station forming a key destination as a transport interchange for sustainable travel to neighbouring settlements and over longer distances.	STC network required to support shift / 60% mode share object	Harlow Town Rail Station currently unkno	wn	Facilities already exist at Harlow Town Rail Station, Feasibility Study (Stage I) has been completed by ECC [May 2023].	Transformation of the Station into a key gateway and transport hub, encouraging sustainable modes accessible for all.	2023. No further uplift	The scheme is still at the optioneering and placemaking assessment phase, identifying measures to improve access to the station for active modes and public transport, and to improve the urban realm within the forecourt. [Note. this is now included within the estimated funding gap]												
	ng, Cycling & Public Transport ow Town Centre to London Roa	See IDP Evidence, Appendix I - Transport Infrastructure, Id Response from Essex County Council	ode STC network required to support 50% mode shift / 60% mode share objective to accommodate growth	tern STC currently unknown	Essex County Council Developer(s)	I / HGGT Transport Strategy (2021) and Harlow District Plan (2020) identify indicative route for an Eastern STC connecting Harlow Town Centre to new and existing neighbourhoods and the Harlow Enterprise Zone to the East.		£50,336,481	Indicative Route identified in HGGT Transport Strategy and Harlow District Plan. Estimated costs as set out in IDP evidence from Essex County Council, base cost date 3Q 2021 index linked to Q2 2022.												
shelter and provision for a Public Realm improved pedestrian/cycle way con Park and Kao park and Enterprise Zone and to	uding: illities enhancements including for real time travel information; vements including a connecting Harlow Innovation d local wayfinding within the		Completion in 2023 STC network required to support 50% s mode shift / 60% mode share objectives to accommodate growth	rlow Innovation Park expected in 2023	Park	Harlow Council are working with partners to deliver employment growth at the Harlow Innovation Park and Kao Park located close to the new neighbourhood of Newhall. New facilities to create a vibrant hub are planned including café and nursery. Enhanced facilities to support mode shift for walking, cycling and public transport are necessary with the Enterprise Zone	facility at London Road Enterprise Zone (owned by Harlow Council). £290,000	£334,807	Estimated budget for delivery of enhanced public transport facilities and associated works as a destination on the Eastern STC supporting journeys to/from the London Road Enterprise Zone is £290,000 utilising land at the Harlow Innovation Park as set out in IDP evidence from Harlow Council.												
	ng, Cycling & Public Transport ow Town Centre to Latton Bush Road;	See IDP Evidence, Appendix I - Transport Infrastructure, Response from Essex County Council	STC network required to support 50% mod		Essex County Council Developer(s)	I / HGGT Transport Strategy (2021) and Harlow District Plan (2020) identify indicative route for an Southern STC connecting Harlow Town Centre to new and existing neighbourhoods and Latton Priory to the South.	Final route still to be defined	This cost was provided at Q 2023. No further uplift required.	A cost has been provided for an interim on-road scheme. Design work to identify interventions required and associated costing for these, will be completed in Autumn 2023, and therefore this interim cost approximation is based from officer engagement. A longer term aspiration remains to deliver a sustainable route as set out within the Local Plan, through a rapid transit route through the green wedge. Some upgrading of existing												
STC-W Western STC, including	ng:	See IDP Evidence,	Phasing of the Sout	hern STC currently unknown	Essex County Council	I / HGGT Transport Strategy (2021)	£17,500,000	£17,500,000	walking and cycling routes in the Green Wedge may be sought as part of a package of southern STC contributions. Contributions will be collected from developers as the scheme progresses and planning applications come are assessed. Indicative Route identified in HGGT	2											
- High Quality Walking routes between Harlov Pinnacles Area via Four - Includes delivery of posterior STC-Ph Western STC public to	ng, Cycling & Public Transport ow Town Centre and the urth Avenue; part of LCWIP Cycle Route 9.	Appendix I - Transport Infrastructure, Response from Essex County Council	TC network required to support 50% STO	ern STC currently unknown.	Developer(s)	and Harlow District Plan (2020) identify indicative route for a Western STC connecting Harlow Town Centre to new and existing neighbourhoods and the Pinnacles employment area to the West. Feasibility and Design Options to		£62,574,249	Transport Strategy and Harlow District Plan. Estimated costs as set out in IDP evidence from Essex County Council, base cost date 3Q 2021 index linked to Q2 2022.												
defined); 9 - Public Realm improve	vements (not yet defined).	identified by IDP Author due to the Pinnacles area forming a key destination as a significant employment area within the Garden Town.	port 50%	rving the Pinnacles employment area currer unknown		consider potential new / enhanced facilities not yet undertaken.					K	NA.	N		D		R		т		V

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Accumulated value of contributions into HGGT Rolling Infrastructure Fund (RIF)

All developer contributions secured toward the STC will be treated as part of the RIF and used to deliver the STC network and other related active and sustainable transport improvements. These

necessary to achieve
the 60%
active/sustainable mode

Garden Community sites, and 50% active/sustainable mode share in existing

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Reasonable endeavours have been taken by the HGGT Local Authorities to ensure the accuracy of information of contributions from developments do not represent a snapshot in time. The identification of contributions from developments do not represent an estimation of contribution levels that might be expected and should be taken into consideration by developers. Where the HGGT Local Authorities to ensure the HGGT Local Authorities but do represent an estimation of contributions from developments do not represent a guarantee that such funding will be secured by the HGGT Local Authorities to ensure the AGGT Local Authorities but do represent an estimation of contribution levels that might be expected and should be taken into consideration by developers. Where the HGGT Local Authorities to ensure the AGGT Local Authorities but do represent an estimation of contributions from developments do not represent a guarantee that such funding will be secured by the HGGT Local Authorities to ensure the accuracy of information of contributions from developments do not represent a guarantee that such funding will be secured by the HGGT Local Authorities but do represent a guarantee that such funding will be secured by the HGGT Local Authorities to ensure the accuracy of information of contributions from the secured by the HGGT Local Authorities but do not represent a guarantee that such funding will be secured by the HGGT Local Authorities to ensure the accuracy of information of contributions from the secured by the HGGT Local Authorities to ensure the accuracy of information of contributions from the secured by the HGGT Local Authorities are accuracy of information of contributions from the secured by the HGGT Local Authorities are accuracy of the HGGT Local Authorities ar Authorities are identified as a potential delivery to take place. The HGGT Local Authorities accept no liability is accepted for the delivery to take place. The HGGT Local Authorities accept no liability for errors in information and reserve the right to amend or update the requirements do not exist for such delivery partner no liability for errors in information and reserve the right to amend or update the requirements do not exist for such delivery partner no liability for errors in information and reserve the right to amend or update the requirements do not exist for such delivery partner no liability for errors in information and reserve the right to amend or update the requirements do not exist for such delivery partner no liability for errors in information and reserve the right to amend or update the requirements do not exist for such delivery partner no liability for errors in information and reserve the right to amend or update the requirements do not exist for such delivery partner no liability for errors in information and reserve the right to amend or update the requirements do not exist for such delivery to take place. The HGGT Local Authorities accept no liability for errors in information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reser Staple Tye Mews, Gilston Area new Gilston Area new East of Harlow new East of Harlow new Slacksbury Hatch Water Lane Area The Evangelical Pollard Hatch Plus Garage Blocks Elm Hatch and DC Town Centre Latton Priory nev The Stow Service Staple Tye Depot Coppice Hatch and Riddings Lane Garages and **Sherards House** Fishers Hatch Adjacent to Nicholls Stewards Farm Pypers Hatch utheran Church, and Associated new garden Public House and The Gateway Adjacent Land Village 7 within HDC within EFDC (HDC ref HS2.4) Tawneys Road (HDC ref HS2.8) (HDC ref HS2.10) Garages (HDC ref HS2.13) (HDC ref HS2.14) (HDC ref HS2.2) (HDC ref HS2.9) EFDC (EFDC ref SP5.1) (HDC ref HS2.7) Nursery HARLOW & GILSTON (HDC ref HS2.1) (EHDC ref GAI) (EHDC ref GAI) (HDC ref HS3) (EFDC ref SP5.3) (EFDC ref SP5.2) (HDC ref HS2.5) (HDC ref HS2.6) (HDC ref HS2.1 (HDC ref HS2.12) new homes = new homes = new homes = new homes = (HDC ref HS2.3) (EFDC ref SP5.3) new homes = new homes = new homes = new homes = GARDEN TOWN tential new homes = Other HGGT new homes = Windfall outside HGGT developments Hospital / Health Transport Infrastructure / Services 2,600 750 550 2,120 8,500 1,500 2,100 1,050 35 16 Campus Stewardship All new developments are required to consider the future stewardship arrangements for any comprehensive new community buildings or spaces that are Stewardship proposed to be created and how any new rrangements to be arrangements to be community services will be sustained. established For transport this should include: - footpaths, cycleways, bus lanes and roads; - public cycle and car parking; - highway drainage, public lighting, street furniture and public e-vehicle charging; - shared mobility services and bus passenger services. Sustainable Transport Corridor (STC) network Sustainable Transport Corridor (STC) network STC contribution @ STC contribution @ STC contribution @ STC contribution @ £5976.92 per dwelling. £5976.92 per dwelling. Reduction for STC Reduction for STC Reduction for STC £5976.92 per dwelling. £597 works in lieu (£TBC). works in lieu (£TBC). works in lieu (£TBC). works in lieu (£TBC). £35,788,000 £6,315,000 £15,539,992 £4,482,690 £12,551,532 £6,275,766 £3,287,306 £418,384 £179,308 £209,192 £209,192 £119,538 £95,631 £89,654 £77,700 £59,769 £59,769 £59,769 £59,769 £59,769 £12,671,070 Value of contribution | Value of contribution Value of contribution | Value of contribution illustrative pending illustrative pending illustrative pending illustrative pending nfirmation of value of confirmation of value of onfirmation of value of confirmation of value of STC works to be STC works to be STC works to be STC works to be delivered in lieu delivered in lieu \$anxmnm

Reasonable endeavours have been taken by the HGGT Local Authorities to ensure the accuracy of information contributions from developments do not represent a snapshot in time. The identification of contribution levels that might be expected and should be taken into consideration by developers. Where the HGGT Local Authorities are identified as a potential delivery liability is accepted for the delivery of infrastructure where funding or agreements do not exist for such delivery to take place. The HGGT Local Authorities accept no liability for errors in information and reserve the right to amend or update to when assessing planning applications or preparing guidance or further updates to the IDP.

