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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 improvements are necessary to achieve the 60% active/sustainable mode share in all new Garden Community sites, and 50% active/sustainable mode share in existing Harlow sites.

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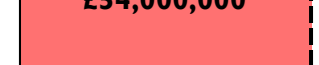
Accumulated value of contributions into HGGT Rolling Infrastructure Fund (RIF)



Total recovery of STC-GA through forward-funding from HIG.

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£54,000,000



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A	B	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ	AR	AS	AT	AU	AV	AW	AX
Ref	HGGT HARLOW & GILSTON GARDEN TOWN Transport Infrastructure / Services	Gilston Area new garden community Villages 1-6 (EHDC ref GA1) new homes =	Gilston Area new garden community Village 7 (EHDC ref GA1) new homes =	East of Harlow new garden community within HDC (HDC ref HS3) new homes =	East of Harlow new garden community within EFDC (EFDC ref SPS.3) new homes =	East of Harlow new Princess Alexandra Hospital within EFDC (EFDC ref SPS.3) comprising = Hospital / Health Campus	Water Lane Area new garden community (EFDC ref SPS.2) new homes =	Lattin Priory new garden community (EFDC ref SPS.1) new homes =	Existing Princess Alexandra Hospital Site (HDC ref HS2.1) new homes =	The Stow Service Bays (HDC ref HS2.2) new homes =	Staple Tye News, Staple Tye Depot and The Gateway Nursery (HDC ref HS2.3) new homes =	Riddings Lane (HDC ref HS2.4) new homes =	The Evangelical Lutheran Church, Tawneys Road (HDC ref HS2.5) new homes =	Polard Hatch Plus Garages and Adjacent Land (HDC ref HS2.6) new homes =	Coppice Hatch and Garages (HDC ref HS2.7) new homes =	Sherards House (HDC ref HS2.8) new homes =	Elm Hatch and Public House (HDC ref HS2.9) new homes =	Fishers Hatch (HDC ref HS2.10) new homes =	Slacksbury Hatch and Associated Garages (HDC ref HS2.11) new homes =	Garage Blocks Adjacent to Nicholls Tower (HDC ref HS2.12) new homes =	Stewards Farm (HDC ref HS2.13) new homes =	Pypers Hatch (HDC ref HS2.14) new homes =	HDC Town Centre Masterplan Framework potential new homes =	Other HGGT Windfall developments	Developments outside HGGT
		8,500	1,500	2,400	750		2,100	1,050	550	70	30	35	35	20	16	15	13	10	10	10	10	2,120			
Sustainable Transport Corridor (STC) network																									
10	STC-GA Northern STC continuation into the Gilston Area new garden community, including: (a) Expansion of Fifth Avenue Scott 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/A114 access with on-site Hubs.	Developer(s) to deliver Crossing (a); new bridge deck (b); on-site STC works (c) AND repay 15% of project costs covered by remaining forward-funding: £45,900,000	Developer(s) to deliver on-site STC works (c) AND repay 15% of project costs covered by forward-funding: £8,100,000																						
		£45,900,000	£8,100,000																						
11	STC-EH Eastern STC continuation into and through the East of Harlow new garden community, including: - High Quality Walking, Cycling and Public Transport routes to connect to Eastern STC at London Road/Harlow Innovation Park - Continuation of the STC on-site to connect into the 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.			East of Harlow Developer(s) to deliver on-site STC and off-site STC connection works in lieu of cost:	East of Harlow Developer(s) to deliver on-site STC and off-site STC connection works in lieu of cost:	Hospital Developer to deliver on-site STC and off-site STC connection works in lieu of cost: £2,900,000																			
12	STC-WL Western STC continuation into and through the Water Lane new garden community, including: - High Quality Walking, Cycling and Public Transport routes to connect to Western STC at the Pinnacles Area; - Continuation of the STC on-site to serve the new neighbourhood(s) with on-site Hubs; - continuation of STC across Water Lane to connect West of Katherine's and West of Summers new residential areas.						Water Lane Developer(s) to deliver on-site STC and off-site STC connection works in lieu of cost:																		
13	STC-LP Southern STC continuation into and through the Lattin Priory new garden community, including: - High Quality Walking, Cycling and Public Transport routes to connect to Southern STC at Lattin Bush Centre/Commonside Road; - continuation of the STC on-site to serve the new neighbourhood(s) with on-site Hubs; - continuation of STC to connect with the B1393/M11 Junction 7.							Lattin Priory Developer(s) to deliver on-site STC and off-site STC connection works in lieu of cost:																	
Public Transport Services and Active & Sustainable Travel Planning																									