A B C	ts do not exist for such delivery to take place. The HGGT Local Authoritie	F F	G G	H	ulrements for infrastructure at	K		M M	N N	O	P P	Q Q	R	S	Т	U	V
Ref HARLOW & GILSTON GARDEN TOWN IDP Information Source Print Pri	Delivery Phasing	Delivery Partners	Delivery Notes	Provision / Cost Q3 2023 Uplifted Cost	Provision / Cost Notes	Identified Funding Identified Funding	Cost Indexation / Notes Change	Estimated Funding	Provision / Cost to be Apportioned to EHDC, EFDC &	Apportionment Notes	Contribution Indexation / Change	Estimated Funding Gap after contributions from	Provision / Cost to be Apportioned to Windfall and	pportionment Notes		Funding Gap after estimated contributions from	Funding Gap Notes
IDP ref) Transport Infrastructure / Services	2022 2024 2026 2028 2030 2032 2034 2036 2038 	-					Change	G ар	HDC Development Plan Allocations		Indexation / Change	Development Allocations	developments outside HGGT	in in		Windfall and sites outside HGGT	
STC-GA Northern STC continuation into the Gilston Area new garden community, including: (a) Expansion of Fifth Avenue Stort Valley Crossing between Eastwick junction to Burnt Mill Roundabout to create dedicated public transport lanes and segregated Walking and Cycling routes and bridges, includes part of LCWIP Cycle Route 3; (b) replacement of existing Fifth Avenue railway bridge deck; (c) Continuation of the STC on-site to connect with each new Village and the Church Lane/A414 access with on-site Hubs.	Delivery of STC connection between Gilston Area new garden community and Northern STC expected by 2027/28. Phasing of on-site works currently unknown	developer(s): Places for the People and the People	Places for People contracted through Housing Investment Grant award (managed by Hertfordshire County Council) for delivery of works to the Fifth Avenue Stort Valley Crossing, to be substantively complete in 2027. Design approved under planning consent 3/19/1046/FUL and HW/CRB/19/00220 (HDC) granted on 18/03/2022.	Crossing. On-site STC to be agreed through Masterplans / applications. Avenue Stort Valley related to Gliston developme and indexation model yet to agreed between LPA and developer(s), therefore no up has been made.	Estimated costs as set out by Quod on behalf of Places for People on 02/12/2022: (a) £54,000,000 IQ 2022; (b) cost to be determined; (c) Cost of on-site STC to form part of development costs so no costs included.	- from (up to) £129,080,0 Housing Investment Gran	managing cost of works and delivery rest Places with the deliverer(s).		Developer(s) to deliver on-site and off-site STC Connection works AND repay any	The STC connection to the Gilston Area new garden community and on-site STC are expected to form part of the wider HGGT STC network. Nevertheless, responsibility for delivery and any associated costs are expected to be met by the Gilston Area developer(s), fo which these represent 'Critical' infrastructure.	managing cost of works and delivery rest with the deliverer(s).						
STC-EH Eastern STC continuation into and through the East of See HGGT Transport	support 60% mode share for	East of Harlow	HGGT Transport Strategy (2021)		(a) Cost of provision of East of	HIG forward- funding draw-down to be agreed	Value of HIG forward- funding could change depending on actual amount drawn down. Responsibility for		Total recovery of HIG forward-funding to be agreed	Gilston sites to pay 100% of the total crossing. Gilston Villages 1-6 to pay 85% of this, and Village 7 to pay the remaining 15%. The STC connection to the East of Harlow	Total repayment of HIG forward funding to be secured as contribution/works in lieu to be based upon actual amount drawndown. Responsibility for						
Harlow new garden community, including: (a) High Quality Walking, Cycling and Public Transport routes to connect to Eastern STC at London Road/Harlow Innovation Park; (b) Continuation of the STC on-site to connect into the new neighbourhood(s) and link to the new Hospital with on-site Hubs; (c) continuation of STC under highway between new garden community and new Hospital site with a Hub. Strategy (2021), Harlow District Plan (2020) and Epping Forest Local Plan (draft) and IDP Evidence, Appendix I - Transport Infrastructure, Response from	TC connection and on-site works Delivery of STC connection between East of Harlow new garden community and	Alexandra Hospital i Trust E	and Harlow District Plan (2020) identify indicative extension of Eastern STC into and through East of Harlow new garden community.	STC design to be agreed through Masterplans and Applications	Harlow STC connection from London Road currently unknown. (b) Cost of STC connection to Hospital estimated as £2,900,000 as set out in IDP evidence from Princess Alexandra Hospital Trust. (c) Cost of on-site STC to form part of development costs so no costs included.		managing cost of works and delivery rest with the deliverer(s), value for STC works in lieu to be agreed to negotiate final STC network contributions.		Hospital Developer(s) to deliver on-site and off-site STC Connection works.	new garden community and on-site STC are expected to form part of the wider HGGT STC network. Nevertheless, responsibility for delivery and any associated costs are expected to be met by the East of Harlow developers, including for the Hospital, for which these represent 'Critical' infrastructure.	works and delivery rest with the deliverer(s), value for STC works in						
STC-WL Western STC continuation into and through the Water Lane new garden community, including: (a) High Quality Walking, Cycling and Public Transport Plan routes to connect to Western STC at the Pinnacles (2020) and Epping	Eastern STC currently expected to be delivered by 2030 to support occupation o development. Phasing of on-site works currently unknown. STC connected to be delivered by 2030 to support occupation or development. Phasing of on-site works currently unknown.	Water Lane I Developer(s) I	HGGT Transport Strategy (2021), Harlow District Plan (2020) and Epping Forest Local Plan (draft) identify indicative extension of	£2,900,000 £3,578,440 STC design to be agreed through	Cost of provision of Water Lane STC connection currently unknown. Cost of on-site STC to form part		Responsibility for managing cost of works and delivery rest with the deliverer(s),	£2,900,000	Water Lane Developer(s) to deliver	The STC connection to the Water Lane new garden community and on-site STC are expected to form part of the wider HGGT STC network. Nevertheless, responsibility for	managing cost of works and delivery rest						
Area; (b) Continuation of the STC on-site to serve the new neighbourhood(s) with on-site Hubs; (c) continuation of STC across Water Lane to connect West of Katherine's and West of Sumners new residential areas.	Delivery of STC connection between Water Lane new garden community and Western STC currently expected to be delivered by 2030 to support occupation of development. Phasing of on-site works currently unknown.		Western STC into and through the Water Lane new garden community.	Masterplans and Applications	of development costs so no costs included.		value for STC works in lieu to be agreed to negotiate final STC network contributions.		Connection works.	delivery and any associated costs are expected to be met by the Water Lane developer(s), for which these represent 'Critical' infrastructure.	value for STC works in lieu to be agreed to						
STC-LP Southern STC continuation into and through the Latton Priory new garden community, including: (a) High Quality Walking, Cycling and Public Transport routes to connect to Southern STC at Latton Bush Centre/Commonside Road; (b) continuation of the STC on-site to serve the new neighbourhood(s) with on-site Hubs; (c) continuation of STC to connect with the B1393/M11 Junction 7.	STC Connection and on-site work support 60% mode share for oc	Developer(s)	HGGT Transport Strategy (2021), Harlow District Plan (2020) and Epping Forest Local Plan (Draft) identify indicative extension of Southern STC into and through the Latton Priory new garden community.	STC design to be agreed through Masterplans and Applications	Cost of provision of Latton Priory STC connection currently unknown. Cost of on-site STC to form part of development costs so no costs included.		Responsibility for managing cost of works and delivery rest with the deliverer(s), value for STC works in lieu to be agreed to negotiate final STC network contributions.		Latton Priory Developer(s) to deliver on-site and off-site STC Connection works.	The STC connection to the Latton Priory new garden community and on-site STC are expected to form part of the wider HGGT STC network. Nevertheless, responsibility for delivery and any associated costs are expected to be met by the Latton Priory developer(s), for which these represent 'Critical' infrastructure.	managing cost of works and delivery rest with the deliverer(s), value for STC works in						
	Delivery of STC connection between Latton Priory new garden community and Southern STC currently expected to be delivered by 2030 to support occupation of development. Phasing of on-site works currently unknown.							£0	£0								
STI + ST2 (TR34&TR3) New development Green Travel Plan measures and monitoring, and Garden Town Active and Sustainable (TR34&TR3) See IDP Evidence, Appendix I - Transport Infrastructure, Response from (a) Green Travel Plans for new Villages, Neighbourhoods, Schools and Places of Work; (b) Green travel vouchers for residents, students and workers; (c) interim and community bus provisions; (d) worker shuttle bus services; (e) school bus travel services; (f) travel mode monitoring; (g) revenue funding for Garden Town Active Travel Plan coordinator(s) and Transport Review Group(s)	Green Travel Plans required to support 50% mode	(ECC) / Hertfordshire County Council (HCC) I / HGGT Authority partnership / Developer(s)	In accordance with the HGGT Transport Strategy (2021), Harlow Local Development Plan (2020), East Herts District Plan (2018) and Epping Forest Local Plan all developments will be required to prepare and implement green travel plans to support active and sustainable travel. Contributions required to support the achievement of HGGT mode shift targets including subsidy of public transport services and other		Contributions will be collected from Gilston Villages I-6 totalling £21,500,000, and Gilston Village 7 totalling £3,794,823. ECC to assess contributions at application stage with current expectation of up to £2,800 per dwelling being required.		YES: Costs to be index linked from IQ 2022 using mid-range point between Retail Price Index and Consumer Price Index; or as otherwise updated.			HCC identify contribution from Gilston Villages I-6 as £21,500,000 in total, which will be collected through: (b) £4,250,000 (f) £1,250,000 (h) £5,600,000 (k) £10,400,000 HCC identify contribution from Gilston Village 7 as £3,794823 in total, which will be collected through: (b) £750,000 (f) £220,588 (h) £988,235	IQ 2022 using mid- range point between Retail Price Index and Consumer Price Index; or as otherwise updated.		Contributions may be required at Masterplan and Application stage	EC fro Co or	ES: Contributions to CC to be index linked om IQ 2022 using onsumer Price Index as otherwise odated.		
operation; (h) pump-priming / subsidy of new / extended public transport services; (i) shared mobility services; (j) stewardship of STC and other transport infrastructure / services; (k) Sustainable Transport and Innovation (STI) Fund	Phasing of measures to support first occupations of new developments Phasing of measures to support first occupations of new developments share objectives to		actions.	£43,494,823 £49,137,538				£43,494,823	£43,494,823	(k) £1,836,000 ECC identify estimated contribution from other strategic sites as up to £2,800 per dwelling, costs for smaller sites and actual contributions to be agreed at application stage							
Works to existing passenger transport infrastructure as a result of new, extended or diverted services to meet needs of new development See IDP Evidence, Appendix I - Transport Infrastructure, Response from Hertfordshire County Council and Essex County Council		Council / Essex County s Council / Developer(s) s i	Where existing public transport services are changed or new services created to serve new developments existing infrastructure such as bus stops or signals may be required to be adapted to mitigate the impacts of these changes.	This provision / cost is solely related to Gilston developme and indexation model yet to agreed between LPA and developer(s), therefore no up has been made.	Terms.				Works and/or Contributions may be required at Masterplan and Application stage	Gilston VI-6 developers to fund £250,000, and Gilston V7 to fund £25,000.	1		Works and/or Contributions may be required at Masterplan and Application stage				
	Payment required within 40 working days of receiving evidence from EHDC to just the requirement for 11 new / upgraded bus stop facilities and that it intends to star construction of the bus stops.	· 1		£275,000				£275,000	£275,000								
ATI (new) Walking infrastructure improvements in Town Centre (new) Core Walking Zone as identified in the HGGT Local Cycling and Walking Infrastructure Plan (LCWIP), including: Note: excludes improvements to be delivered through Western STC and public realm enhancements in the Town Centre (see 'Open Space Infrastructure').	Phasing for delivery of improvements currently value out has black as I	Harlow Council / Developer(s) i	HGGT LCWIP, in accordance with guidance from the Department for Transport, identifies priority investment in new infrastructure to support a greater number of people making journeys on foot or on cycle. The HGGT LCWIP (2021) included a review of walking infrastructure improvements for accessing Harlow Town Centre.	Various locations as identified in HGGT LCWIP	As identified in HGGT LCWIP (2021): Town Centre design recommendations all scheme ID 101 to 144, excluding 113 to 118 and 120 and 121 which form part of the Western STC works: £571,341 1Q 2022.	Capital works funding or may allow delivery of sor enhancements over time.	Grants YES: Costs to be index linked from 1Q 2022 using the BCIS Road Tender Price Index or as otherwise updated.		Works and/or	Developments within or close to the Town Centre core walking zone may be required to deliver or contribute to enhancements.			Works and/or Contributions may be required at Masterplan and Application stage	be I C BC Pri	ES: Contributions to a index linked from Q 2022 using the CIS Road Tender rice Index or as therwise updated.	Conti proje allow enhar	oper Works and/or ributions, Capital Works ets or Grants expected to delivery of some scements over time.
A B C	Phasing for delivery of improvements currently unknown but likely to be complete over time to support developments or capital works.	d F	G	£768,258 £886,959		J	L		N	0	P	£768,258	R	S		£768,258	