15	ST2 (TR348TR3 6part) New development Green Travel Plan measures and monitoring, and Garden Town Active and Sustainable Transport Support, including: (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) 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	£21,500,000	£3,794,823	£7,280,000	£2,100,000	Contributions may be required at Masterplan and Application stage	£5,880,000	£2,940,000	Contributions may be required at Masterplan and Application stage	Contributions may be required at Masterplan and Application stage	Contributions may be required at Masterplan and Application stage	Contributions may be required at Masterplan and Application stage	Contributions may be required at Masterplan and Application stage	Contributions may be required at Masterplan and Application stage	Contributions may be required at Masterplan and Application stage	Contributions may be required at Masterplan and Application stage	Contributions may be required at Masterplan and Application stage	Contributions may be required at Masterplan and Application stage	Contributions may be required at Masterplan and Application stage	Contributions may be required at Masterplan and Application stage	Contributions may be required at Masterplan and Application stage	Contributions may be required at Masterplan and Application stage	Contributions may be required at Masterplan and Application stage	Contributions may be required at Masterplan and Application stage	Contributions may be required at Masterplan and Application stage
16	ST3 (TR36part) Works to existing passenger transport infrastructure as a result of new, extended or diverted services to meet needs of new development	£250,000	£15,000	Works and/or Contributions may be required at Masterplan and Application stage	Works and/or Contributions may be required at Masterplan and Application stage	Works and/or Contributions may be required at Masterplan and Application stage	Works and/or Contributions may be required at Masterplan and Application stage	Works and/or Contributions may be required at Masterplan and Application stage	Works and/or Contributions may be required at Masterplan and Application stage	Works and/or Contributions may be required at Masterplan and Application stage												Works and/or Contributions may be required at Masterplan and Application stage	Works and/or Contributions may be required at Masterplan and Application stage		
Other Active Travel Infrastructure																									
17	ATI (new) Walking infrastructure improvements in Town Centre Core Walking Zone, including: - as identified in the HGGT Local Cycling and Walking Infrastructure Plan (LCWIP); - excludes improvements anticipated to be delivered through the Western STC; - excludes additional public realm improvements required to the Town Centre, see 'Open Space Infrastructure'.					Works and/or Contributions may be required at Masterplan and Application stage												Works and/or Contributions may be required at Masterplan and Application stage	Works and/or Contributions may be required at Masterplan and Application stage			Works and/or Contributions may be required at Masterplan and Application stage	Works and/or Contributions may be required at Masterplan and Application stage	Works and/or Contributions may be required at Masterplan and Application stage	

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Ref (new / 2019 IDP ref)	HGGT HARLOW & GILSTON GARDEN TOWN Transport Infrastructure / Services	IDP Information Source	Delivery Priority	Delivery Phasing										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 EHD, EDC & 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	Apportionment Notes	Contribution Indexation / Change	Estimated residual Funding Gap after estimated contributions from Windfall and sites outside HGGT	Funding Gap Notes
				2022	2024	2026	2028	2030	2032	2034	2036	2038																			
				2024	2026	2028	2030	2032	2034	2036	2038	2040+																			
AT2 (new)	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.	See IDP Evidence, Appendix 1 - Transport Infrastructure, LCWIP											Essex County Council / 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 the Templefields and surrounding area, including Netteswell, The Stow and Old Harlow.	Various locations as identified in HGGT LCWIP	£2,183,439	£2,570,794	As identified in HGGT LCWIP (2021); Templefields design recommendations scheme ID 201 to 2021, excluding 201, 203, 235 to 238, 242, 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 Contributions may be required at Masterplan and Application stage	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.	£2,183,439	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.	£2,183,439	Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.		
AT3 (new)	Walking infrastructure improvements in Bush Fair Core Walking Zone as identified in the HGGT LCWIP.	See IDP Evidence, Appendix 1 - Transport Infrastructure, LCWIP											Essex County Council / 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 the Bush Fair area.	Various locations as identified in HGGT LCWIP	£615,131	£710,173	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: £457,462 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 required at Masterplan and Application stage	Developments within or close to the Bush Fair 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.	£615,131	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.	£615,131	Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.		
AT4 (new)	Walking infrastructure improvements in Staple Tye Core Walking Zone as identified in the HGGT LCWIP.	See IDP Evidence, Appendix 1 - Transport Infrastructure, LCWIP											Essex County Council / 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 the Staple Tye area.	Various locations as identified in HGGT LCWIP	£1,327,304	£1,532,381	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 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	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.	£1,327,304	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.	£1,327,304	Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.		
AT5 (new)	Cycling improvements at Route 1 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 crossings. Note: excludes works to be completed through Northern, Eastern, Southern and Western STC.	See IDP Evidence, Appendix 1 - Transport Infrastructure, LCWIP											Essex County Council / 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 orbiting the Harlow Town Centre.	Town Centre Orbital Cycle Route as identified in HGGT LCWIP	£12,505,584	£14,437,777	As identified in HGGT LCWIP (2021); LCWIP Cycle Route 1 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 Contributions may be required at Masterplan and Application stage	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.	£12,505,584	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.	£12,505,584	Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.		
AT6 (new+TR32)	Cycling improvements at Route 2 of the LCWIP (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 walking network from Village 6 to Pinnacles.	See IDP Evidence, Appendix 1 - Transport Infrastructure, LCWIP											Essex County Council / 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 the Scort Valley.	Town Centre to Gilston Area Cycle Route as identified in HGGT LCWIP	£139,108	This provision / cost is related to Gilston development and indexation model yet to be agreed between LPA and developer(s), therefore no uplift has been made.	As identified in HGGT LCWIP (2021); LCWIP Cycle Route 2 actions: (a) Direct delivery of works in lieu of cost: (b): £139,108 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 required at Masterplan and Application stage	Gilston Area new garden community Villages 1-6 Developer(s) to fund / deliver LCWIP Route 2 improvements (a) (A414 to Elizabeth Way) for commuting and leisure journeys to Scort valley and Harlow. Other 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.	£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.	£139,108	Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.		
AT7 (new)	Cycling improvements at Route 4 of the LCWIP (Old Harlow - Mark Hill 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.	See IDP Evidence, Appendix 1 - Transport Infrastructure, LCWIP											Essex County Council / 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 Old Harlow/East of Harlow new garden community.	Town Centre to Old Harlow/East of Harlow Cycle Route as identified in HGGT LCWIP	£203,840	£235,335	As identified in HGGT LCWIP (2021); LCWIP Cycle Route 4 actions: (a) £75,796 IQ 2022; (b) £75,796 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 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 local facilities and Harlow Mill Rail Station. Other 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.	£203,840	£101,920					
AT8 (new)	Cycling improvements at Route 5 of the LCWIP (Town Centre - Brays Grove - Potter Street), including: - as identified in the HGGT LCWIP; - the upgrade and widening of the North Grove to Tillicocks Road and Tillicocks Road to Tripton Road shared use path; - installation of a Tumbler Road Low Traffic Neighbourhood in the area bound by Tillicocks Road / Southern Way / A414 / Second Avenue.	See IDP Evidence, Appendix 1 - Transport Infrastructure, LCWIP											Essex County Council / 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 Brays Grove/Potter Street.	Town Centre to Brays Grove/Potter Street via Second Avenue Cycle Route as identified in HGGT LCWIP	£2,441,633	£2,818,881	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 required at Masterplan and Application stage	Developments within or close to the Second Avenue, Brays Grove and Potter Street areas 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.	£2,441,633	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.	£2,441,633	Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.		
AT9 (new)	Cycling improvements at Route 7 of the LCWIP (Town Centre - Tye Green - Staple Tye), including: - as identified in the LCWIP; - installation of new cycle tracks from Wooded Area / Third Avenue and Parndon 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 Parndon Road, and the creation of a Low Traffic Neighbourhood at Parndridge Road.	See IDP Evidence, Appendix 1 - Transport Infrastructure, LCWIP											Essex County Council / 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 Staple Tye.	Town Centre to Staple Tye via Tye Green Cycle Route as identified in HGGT LCWIP	£1,810,553	£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.	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 Parndon Road) to allow connections to existing cycle facilities. Other developments within or close to the Tye Green and Staple Tye areas 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.	£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.	£1,213,957	Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.		