Accumulated value of contributions into HGGT Rolling Infrastructure Fund

Total recovery of STC GA through forward-

funding from HIG.

£54,000,000

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Reasonable endeavours have been taken by the HGGT Local Authorities but do represent a snapshot in time. The identification of contribution levels that might be expected and should be taken into consideration by developers. Where the HGGT Local Authorities to ensure the HGGT Local Authorities are identified as a potential delivery partner no liability is accepted for the delivery of infrastructure where funding or agreements do not exist for such delivery to take place. The HGGT Local Authorities accept no liability is accepted for the delivery of infrastructure where funding but not limited to when assessing planning applications or preparing guidance or further updates to the IDP. Staple Tye Mews Gilston Area new East of Harlow new East of Harlow new **Water Lane Area** The Evangelical Pollard Hatch Plus Slacksbury Hatch Garage Blocks DC Town Centre Latton Priory ne The Stow Service oppice Hatch and Elm Hatch and **Staple Tye Depot** Riddings Lane utheran Church Garages and **Sherards House** Fishers Hatch Adjacent to Nicholls Stewards Farm Pypers Hatch and Associated new garden and The Gatewa **Public House** Village 7 within HDC within EFDC (HDC ref HS2.4) Tawneys Road Adjacent Land (HDC ref HS2.8) (HDC ref HS2.10) Garages (HDC ref HS2.13) (HDC ref HS2.14) Other HGGT (HDC ref HS2.2) (HDC ref HS2.7) (HDC ref HS2.9) EFDC (EFDC ref SP5.1) Nursery Framework (EHDC ref GAI) (EHDC ref GAI) (HDC ref HS3) (EFDC ref SP5.3) (EFDC ref SP5.2) (HDC ref HS2.I (HDC ref HS2.5) (HDC ref HS2.6) (HDC ref HS2.I (HDC ref HS2.12) new homes = Windfall (EFDC ref SP5.3) (HDC ref HS2.3) new homes = new homes = ential new homes = **GARDEN TOWN** new homes = new homes = outside **HGGT** new homes = Hospital / Health **Transport Infrastructure / Services** 8,500 2,600 1,050 2,120 1,500 2,100 550 16 Campus Sustainable Transport Corridor (STC) network ISTC-GA Northern STC continuation into the Gilston Area new eveloper(s) to deliver garden community, including: rossing (a); new bridge on-site STC works (c) deck (b); on-site STC (a) Expansion of Fifth Avenue Stort Valley Crossing AND repay 15% of orks (c) AND repay between Eastwick junction to Burnt Mill Roundabout to create dedicated public transport lanes and forward-funding: segregated Walking and Cycling routes and bridges, includes part of LCWIP Cycle Route 3; (b) replacement of existing Fifth Avenue railway bridge £45,900,000 £8,100,000 (c) Continuation of the STC on-site to connect with each new Village and the Church Lane/A414 access with on-site Hubs. £8,100,000 £45,900,000 STC-EH Eastern STC continuation into and through the East of East of Harlow Harlow new garden community, including: East of Harlow - High Quality Walking, Cycling and Public Transport eveloper(s) to deliver | Developer(s) to deliver on-site STC and off-site on-site STC and off-site off-site off-site STC connect routes to connect to Eastern STC at London Road/Harlow Innovation Park; C connection works | STC connection works | - Continuation of the STC on-site to connect into the in lieu of cost: in lieu of cost: new neighbourhood(s) and link to the new Hospital with on-site Hubs; - continuation of STC under highway between new garden community and new Hospital site with a Hub. £2,900,000 **STC-WL** Western STC continuation into and through the Water Lane new garden community, including: Water Lane - High Quality Walking, Cycling and Public Transport veloper(s) to delive routes to connect to Western STC at the Pinnacles on-site STC and off-sit - Continuation of the STC on-site to serve the new in lieu of cost: neighbourhood(s) with on-site Hubs; - continuation of STC across Water Lane to connect West of Katherine's and West of Sumners new residential areas. STC-LP Southern STC continuation into and through the Latton Priory new garden community, including: Latton Priory - High Quality Walking, Cycling and Public Transport veloper(s) to deliv routes to connect to Southern STC at Latton Bush n-site STC and off-site Centre/Commonside Road; C connection worl continuation of the STC on-site to serve the new in lieu of cost: neighbourhood(s) with on-site Hubs; - continuation of STC to connect with the B1393/M11 Public Transport Services and Active & Sustainable Travel Planning New development Green Travel Plan measures and (TR34&TR3 monitoring, and Garden Town Active and Sustainable Transport Support, including: Contributions may be Contributions may be | required at Masterplan required at Masterplan | required at Masterpla (a) Green Travel Plans for new Villages, and Application stage Neighbourhoods, Schools and Places of Work; (b) Green travel vouchers for residents, students and c) interim and community bus provisions; d) worker shuttle bus services; (e) school bus travel services; (f) travel mode monitoring; (g) revenue funding for Garden Town Active Travel Plan coordinator(s) and Transport Review Group(s) £3,794,823 £7,280,000 £2,100,000 £5,880,000 £2,940,000 £21,500,000 (h) pump-priming / subsidy of new / extended public transport services; (i) shared mobility services; (j) stewardship of STC and other transport infrastructure / services; (k) Sustainable Transport and Innovation (STI) Fund Works to existing passenger transport infrastructure I(TR36part) as a result of new, extended or diverted services to Works and/or meet needs of new development Contributions may be | ontributions may be Contributions may be required at Masterplan | required at Masterpla equired at Masterplan | required at Masterplar £250,000 £25,000 Other Active Travel Infrastructure Walking infrastructure improvements in Town Centre Core Walking Zone, including: Works and/or Works and/or Works and/or Works and/or ontributions may b - as identified in the HGGT Local Cycling and Walking quired at Masterpl equired at Masterplan | required at Masterp equired at Masterplan | required at Masterpla Infrastructure Plan (LCWIP); and Application stage and Application stage | and Application stage and Application stage and Application stage - excludes improvements anticipated to be delivered through the Western STC; - excludes additional public realm improvements required to the Town Centre, see 'Open Space Infrastructure'.

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Reasonable endeavours have been taken by the HGGT Local Authorities to ensure the accuracy of information contained in these schedules based upon evidence available during its preparation which represents a snapshot in time. The identification of contributions from developments do not represent a guarantee that such funding will be secured by the HGGT Local Authorities are identified as a potential delivery liability is accepted for the delivery of infrastructure where funding or agreements do not exist for such delivery to take place. The HGGT Local Authorities accept no liability for errors in information and reserve the right to amend or update to when assessing planning applications or preparing guidance or further updates to the IDP.