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

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Ref	HGGT HARLOW & GILSTON GARDEN TOWN Transport Infrastructure / Services	AA Gilston Area new garden community Villages 1-6 (EHDC ref GA1) new homes =	AB Gilston Area new garden community Village 7 (EHDC ref GA1) new homes =	AC East of Harlow new garden community within HDC (HDC ref HS3) new homes =	AD East of Harlow new garden community within EFDC (EFDC ref SP5.3) new homes =	AE East of Harlow new Princess Alexandra Hospital within EFDC (EFDC ref SP5.3) comprising = Hospital / Health Campus	AF Water Lane Area new garden community (EFDC ref SP5.2) new homes =	AG Lutton Priory new garden community (EFDC ref SP5.1) new homes =	AH Existing Princess Alexandra Hospital Site (HDC ref HS2.1) new homes =	AI The Stow Service Bays (HDC ref HS2.2) new homes =	AJ Staple Tye News, Staple Tye Depot and The Gateway Nursery (HDC ref HS2.3) new homes =	AK Riddings Lane (HDC ref HS2.4) new homes =	AL The Evangelical Lutheran Church, Tawneys Road (HDC ref HS2.5) new homes =	AM Pollard Hatch Plus Garages and Adjacent Land (HDC ref HS2.6) new homes =	AN Coppice Hatch and Garages (HDC ref HS2.7) new homes =	AO Sherards House (HDC ref HS2.8) new homes =	AP Elm Hatch and Public House (HDC ref HS2.9) new homes =	AQ Fishers Hatch (HDC ref HS2.10) new homes =	AR Slacksbury Hatch and Associated Garages (HDC ref HS2.11) new homes =	AS Garage Blocks Adjacent to Nicholls Tower (HDC ref HS2.12) new homes =	AT Stewards Farm (HDC ref HS2.13) new homes =	AU Pypers Hatch (HDC ref HS2.14) new homes =	AV HDC Town Centre Masterplan Framework potential new homes =	AW Other HGGT Windfall developments	AX Developments outside HGGT	
Other Active Travel Infrastructure ... continued ...																										
AT2 (new)	Walking infrastructure improvements in Netteswell, The Stow, Templefields and Old Harlow Core Walking Zone, including: - as identified in the HGGT LCWP; - excludes improvements anticipated to be delivered through the Eastern STC.									Works and/or Contributions may be required at Masterplan and Application stage								Works and/or Contributions may be required at Masterplan and Application stage				Works and/or Contributions may be required at Masterplan and Application stage		Works and/or Contributions may be required at Masterplan and Application stage		
AT3 (new)	Walking infrastructure improvements in Bush Fair Core Walking Zone, including: - as identified in the HGGT LCWP.											Works and/or Contributions may be required at Masterplan and Application stage	Works and/or Contributions may be required at Masterplan and Application stage					Works and/or Contributions may be required at Masterplan and Application stage				Works and/or Contributions may be required at Masterplan and Application stage		Works and/or Contributions may be required at Masterplan and Application stage		
AT4 (new)	Walking infrastructure improvements in Staple Tye Core Walking Zone, including: - as identified in the HGGT LCWP.										Works and/or Contributions may be required at Masterplan and Application stage			Works and/or Contributions may be required at Masterplan and Application stage	Works and/or Contributions may be required at Masterplan and Application stage							Works and/or Contributions may be required at Masterplan and Application stage		Works and/or Contributions may be required at Masterplan and Application stage		
AT5 (new)	Cycling improvements at Route 1 of the LCWP (Town Centre Orbital), including: - as identified in the HGGT LCWP; - the replacement of underpasses to provide at-grade crossings; - installation of bi-directional cycle tracks between Haydens Road roundabout and Second Avenue roundabout; - excludes works to be completed through the Northern, Eastern, Southern and Western STC.								Works and/or Contributions may be required at Masterplan and Application stage														Works and/or Contributions may be required at Masterplan and Application stage		Works and/or Contributions may be required at Masterplan and Application stage	
AT6 (new+TR32)	Cycling improvements at Route 2 of the LCWP (Gilston Area - Pardon Mill - Town Centre) as identified in the HGGT LCWP, including: (a) A414 crossing, resurfacing and lighting to Elizabeth Way via Pardon 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.	Direct delivery of works between A414 and Elizabeth Way in lieu of cost.	Direct delivery of works between A414 and Elizabeth Way in lieu of cost.						Works and/or Contributions may be required at Masterplan and Application stage														Works and/or Contributions may be required at Masterplan and Application stage		Works and/or Contributions may be required at Masterplan and Application stage	
AT7 (new)	Cycling improvements at Route 4 of the LCWP (Old Harlow - Mark Hill North - Town Centre), including: - as identified in the HGGT LCWP; - Old Harlow Low Traffic Neighbourhood and Churchgate Street Low Traffic Neighbourhood; - Remainder of route is to be delivered as part of the Eastern STC and the Golden Way improvements.			Direct delivery of works in Churchgate Street and Old Harlow or contributions in lieu: £79,102	Direct delivery of works in Churchgate Street and Old Harlow or contributions in lieu: £22,818																					