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Ref (new / 2019 HARLOW & GILSTON GARDEN TOWN Source	Delivery Phasing Delivery Priority	Delivery Partners	Delivery Notes	Provision / Cost	Q3 2023 Uplifted Cost	Provision / Cost Notes	Identified Funding	Identified Funding Notes	Cost Indexation / Change	Estimated Funding Gap	Provision / Cost to be Apportioned to EHDC, EFDC & HDC Development	Apportionment Notes	Contribution Indexation / Change	Estimated Funding Gap after contributions from Development	Provision / Cost to be Apportioned to Windfall and developments	Apportionment Notes	Contribution Indexation / Change	Estimated residual Funding Gap after estimated contributions from	Funding Gap Notes
Transport Infrastructure / Services	2022 2024 2026 2028 2030 2032 2034 2036 203 - - - - - - - - - - 2024 2026 2028 2030 2032 2034 2036 2038 2040	0+									Plan Allocations			Allocations	outside HGGT			Windfall and sites outside HGGT	
Other Active Travel Infrastructure continued Walking infrastructure improvements in Netteswell, The Stow, Templefields and Old Harlow Core Walking Zone as identified in the HGGT LCWIP, including: Note: excludes improvements to be delivered through Eastern STC.		Harlow Council / Developer(s)	/ HGGT LCWIP, in accordance with guidance from the Department for Transport, identifies priority investment in new infrastructure to support a greater number of people making journeys on foot or on cycle. The HGGT LCWIP (2021) included a review of walking infrastructure improvements for	LCWIP		As identified in HGGT LCWIP (2021): Templefields design recommendations scheme ID 201 to 2021, excluding 201, 203, 235 to 238, 262, 263, 283 which form part of the Eastern STC works: £1,623,787 IQ 2022.		Capital works funding or Grants may allow delivery of some enhancements over time.	YES: Costs to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.		Works and/or	Developments within or close to the Templefields core walking zone may be required to deliver or contribute to enhancements.	YES: Contributions to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.		Works and/or Contributions may be required at Masterplan and Application stage		YES: Contributions to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.		Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.
	Phasing for delivery of improvements currently unknown but likely to be complete over time to support developments or capital works.	ea	the Templefields and surrounding area, including Netteswell, The Stow and Old Harlow.	£2,183,439	£2,520,794					£2,183,439				£2,183,439				£2,183,439	
AT3 Walking infrastructure improvements in Bush Fair (new) Core Walking Zone as identified in the HGGT LCWIP. Infrastructure, LCWIP		Harlow Council / Developer(s)	/ HGGT LCWIP, in accordance with guidance from the Department for Transport, identifies priority investment in new infrastructure to support a greater number of people making journeys on foot or on cycle. The HGGT LCWIP (2021) included a review of walking infrastructure improvements for	LCWIP		As identified in HGGT LCWIP (2021): Bush Fair Design recommendations scheme ID 401 to 455, excluding 430, 437, 444, 449, 451 to 454 which are expected to form part of the Southern Way traffic calming works and Second Avenue junction works:		Capital works funding or Grants may allow delivery of some enhancements over time.			Works and/or	Developments within or close to the Bush Fair core walking zone may be required to deliver or contribute to enhancements.			Works and/or Contributions may be required at Masterplan and Application stage		YES: Contributions to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.		Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.
	Phasing for delivery of improvements currently unknown but likely to be complete over time to support developments or capital works.	ed	the Bush Fair area.	£615,131	£710,173	£457,462 1Q 2022.				£615,131				£615,131				£615,131	
AT4 Walking infrastructure improvements in Staple Tye (new) Core Walking Zone as identified in the HGGT LCWIP. Appendix I - Transport Infrastructure, LCWIP		Harlow Council / Developer(s)	/ HGGT LCWIP, in accordance with guidance from the Department for Transport, identifies priority investment in new infrastructure to support a greater number of people making journeys on foot or on cycle. The HGGT LCWIP (2021) included a review of walking infrastructure improvements for	LCWIP		As identified in HGGT LCWIP (2021): Staple Tye Design recommendations all scheme ID 301 to 367: £987,094 IQ 2022.		Capital works funding or Grants may allow delivery of some enhancements over time.	YES: Costs to be index linked from 1Q 2022 using the BCIS Road Tender Price Index or as otherwise updated.		Works and/or	Developments within or close to the Staple Tye core walking zone may be required to deliver or contribute to enhancements.	YES: Contributions to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.		Works and/or Contributions may be required at Masterplan and Application stage		YES: Contributions to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.		Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.
	Phasing for delivery of improvements currently unknown but likely to be complete over time to support developments or capital works.		the Staple Tye area.	£1,327,304	£1,532,381					£1,327,304				£1,327,304				£1,327,304	
AT5 Cycling improvements at Route I of the LCWIP (Town Centre Orbital) as identified in the HGGT LCWIP, including: (a) installation of bi-directional cycle tracks between Haydens Road roundabout and Second Avenue roundabout; (b) replacement of underpasses to provide at-grade		Harlow Council / Developer(s)	/ HGGT LCWIP, in accordance with guidance from the Department for Transport, identifies priority investment in new infrastructure to support a greater number of people making journeys on foot or on cycle. The HGGT LCWIP (2021) identified cycle	Town Centre Orbital Cycle Route as identified in HGGT LCWIP		As identified in HGGT LCWIP (2021): LCWIP Cycle Route I actions: (a): £2,435,223 IQ 2022; (b): £6,864,968 IQ 2022.		Capital works funding or Grants may allow delivery of some enhancements over time.	YES: Costs to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.		Works and/or	Developments within or close to the Town Centre may be required to deliver or contribute to enhancements.	YES: Contributions to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.		Works and/or Contributions may be required at Masterplan and Application stage		YES: Contributions to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.		Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.
crossings. Note: excludes works to be completed through Northern, Eastern, Southern and Western STC.	Phasing for delivery of improvements currently unknown but likely to be complete over time to support developments or capital works.		infrastructure improvements orbiting the Harlow Town Centre.	£12,505,584	£14,437,777					£12,505,584				£12,505,584				£12,505,584	
AT6 (new+TR32) (Gilston Area - Parndon Mill - Town Centre) as identified in the HGGT LCWIP, including: (a) A414 crossing, resurfacing and lighting to Elizabeth Way via Parndon Mill, new bridge over the Bridleway Ford and new Toucan crossing over Elizabeth Way; (b) Hornbeams to Holdings Road Low Traffic Neighbourhood and replacement at-grade signalised junction at Holdings Road. Note: replaces 2019 IDP TR32 off road cycle and	Phasing for delivery of improvements currently unknown but likely to be complete over time to support developments or capital works.	Harlow Council / Developer(s)	/ HGGT LCWIP, in accordance with guidance from the Department for Transport, identifies priority investment in new infrastructure to support a greater number of people making journeys on foot or on cycle. The HGGT LCWIP (2021) identified cycle infrastructure improvements between the Town Centre and the Gilston Area new garden community via Parndon Mill and	Gilston Area Cycle	This provision / cost is relate to Gilston development and indexation model yet to be agreed between LPA and developer(s), therefore no upl has been made.	(2021): LCWIP Cycle Route 2 actions: (a) Direct delivery of works in lieu of cost		Capital works funding or Grants may allow delivery of some enhancements over time.	YES: Costs to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.	£139,108	Works and/or Contributions may be required at Masterplan and Application stage	Gilston Area new garden community Villages 6 Developer(s) to fund / deliver LCWIP Route 2 improvements (a) (A414 to Elizabeth Way) for commuting and leisure journeys to Stort valley and Harlow. Other developments within or close to the Town Centre may be required to deliver or contribute to enhancements.	be index linked from IQ 2022 using the	£139,108	Works and/or Contributions may be required at Masterplan and Application stage		YES: Contributions to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.		Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.
walking network from Village 6 to Pinnacles. Cycling improvements at Route 4 of the LCWIP (Old (new)) Harlow - Mark Hall North - Town Centre) as identified in the HGGT LCWIP, including: (a) Old Harlow Low Traffic Neighbourhood; and (b) Churchgate Street Low Traffic Neighbourhood. Note: Remainder of route is to be delivered as part of the Eastern STC and the Gilden Way improvements.	Phasing for delivery of improvements currently unknown but likely to be complete over time to support developments or capital works.	Essex County Council Harlow Council / Developer(s)	the Stort Valley. / HGGT LCWIP, in accordance with guidance from the Department for Transport, identifies priority investment in new infrastructure to support a greater number of people making journeys on foot or on cycle. The HGGT LCWIP (2021) identified cycle infrastructure improvements between the Town Centre and Old Harlow/East of Harlow new garden	Town Centre to Old Harlow/East of Harlow Cycle Route as identified in HGGT LCWIP	£235,335	As identified in HGGT LCWIP (2021): LCWIP Cycle Route 4 actions: (a) £75,796 IQ 2022; (b) £75,796 IQ 2022.			YES: Costs to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.	£203,840	Works and/or Contributions may be required at Masterplan and Application stage	East of Harlow new garden community to fund / deliver LCWIP Route 4 (a) and (b) (Low Traffic Neighbourhoods to Churchgate Street and Old Harlow) to allow connections to loca facilities and Harlow Mill Rail Station. Other developments within or close to the Town Centre may be required to deliver or contribute to enhancements.	be index linked from IQ 2022 using the						
AT8 Cycling improvements at Route 5 of the LCWIP (Town (new)) Centre - Brays Grove - Potter Street), including: - as identified in the HGGT LCWIP; - the upgrade and widening of the North Grove to Tillwicks Road and Tillwicks Road to Tripton Road shared use path; - installation of a Tumbler Road Low Traffic Neighbourhood in the area bound by Tillwicks Road / Southern Way / A414 / Second Avenue.	Physing for delivery of improvements surrently unknown but likely to be complete	Harlow Council / Developer(s)	/ HGGT LCWIP, in accordance with guidance from the Department for Transport, identifies priority investment in new infrastructure to support a greater number of people making journeys on foot or on cycle. The HGGT LCWIP (2021) identified cycle infrastructure improvements between the Town Centre and	Grove/Potter Street via Second Avenue Cycle Route as identified in HGGT		As identified in HGGT LCWIP (2021): LCWIP Cycle Route 5 actions: A-L: £1,815,801 IQ 2022.		Capital works funding or Grants may allow delivery of some enhancements over time.	YES: Costs to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.		Works and/or Contributions may be	Developments within or close to the Second Avenue, Brays Grove and Potter Street areas may be required to deliver or contribute to enhancements.			Works and/or Contributions may be required at Masterplan and Application stage		YES: Contributions to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.		Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.
Cycling improvements at Route 7 of the LCWIP (Town (new) Centre - Tye Green - Staple Tye), including: - as identified in the LCWIP; - installation of new cycle tracks from Wooded Area / Third Avenue and Paringdon Road / Great Parndon Library, installation of a new cycle path, provision of cycle track using section of public space and modal filter at the Latton Priory Access to Paringdon Road, and the creation of a Low Traffic Neighbourhood at Partridge Road.	Phasing for delivery of improvements currently unknown but likely to be completed over time to support developments or capital works. Phasing for delivery of improvements currently unknown but likely to be completed over time to support developments or capital works.	Essex County Council Harlow Council Developer(s)	Brays Grove/Potter Street. / HGGT LCWIP, in accordance with guidance from the Department for Transport, identifies priority investment in new infrastructure to support a greater number of people making journeys on foot or on cycle. The HGGT LCWIP (2021) identified cycle infrastructure improvements between the Town Centre and Staple Tye.	Town Centre to Staple Tye via Tye Green Cycle Route as identified in HGGT	£2,090,296	As identified in HGGT LCWIP (2021): LCWIP Cycle Route 7 actions: A-D: £1,346,478 IQ 2022; E-N: £1,135,331 IQ 2022.		Capital works funding or Grants may allow delivery of some enhancements over time.	YES: Costs to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.	£2,441,633	Works and/or Contributions may be required at Masterplan and Application stage	Latton Priory new garden community to fund deliver LCWIP Route 7 interventions A to D (Rye Hill Road to Paringdon Road) to allow connections to existing cycle facilities. Other developments within or close to the Ty Green and Staple Tye areas may be required to deliver or contribute to enhancements.	be index linked from IQ 2022 using the BCIS Road Tender Price Index or as e otherwise updated.	£1,213,957	Works and/or Contributions may be required at Masterplan and Application stage		YES: Contributions to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.		Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.

Accumulated value of contributions into HGGT Rolling Infrastructure Fund

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Reasonable endeavours have been taken by the HGGT Local Authorities but do represent a guarantee that such funding will be secured by the HGGT Local Authorities to ensure the accuracy of information of contribution levels that might be expected and should be taken into consideration by developers. Where the HGGT Local Authorities are identified as a potential delivery partner no liability for errors in information and reserve the requirements do not exist for such delivery to take place. The HGGT Local Authorities accept no liability for errors in information and reserve the requirements do not exist for such delivery to take place. The HGGT Local Authorities accept no liability for errors in information and reserve the requirements do not exist for such delivery partner no liability for errors in information and reserve the requirements for infrastructure at any time based upon new evidence or further updates to the IDP. Staple Tye Mews, Gilston Area new East of Harlow new East of Harlow new Gilston Area new **Water Lane Area** The Evangelical Pollard Hatch Plus Slacksbury Hatch Garage Blocks Latton Priory nev DC Town Centre The Stow Service Staple Tye Depot Coppice Hatch and Elm Hatch and Fishers Hatch Adjacent to Nicholls Stewards Farm Riddings Lane utheran Church Garages and **Sherards House** and Associated Pypers Hatch new garden Public House and The Gateway Village 7 within HDC within EFDC (HDC ref HS2.4) Tawneys Road Adjacent Land (HDC ref HS2.8) (HDC ref HS2.10) Garages (HDC ref HS2.13) (HDC ref HS2.14) Other HGGT (HDC ref HS2.2) (HDC ref HS2.7) (HDC ref HS2.9) Framework EFDC (EFDC ref SP5.1) Nursery HARLOW & GILSTON (EHDC ref GAI) (EHDC ref GAI) (HDC ref HS3) (EFDC ref SP5.3) (EFDC ref SP5.2) (HDC ref HS2.1) (HDC ref HS2.5) (HDC ref HS2.6) (HDC ref HS2.1 (HDC ref HS2.12) new homes = new homes = new homes = Windfall (EFDC ref SP5.3) (HDC ref HS2.3) **GARDEN TOWN** new homes = new homes = ential new homes = new homes = new homes = outside **HGGT** new homes = Hospital / Health Transport Infrastructure / Services 8,500 2,600 1,050 550 2,120 1,500 2,100 35 16 10 Campus Other Active Travel Infrastructure ... continued .. Walking infrastructure improvements in Netteswell, The Stow, Templefields and Old Harlow Core Walking Works and/or Works and/or Works and/or Works and/or Zone, including: ontributions may b Contributions may b Contributions may be ontributions may b equired at Masterpla equired at Masterpla equired at Masterpla required at Masterpla - as identified in the HGGT LCWIP; and Application stage nd Application stage and Application stage and Application stage - excludes improvements anticipated to be delivered through the Eastern STC. Walking infrastructure improvements in Bush Fair Core Walking Zone, including: Works and/or Works and/or Works and/or Works and/or Works and/or Contributions may be | Contributions may be Contributions may b Contributions may b Contributions may be - as identified in the HGGT LCWIP. equired at Masterplan | required at Masterplan equired at Masterpla equired at Masterpl required at Masterpla and Application stage and Application stage and Application stage and Application stag and Application stage Walking infrastructure improvements in Staple Tye Core Walking Zone, including: Works and/or Works and/or Works and/or Works and/or Works and/or Works and/or ontributions may be Contributions may be Contributions may be Contributions may be ontributions may l Contributions may be - as identified in the HGGT LCWIP. equired at Masterplan | required at Masterplan | required at Masterplan required at Masterpla equired at Masterpl required at Masterpla and Application stage and Application stage | and Application stage | and Application stage and Application stage and Application stage Cycling improvements at Route 1 of the LCWIP (Town Centre Orbital), including: Works and/or Works and/or Contributions may be ontributions may be | Contributions may be - as identified in the HGGT LCWIP; quired at Masterplan required at Masterplan quired at Masterpla - the replacement of underpasses to provide at-grade and Application stage and Application stage and Application stag - installation of bi-directional cycle tracks between Haydens Road roundabout and Second Avenue - excludes works to be completed through the Northern, Eastern, Southern and Western STC. Cycling improvements at Route 2 of the LCWIP (new+TR32 (Gilston Area - Parndon Mill - Town Centre) as Works and/or Works and/or Works and/or ect delivery of works Direct delivery of work identified in the HGGT LCWIP, including: between A414 and between A414 and ontributions may be ontributions may be Contributions may be quired at Masterplan | required at Masterplan abeth Way in lieu of Elizabeth Way in lieu o equired at Masterpla (a) A414 crossing, resurfacing and lighting to Elizabeth and Application stage and Application stage and Application stage Way via Parndon Mill, new bridge over the Bridleway Ford and new Toucan crossing over Elizabeth Way; (b) Hornbeams to Holdings Road Low Traffic Neighbourhood and replacement at-grade signalised junction at Holdings Road. Note: replaces 2019 IDP TR32 off road cycle and walking network from Village 6 to Pinnacles. Cycling improvements at Route 4 of the LCWIP (Old Harlow - Mark Hall North - Town Centre), including: Direct delivery of works Direct delivery of work in Churchgate Street in Churchgate Street - as identified in the HGGT LCWIP; and Old Harlow or and Old Harlow or - Old Harlow Low Traffic Neighbourhood and ontributions in lieu: contributions in lieu: Churchgate Street Low Traffic Neighbourhood; - Remainder of route is to be delivered as part of the Eastern STC and the Gilden Way improvements. £79,102 £22,818 Cycling improvements at Route 5 of the LCWIP (Town Centre - Brays Grove - Potter Street), including: Works and/or Works and/or Works and/or Works and/or Works and/or Contributions may be | Contributions may be Contributions may be Contributions may b ontributions may b - as identified in the HGGT LCWIP; equired at Masterplan | required at Masterplan required at Masterpl equired at Masterplai required at Masterplar - the upgrade and widening of the North Grove to and Application stage Tillwicks Road and Tillwicks Road to Tripton Road - installation of a Tumbler Road Low Traffic Neighbourhood in the area bound by Tillwicks Road / Southern Way / A414 / Second Avenue. Cycling improvements at Route 7 of the LCWIP (Town Centre - Tye Green - Staple Tye), including: Works and/or Works and/or rect delivery of wor Works and/or Works and/or in Rye Hill Road to ontributions may b Contributions may b ontributions may I Contributions may be as identified in the LCWIP; Paringdon Road or equired at Masterpla quired at Masterpl equired at Masterpla quired at Masterpl - installation of new cycle tracks from Wooded Area nd Application stage and Application stage nd Application stag and Application stage ontributions in lieu: Third Avenue and Paringdon Road / Great Parndon Library, installation of a new cycle path, provision of cycle track using section of public space and modal filter at the Latton Priory Access to Paringdon Road, and the creation of a Low Traffic Neighbourhood at £596,596 Partridge Road.

Reasonable endeavours have been taken by the HGGT Local Authorities to ensure the accuracy of information contributions from developments do not represent a guarantee that such funding will be secured by the HGGT Local Authorities are identified as a potential delivery liability is accepted for the delivery of infrastructure where funding or agreements do not exist for such delivery to take place. The HGGT Local Authorities accept no liability for errors in information and reserve the right to amend or update the requirements for infrastructure at any time based upon new evidence or understanding including but not limited to when assessing planning applications or preparing guidance or further updates to the IDP.

Ref (new / 2019 IDP ref) HARLOW & GILSTON GARDEN TOWN Transport Infrastructure / Services IDP Information Source Priority	Delivery Phasing 2022 2024 2026 2028 2030 2032 2034 2036 2038	Delivery Partners	Delivery Notes	Provision / Cost	Q3 2023 Uplifted Cost	Provision / Cost Notes	Identified Funding	Identified Funding Notes	Cost Indexation / Change	Gap	Provision / Cost to be Apportioned to EHDC, EFDC & HDC Development Plan Allocations	Apportionment Notes	Contribution Indexation / Change	Estimated Funding Gap after contributions from Development Allocations Provision / Cost to be Apportioned to Windfall and developments outside HGGT	Contribution	Estimated residual Funding Gap after estimated contributions from Windfall and sites outside HGGT	Funding Gap Notes
Other Active Travel Infrastructure continued Cycling improvements at Route 8 of the LCWIP (Town Centre - Great Parndon - Water lane), including: Appendix I - Transport Infrastructure, LCWIP - as identified in the HGGT LCWIP; - creation of a Low Traffic Neighbourhood at Kingsmoor Road, installation of protected cycle tracks on Pyenest Road, provision of protected cycle facilities on Kingsmoor Road, and installation of toucan crossings on Broadley Road and Southern Way.	Phasing for delivery of improvements currently unknown but likely to be completed over time to support developments or capital works.	Harlow Council / Developer(s)	HGGT LCWIP, in accordance with guidance from the Department for Transport, identifies priority investment in new infrastructure to support a greater number of people making journeys on foot or on cycle. The HGGT LCWIP (2021) identified cycle infrastructure improvements between the Town Centre and Water Lane new garden community.	Water Lane new garden community via Great Parndon Cycle	£3,795,105	As identified in HGGT LCWIP (2021): LCWIP Cycle Route 8 actions: A-C: £1Q 2022; D-I: £ 1Q 2022.		Capital works funding or Grants may allow delivery of some enhancements over time.	YES: Costs to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.	£3,287,210	Improvements in lieu of contributions may be required at Masterplan and Application stage	, , ,	be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.	Works and/or Contributions may be required at Masterplan and Application stage	YES: Contributions to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.		Additional Developer direct delivery or Contributions, C works funding or Grants madelivery of some enhanceme over time.
TII Walking and cycling connections and enhancements Between new garden communities and surrounding neighbourhoods and villages, including: a) Burnt Mill Lane walking and cycling Access enhancements for potential northern access to Harlow Town Railway Station;; b) Gilston Area to Hunsdon Cycle link; c) Gilston Area Village 7 to Roydon. Other connections to be identified at Masterplan /		Council / Essex County Council / Developer(s)	Each new garden community should seek to provide enhanced connectivity to neighbouring destinations to support active travel. Current schemes identified in East Herts IDP (2017) and through engagement on East Herts planning applications 3/19/1045/OUT and 3/19/2124/OUT.	Direct delivery of (a), (b) and (c)		Gilston developers to fund 100% of the actual cost of works.	f		Projects to be directly delivered by Developer(s).			Each new garden community should seek to provide enhanced connectivity to neighbouring destinations to support active travel. Gilston Area new garden community Village 7 Developer(s) to fund / deliver the walking and cycle route improvements for commuting and leisure journeys to Stort valley, Roydon and Roydon railway station.	','''' ',				
Application stage. Harlow Town Railway Station Capacity assessment and potential new Northern Access, including: (a) feasibility study for the design and costing of a scheme to improve the northern access of Harlow station (b) creation of a new access/egress to/from the north (c) cycle capacity improvements at Harlow Town Railway Station Appendix I - Transport Infrastructure, Harlow Town Railway Station		Operating Company	Gilston Area development identified desire to deliver a northern entrance to Harlow Town Station to improve access and shorten journeys. Existing station capacity also limited by current single access.		This provision / cost is solely related to Gilston developmen and indexation model yet to be agreed between LPA and developer(s), therefore no uplif has been made.	HCC have identified costs as follows: (a) £520,000 (b) £4,680,000 (c) £88,235		Network Rail / Train Operating Company Capital funding or Gran may be available to contribute to costs subject to the need and feasibility being demonstrated.	nts index linked using	£5,288,235		(a) Gilston VI-6 to contribute the lesser of 85% of the total cost, or £442,000, and Gilston	YES: Costs to be index linked using Index to be advised (or as otherwise updated): - from Q2 2022.	Contributions may be required subject to need and feasibility being demonstrated			Subject to feasibility being demonstrated additional decontributions and / or grant sought to deliver works.
ATI3 Bicycle Access & Parking infrastructure at Hatches, (new) Local Centres, sports grounds and other facilities to support HGGT mode shift. See IDP Evidence, Appendix I - Transport Infrastructure, Harlow Hatches and other facilities	dwellings in V7.	Various Organisations	HGGT Transport Strategy (2021) sets targets for increasing journeys by cycling, this will create an increased demand at Hatches, Local Centres and other facilities for cycle access and parking.		agreed between LPA and developer(s), therefore no uplit has been made.	Harlow Town Railway Station has need for additional 100 secure cycle parking spaces to accommodate residents of the Gilston Area new garden community. Estimated cost provided by Essex County Council. Other Works / Contributions from developments to meet needs and mitigate impacts to be identified at Application stage.	1	Capital works funding or Grants may allow delivery of some enhancements over time.	YES: Costs to be index linked using Index to be advised (or as otherwise updated): - from Q2 2022.	£75,000	Other Works /	contribute £75,000 for 100 additional secure cycle parking spaces at Harlow Town Railway					
Other Highway Infrastructure / Services MII new Junction 7a, including: (a) Phase I: widening of Gilden Way (B183). Includes part of LCWIP Cycle Route 4; (b) Phase 2a: new MII motorway junction 7a and links to Gilden Way and Sheering Road including alternative dualled link road scheme.	(a) and (b) completed INFRASTRUCTURE PROJECT COMPLETED	National Highways and Essex County Council	Project completed in 2022.	Works at Gilden Way and MII	Works completed, no uplift required.			Works funded by National Highways, South East Local Enterprise Partnership and Essex County Council									
TR2 TR7) M11 Junction 7 improvements, including: - junction signal improvements as necessary to support development traffic flows. Note: More extensive works may be required subject to transport assessments to be provided at application stage for sites impacting upon capacity, safety or proper functioning of the junction. See IDP Evidence, Appendix 1 - Transport Infrastructure, Essex County Council Highway Works	Phasing of works currently unknown		ECC have identified the need for initial works to ensure junction continues to operate. A more extensive remodelling of the Motorway junction may be required subject to modelling transport impacts as relevant applications come forward.	£2,000,000	£2,561,905	ECC have identified an initial estimate for minimal works of £2,000,000. More extensive works may be required.		Potential for Road Investment Strategy funding if a more extension motorway junction remodelling is required.		£2,000,000		ECC identify works primarily associated with mitigating impacts of developments at Latton Priory, Water Lane, in the centre of Harlow as well as Epping Forest District. Estimate of £500,000 from Epping Forest District sites with remaining costs apportioned on a per dwelling basis subject to further assessment as relevant planning applications come forward.	index linked using the BCIS Road Tender Price Index (or as otherwise updated):		Contributions of approximately £500,000 are expected from other developments in the Epping Forest District area subject to agreement at Application stage.		
TR3 Second Stort Valley Crossing, including: (a) Realignment of Eastwick Road and new junctions to Burnt Mill Lane/Terlings Park and Pye Corner; (b) Pye Corner bypass and new junction on Eastwick/High Wych Road; (c) New culverted and bridged public highway to River Way; (d) River Way Rail Bridge replacement and River Way / Edinburgh Way junction improvements; (e) River Way / Cambridge Road new junction. See: Planning Consents 3/19/1051 FUL (EHDC) and HW/CRB/19/00221 (HDC) granted on 18/03/2022; IDP Evidence Appendix 1 - Transport - Places for People; IDP Evidence Appendix 1 - Transport - ECC.	(e) a) - a	Developer(s): Places for People (a-d) / Essex County Council (e)	Places for People contracted through Housing Investment Grant (HIG) award (managed by HCC) to deliver Eastern Stort Valley Crossing (a-d). ECC contracted through HIG (HCC) and Harlow Towns Fund (managed by HDC) to deliver River Way / Cambridge Road new junction (e).	new Stort Valley Crossing: A414 / Eastwick Roundabout to A414 River Way/Edinburgh Way.	No uplift provided. See cell V92/93	Estimated costs as set out in IDP evidence from Places for People: (a) £8,349,264 IQ 2022 + inflation; (b) £20,708,346 IQ 2022 + inflation; (c) £55,026,828 IQ 2022 + inflation; (d) £16,384,420 IQ 2022 + inflation; Estimated costs as set out in IDP evidence from ECC: (e) (up to) £5,525,000 IQ 2022.	Full funding for the Second Stort Crossing scheme will come through the HIG.	Funding secured comprises: (i) £1,500,000 from Harlow Town Fund (HDC) contracted to ECC t partly fund delivery of TR3(e). (ii) (up to) £42,100,000 HIG (HCC) contracted to ECC to deliver STC N and forward-fund TR3(e). (ii) (up to) £129,080,000 Housing Investment Grant (HIG) awarded to HCC and contracted to Places for People to partly forward-fund delivery of both Stort Valley Crossings.	works and delivery rest with the deliverer, updated costs may need to be provided to establish final apportionment of developer contributions.		£122,483,927	 Water Lane 12%; Latton Priory 6%; PAH 3%. The Garden Town will consider the submission of modelling relating to each strategic site, which demonstrates policy compliance, an contributions to wider infrastructure requirements. The HIG will fund up to £129m towards the Central Stort Crossing and the Second Stort Crossing. PfP will pay this back or	managing cost of works and delivery rest with the deliverer, updated costs may need to be provided to establish final apportionment of developer contributions.				
							HIG forward- funding draw-down to be agreed		Estimation for inflation included. HIG recovery may change subject to amount drawn-down and final cost of works.			and other developer contributions, has been calculated on an arithmetic per dwelling basis.	, Estimation for inflation included. HIG recovery				
Hertfordshire Public Highway improvements, including: (TR18) (a) A414 Amwell Roundabout improvements; (b) Sawbridgeworth junctions / crossings works. See IDP Evidence, Appendix I - Transport - HCC	(b) Sawbridgeworth improvements (a) Amwell junction	Council (HCC) / Developer(s)	HCC identified schemes at Amwell junction and in Sawbridgworth required to meet the needs and mitigate the impacts of new development by maintaining operation of the public highway and supporting active and sustainable		This provision / cost is solely related to Gilston developmen and indexation model yet to be agreed between LPA and developer(s), therefore no uplif has been made.	Costs as provided within the Gilston Villages I-6 and 7 Heads of Terms. (a) £2,300,000 (b) £1,000,000						HCC identify both (a) and (b) required to meet the needs and mitigate the impacts of the Gilston Area development. (a) Gilston VI-6 developers to fund the lesser of 85% of £2,300,000 or £1,955,000, and Gilston V7 to fund the lesser of 15% of £2,300,000 or £345,000					

Accumulated value of contributions into HGGT Rolling Infrastructure Fund (RIF)

28

2

inal recovery of HIG orward-funding from Gilston Area Village Io to be agreed based

£122,483,927

Reasonable endeavours have been taken by the HGGT Local Authorities but do represent a guarantee that such funding will be secured by the HGGT Local Authorities to ensure the accuracy of information of contribution levels that might be expected and should be taken into consideration by developers. Where the HGGT Local Authorities are identified as a potential delivery to take place. The HGGT Local Authorities accept no liability is accepted for the delivery to take place. The HGGT Local Authorities accept no liability for errors in information and reserve the right to amend or update the requirements do not exist for such delivery partner no liability for errors in information and reserve the right to amend or update the requirements do not exist for such delivery partner no liability for errors in information and reserve the right to amend or update the requirements do not exist for such delivery partner no liability for errors in information and reserve the right to amend or update the requirements do not exist for such delivery partner no liability for errors in information and reserve the right to amend or update the requirements do not exist for such delivery partner no liability for errors in information and reserve the right to amend or update the requirements do not exist for such delivery partner no liability for errors in information and reserve the right to amend or update the requirements do not exist for such delivery to take place. The HGGT Local Authorities accept no liability for errors in information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reserve the right to amend or update the requirements for information and reser Staple Tye Mews, Gilston Area new East of Harlow new East of Harlow new **Water Lane Area** The Evangelical Pollard Hatch Plus Slacksbury Hatch Garage Blocks Latton Priory ne The Stow Service DC Town Centre rincess Alexandra **Staple Tye Depot** oppice Hatch and Elm Hatch and Riddings Lane Fishers Hatch Stewards Farm Pypers Hatch utheran Church Garages and **Sherards House** and Associated Adjacent to Nicholls new garden garden commu **Public House** and The Gateway Adjacent Land Village 7 within HDC within EFDC (HDC ref HS2.4) Tawneys Road (HDC ref HS2.8) (HDC ref HS2.10) Garages (HDC ref HS2.13) (HDC ref HS2.14) Other HGGT (HDC ref HS2.2) (HDC ref HS2.7) (HDC ref HS2.9) Framework EFDC (EFDC ref SP5.1) Nursery HARLOW & GILSTON (EHDC ref GAI) (EHDC ref GAI) (HDC ref HS3) (EFDC ref SP5.3) (EFDC ref SP5.2) (HDC ref HS2.1 (HDC ref HS2.5) (HDC ref HS2.6) (HDC ref HS2.1 (HDC ref HS2.12) new homes = Windfall **GARDEN TOWN** (EFDC ref SP5.3) (HDC ref HS2.3) new homes = new homes = new homes = ential new homes = new homes = outside **HGGT** new homes = Hospital / Health Transport Infrastructure / Services 8,500 2,600 2,100 1,050 550 2,120 1,500 35 16 Campus Other Active Travel Infrastructure ... continued . Cycling improvements at Route 8 of the LCWIP (Town Centre - Great Parndon - Water lane), including: Direct delivery of wor Works and/or Works and/or Works and/or in Rye Hill Road to ontributions may be Contributions may b ontributions may b - as identified in the HGGT LCWIP; Paringdon Road or equired at Masterpl equired at Masterpla equired at Masterpla - creation of a Low Traffic Neighbourhood at contributions in lieu: and Application stage and Application stage and Application stage Kingsmoor Road, installation of protected cycle tracks on Pyenest Road, provision of protected cycle facilities on Kingsmoor Road, and installation of toucan crossings on Broadley Road and Southern Way. £249,248 Walking and cycling connections and enhancements between new garden communities and surrounding Direct delivery of: Works and / or Works and / or Direct delivery of: Works and / or Works and / or TR37&TR41 neighbourhoods and villages, including: (a) Burnt Mill Lane; (b) Hunsdon Cycle link; Contributions may be Contributions may be Contributions may be Contributions may b (c) Roydon Cycle link | identified at Application | identified at Application b) Hunsdon Cycle link. dentified at Application | identified at Applicat a) Burnt Mill Lane walking and cycling; b) Gilston Area to Hunsdon Cycle link; c) Gilston Area Village 7 to Roydon. Other connections to be identified at Masterplan / Application stage. Harlow Town Railway Station Capacity assessment and potential new Northern Access, including: Additional Contributions may be | Contributions may be Contributions may be | Contributions may be | Contributions may be ontributions may be | Contributions may be Contributions may be Contributions may be quired subject to need required subject to nee required subject to need required subject to need required subject to nee equired subject to need required subject to need - assessment of station user capacity; quired subject to need required subject to need and feasibility being - potential works to create a new access/egress and feasibility being demonstrated demonstrated demonstrated demonstrated demonstrated demonstrated to/from the north. £4,495,000 £793,235 Bicycle Access & Parking infrastructure at Hatches, Local Centres, sports grounds and other facilities to Other Works / support HGGT mode shift. dditional cycle parking | Additional cycle parking | Contributions may be Contribut Harlow Town Railway at Harlow Town Railway dentified at Application | identified at Application identified at Application | id £63,750 £11,250 Other Highway Infrastructure / Services MII new Junction 7a, including: (a) Phase 1: widening of Gilden Way (B183). Includes part of LCWIP Cycle Route 4; (b) Phase 2a: new MII motorway junction 7a and links to Gilden Way and Sheering Road including alternative dualled link road scheme. MII Junction 7 improvements, including: - junction signal improvements as necessary to support development traffic flows. Note: More extensive works may be required subject to transport assessments to be provided at application stage for sites impacting upon capacity, safety or proper functioning of the junction. £222,973 £425,676 Second Stort Valley Crossing, including: (TR20) (a) Road I: realignment and extension of Eastwick Village I-6 Developer(s) Village 7 Developer(s) to East of Harlow Road to new roundabout, new junctions to Burnt Mill Water Lane Latton Priory to deliver Crossing | contribute to cost of | Developer(s) to PAH Developer(s) to Lane/Terlings Park and Pye Corner; Developer(s) to (b) Road 2: Pye Corner bypass, new junction on Crossing works (a-d) | contribute through | contribute through works (a-d) AND repay

AND contribute to repayment of forward repayment of forward contribute through | contribute through Eastwick/High Wych Road; epayment of forward repayment of forward (c) Road 3: new culverted and bridged road to River repay forward funding: Way, River Way Rail Bridge replacement; (d) River Way / Edinburgh Way junction (e) River Way / Cambridge Road new junction. £5,387,856 £3,951,094 £61,062,368 £10,775,712.03 £7,542,998 Hertfordshire Public Highway improvements, including: (a) A414 Amwell Roundabout improvements; 85% contribution to 15% contribution to (b) Sawbridgeworth junctions / crossings works. projects (a) and (b) projects (a) and (b)

modes of travel. (b) Gilston VI-6 developers to fund the lesser HCC anticipate improvement to the Amwell junction required approximately by of 85% of £1,000,000 or £850,000, and Gilston either delivery of occupation of 2,500 dwellings in villages 1-7, or payment of a V7 to fund the lesser of 15% of £1,000,000 or contribution of £2,300,000 on the occupation of 1,500 dwellings in villages 1-7; and £3,300,000 £3,300,000 £150,000. £3,300,000 improvements to Sawbridgeworth public highway by occupation of 3,500 dwellings in A B C D E F G H

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Reasonable endeavours have been taken by the HGGT Local Authorities to ensure the accuracy of information contribution levels that might be expected and should be taken into consideration by developers. Where the HGGT Local Authorities are identified as a potential delivery liability is accepted for the delivery of infrastructure where funding or agreements do not exist for such delivery to take place. The HGGT Local Authorities accept no liability for errors in information and reserve the right to amend or update the requirements for infrastructure at any time based upon new evidence or understanding including but not limited to when assessing planning applications or preparing guidance or further updates to the IDP.

Ref (new / 2019 IDP ref) Ref Transport Infrastructure / Services Other Highway Infrastructure / Services continued	Delivery Phasing 2022 2024 2026 2028 2030 2032 2034 2036 2038 2024 2026 2028 2030 2032 2034 2036 2038 2040+	F G	Н				Estimated Funding Gap			Estimated Funding Gap after contributions from Development O Development	con / Cost to cortioned to adfall and clopments de HGGT S T Contribution Indexation / Change	Estimated residual Funding Gap after estimated contributions from Windfall and sites outside HGGT
			1	Estimated costs as set out in IDP evidence from ECC: This cost was provided at QI 2023. No further uplift required. (a) £70,000 Q3 2022 (c) £11,000,000 Q1 2023; (d) £12,800,000 Q1 2023; (e) £13,400,000 Q1 2023; (f) £17,800,000 Q1 2023; (g) £11,100,000 Q1 2023 As set out in IDP evidence from Places for People: (b) 5,539,491 IQ 2022.	Funding for (b) is secured through the s106 HoT for Gilston	res: Costs to be index linked from base date as noted, using BCIS Road Tender Price Index or as otherwise updated.	£60,630,509	£14,508,329	These schemes are considered to be priority chemes for ECC that support delivery of the ETC, and contributions will be sought from the appropriate developments as applications are eccived and assessed. ECC identify (b) required to mitigate impacts of the Gilston Area; and (c) and (d) to manage raffic flows for Water Lane area. Projects (d), e) and (f) are required to manage flows of from all major developments, and to mprove pedestrian/cycle connectivity, and all projects facilitate the delivery of the STC, contributions from development to be confirmed. Gilston Village 7 will directly contribute 15% of otal cost of b) to Gilston Village 1-6.	Contribu	bution may be to based upon coment impact	Additional Developer contributi may be sought for the unfunded schemes subject to further assessment. £46,122,180
		Gilston Area Site accesses required to allow construction and / or occupation of the development.	Delivery of Accesses to be agreed at Masterplan / Application stage	Delivery and cost form intrinsic part of the Development.					Site accesses to be delivered by respective developers.			
TR7 East of Harlow new garden community public highway access works, including: (a) New access junction near Mayfield Farm and access road; (b) New access junction from Sheering Road and access road; (c) New access junction near Nursery Site east of Gilden Way and access road; (d) Hospital & Health Campus M11 Junction 7A and Campions Roundabout modifications. See IDP Evidence, Appendix 1 - Transport Infrastructure, Harlow, Epping Forest and Essex County Councils East of Harlow Highway Works	lst a	East of Harlow Developer(s) / Princess Alexandra Hospital Trust Site accesses required to allow construction and / or occupation of the development.	Delivery of Accesses to be agreed at Masterplan / Application stage	Delivery and cost form intrinsic part of the Development.					Site accesses to be delivered by respective developers.			
Water Lane new garden community new / improved public highway access works. See IDP Evidence, Appendix I - Transport Infrastructure, Epping Forest and Essex County Councils Water Lane Highway Works Works		Water Lane Developer(s) Site accesses required to allow construction and / or occupation of the development.	Delivery of Accesses to be agreed at Masterplan / Application stage	Delivery and cost form intrinsic part of the Development.					Site accesses to be delivered by respective developers.			
TR9 Latton Priory new garden community public highway access works, including: New access junction with B1393 / M11 Junction 7. See IDP Evidence, Appendix 1 - Transport Infrastructure, Epping Forest and Essex County Councils Latton Priory Highway Works Of development Phase Description Des		Latton Priory Developer(s) Site accesses required to allow construction and / or occupation of the development.	Delivery of Accesses to be agreed at Masterplan / Application stage	Delivery and cost form intrinsic part of the Development.					developers.			
TR10 (new) Electric Vehicle Charging, including: - on-site electric vehicle charging connections at residential properties, work places and other destinations. Electric Vehicle Charging, including: Appendix I - Transport Infrastructure, Harlow, East Herts and Epping Forest District Councils Electric Vehicle charging	On-site provision as necessary to support residents, workers and visitors	Developer(s) / Operators to be provided in all new developments in accordance with Policies.	Provision to be agreed at masterplan / Application stage	Delivery and cost form intrinsic part of the Development.			P	Provision to be agreed at masterplan / Application stage	To be delivered by developers.	at ma	n to be agreed asterplan / cation stage	
HARLOW & GILSTON GARDEN TOWN Transport Infrastructure / Services			Cost	cell Q117 (H40) total cost plus Q1 2023 Uplifted Costs where applicable	Identified Funding		Current Estimated Funding Gap	Provision / Cost to be Apportioned to EHDC, EFDC & HDC Development Plan Allocations		contributions from Windows Development devel	portioned to	Estimated residual Funding Gap after estimated contributions from Windfall and sites outside HGGT
TOTALS 40 TOTAL ESTIMATED VALUE OF TRANSPORT INFRASTRUCTURE 41 TOTAL CURRENT ESTIMATED IDENTIFIED FUNDING 42 TOTAL ESTIMATED FUNDING GAP 43 VALUE APPORTIONED TO DEVELOPMENT 44 VALUE OF ROLLING INFRASTRUCTURE FUND			£584,834,046	£613,136,790	£269,813,418 £171,180,000		£382,004,555	£334,710,809 £TBC		£101,191,827	£13,171,070	£88,020,756

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Accumulated value of contributions into HGGT Rolling Infrastructure Fund (RIF)

Accumulated value of contributions into HGGT Rolling Infrastructure Fund (RIF)

£TBC

\$anrxm

Reasonable endeavours have been taken by the HGGT Local Authorities but do represent a snapshot in time. The identification of contribution levels that might be expected and should be taken into consideration by developers. Where the HGGT Local Authorities to ensure the HGGT Local

Authorities are identified as a potential delivery partner no liability for errors in information and reserve the requirements do not exist for such delivery to take place. The HGGT Local Authorities accept no liability for errors in information and reserve the requirements do not exist for such delivery to take place. The HGGT Local Authorities accept no liability for errors in information and reserve the requirements for infrastructure at any time based upon new evidence or understanding including but not limited to when assessing planning applications or preparing guidance or further updates to the IDP. Staple Tye Mews Gilston Area new East of Harlow new East of Harlow new Gilston Area new Water Lane Area The Evangelical Pollard Hatch Plus Slacksbury Hatch Garage Blocks DC Town Centre Latton Priory ne The Stow Service oppice Hatch and Elm Hatch and **Staple Tye Depot** Riddings Lane utheran Church Garages and Fishers Hatch and Associated Adjacent to Nicholls Stewards Farm Pypers Hatch Sherards House new garden and The Gateway **Public House** Village 7 within HDC within EFDC (HDC ref HS2.4) Tawneys Road Adjacent Land (HDC ref HS2.8) (HDC ref HS2.10) Garages (HDC ref HS2.13) (HDC ref HS2.14) Other HGGT (HDC ref HS2.2) (HDC ref HS2.7) (HDC ref HS2.9) EFDC (EFDC ref SP5.1) Nursery Framework HARLOW & GILSTON GARDEN TOWN (EHDC ref GAI) (EHDC ref GAI) (HDC ref HS3) (EFDC ref SP5.3) (EFDC ref SP5.2) (HDC ref HS2.1 (HDC ref HS2.5) (HDC ref HS2.6) (HDC ref HS2.1 (HDC ref HS2.12) new homes = new homes = new homes = Windfall (EFDC ref SP5.3) (HDC ref HS2.3) new homes = new homes = ential new homes = new homes = new homes = outside **HGGT** new homes = Hospital / Health Transport Infrastructure / Services 8,500 2,600 1,050 2,120 1,500 2,100 550 35 16 Campus Other Highway Infrastructure / Services ... continued ... Essex Public Highway improvements, including: (TR17, TR8, Delivery or Contribution of 15% of (a) Old Rd Rail Bridge closure and signal works; Contribution to (c). Contribution may be total cost of (b) to be | Contribution may be | Contribution may be Contribution may be Contribution may be Contribution may be (b) Edinburgh Way / Howard Way junction; sought based upon directly paid to Village I-sought for (d), (e) and (f) sought for (d), (e) and (f) sought for (d), (e) and (f) sought for (d), (e) and (f sought for (e) and (f) (c) Water Lane / Southern Way / Katherine's Way development impact junction and Southern Way traffic calming scheme; (d), (e) and (f) (d) Third Ave / Abercrombie Way junction; (e) Second Ave / Manston Rd / Tripton Rd junction; (f) Second Ave / Howard Way / Tillwicks Rd junction; £8,968,838 £4,708,567 £830,924 Gilston Area new garden community public highway access works, including: Delivery of Village I and Delivery of Village 7 2 Accesses to be agreed | Access to be agreed at (a) New access into Village I; at Masterplan / Masterplan / Application (b) New access into Village 2; Application stage (c) Upgraded access into Village 7 at A414/Church East of Harlow new garden community public highway access works, including: Delivery of Accesses to | Delivery of Accesses to | Delivery of Accesses (a) New access junction near Mayfield Farm and access be agreed at Masterplan | be agreed at Masterplan | be agreed at Masterplan Application stage / Application stage / Application stage (b) New access junction from Sheering Road and (c) New access junction near Nursery Site east of Gilden Way and access road; (d) Hospital & Health Campus MII Junction 7A and Campions Roundabout modifications. Water Lane new garden community new / improved public highway access works. elivery of Accesses t e agreed at Masterpla / Application stage Latton Priory new garden community public highway access works, including: elivery of Accesses - New access junction with B1393 / M11 Junction 7. e agreed at Masterp / Application stage Electric Vehicle Charging, including: <text>ovision to be agreed | Provision to be agreed - on-site electric vehicle charging connections at residential properties, work places and other at masterplan / at masterplan / at masterplan / at masterplan / Application stage Gilston Area new Gilston Area new East of Harlow new East of Harlow new Princess Alexandra Water Lane Area Latton Priory new The Evangelical Pollard Hatch Plus
Lutheran Church. Garages and Coppice Hatch and Sherards House
Public House Existing Princess
The Stow Service Staple Tye Depot HGGT Slacksbury Hatch Garage Blocks (HDC ref HS2.4) Adjacent Land (HDC ref HS2.8) (HDC ref HS2.13) (HDC ref HS2.14) Village 7 within HDC within EFDC Tawneys Road (HDC ref HS2.10) (HDC ref HS2.2) (EFDC ref SP5.1) (HDC ref HS2.7) (HDC ref HS2.9) Nursery Framework HARLOW & GILSTON (HDC ref HS2.1) (EHDC ref GAI) (HDC ref HS3) (EFDC ref SP5.2) (HDC ref HS2.12) (EFDC ref SP5.3) (HDC ref HS2.3) new homes = GARDEN TOWN new homes = new homes = ential new homes = new homes = new homes = Hospital / Health 2,600 2,120 8,500 2,100 1,050 550 16 15 13 Campus Transport Infrastructure / Services **TOTALS** £20,365,232 VALUE APPORTIONED TO DEVELOPMENT £176,572,685 £41,576,995 £6,605,508 £2,900,000 £28,500,969 £10,238,038 £7,461,373 £418,384 £179,308 £209,192 £209,192 £119,538 £95,631 £89,654 £77,700 £59,769 £59,769 £59,769 £59,769 £59,769 £12,671,070 **VALUE OF ROLLING INFRASTRUCTURE FUND** £TBC £18,875,712 £18,677,901 £5,387,856 £15,085,997 £7,542,998 £3,951,094 £0 £0 £0 AD AH AM AN

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