AT8 (new)	Cycling improvements at Route 5 of the LCWP (Town Centre - Brays Grove - Potter Street), including: - as identified in the HGGT LCWP; - the upgrade and widening of the North Grove to Tillwicks Road and Tillwicks Road to Tripiton Road shared use path; - installation of a Tumbler Road Low Traffic Neighbourhood in the area bound by Tillwicks Road / Southern Way / A414 / Second Avenue.																Works and/or Contributions may be required at Masterplan and Application stage	Works and/or Contributions may be required at Masterplan and Application stage				Works and/or Contributions may be required at Masterplan and Application stage		Works and/or Contributions may be required at Masterplan and Application stage		
AT9 (new)	Cycling improvements at Route 7 of the LCWP (Town Centre - Tye Green - Staple Tye), including: - as identified in the LCWP; - installation of new cycle tracks from Wooded Area / Third Avenue and Paringdon Road / Great Pardon Library, installation of a new cycle path, provision of cycle track using section of public space and modal filter at the Lutton Priory Access to Paringdon Road, and the creation of a Low Traffic Neighbourhood at Purreidge Road.							Direct delivery of works in Rye Hill Road to Paringdon Road or contributions in lieu: £596,596			Works and/or Contributions may be required at Masterplan and Application stage				Works and/or Contributions may be required at Masterplan and Application stage							Works and/or Contributions may be required at Masterplan and Application stage		Works and/or Contributions may be required at Masterplan and Application stage		

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 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 are identified as a potential developer 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)	HGGT HARLOW & GILSTON GARDEN TOWN Transport Infrastructure / Services	IDP Information Source	Delivery Priority	Delivery Phasing										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 EHD, EDC & HDC Development Plan Allocations	Apportionment Notes	Contribution Indexation / Change	Estimated Funding Gap after contributions from Developments Allocations	Provision / Cost to be Apportioned to Windfall and developments outside HGGT	Apportionment Notes	Contribution Indexation / Change	Estimated residual Funding Gap after estimated contributions from Windfall and sites outside HGGT	Funding Gap Notes
				2022	2024	2026	2028	2030	2032	2034	2036	2038	2040+																		
Other Active Travel Infrastructure ... continued...																															
AT10 (new)	Cycling improvements at Route 8 of the LCWIP (Town Centre - Great Parndon - Water Lane), including: - as identified in the HGGT LCWIP: - creation of a Low Traffic Neighbourhood at Kingsmoor Road, installation of protected cycle tracks on Pyenead Road, provision of protected cycle facilities on Kingsmoor Road, and installation of toucan crossings on Broadley Road and Southern Way.	See IDP Evidence, Appendix 1 - Transport Infrastructure, LCWIP												Essex County Council / 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.	Town Centre to Water Lane new garden community via Great Parndon Cycle Route as identified in HGGT LCWIP	£3,287,210	£3,795,105	As identified in HGGT LCWIP (2021) LCWIP Cycle Route 8 actions: A-C: £1Q 2022; D: £1Q 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.		Improvements in lieu of contributions may be required at Masterplan and Application stage	Water Lane new garden community to fund / deliver LCWIP Route 8 interventions A to C (Water Lane to Kingsmoor Rd) to improve connections with existing urban areas. Other developments within or close to the Tye Green and Staple Tye areas may be required to deliver or contribute to enhancements.	YES: Contributions to be index linked from 1Q 2022 using the BCIS Road Tender Price Index or as otherwise updated.	£3,037,961	Works and/or Contributions may be required at Masterplan and Application stage	YES: Contributions to be index linked from 1Q 2022 using the BCIS Road Tender Price Index or as otherwise updated.	£3,037,961	Additional Developer direct delivery or Contributions. Capital works funding or Grants may allow delivery of some enhancements over time.
AT11 (TR31, TR37&TR41)	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 / Application stage.	See IDP Evidence, Appendix 1 - Transport Infrastructure											Hertfordshire County 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.		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.	Projects to be directly delivered by Developer(s).								
AT12 (new)	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	See IDP Evidence, Appendix 1 - Transport Infrastructure, Harlow Town Railway Station											Network Rail / Train 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.	Harlow Town Station	This provision / cost is solely related to Gilston development and indexation model yet to be agreed between LPA and developer(s), therefore no uplift 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 Grants may be available to contribute to costs subject to the need and feasibility being demonstrated.	YES: Costs to be index linked using Index to be advised (or as otherwise updated): - from Q2 2022.		Contributions will be sought as follows: (a) Gilston V1-6 to contribute the lesser of 85% of the total cost, or £442,000, and Gilston V7 to contribute the lesser of 15% of the total cost, or £78,000 (b) Gilston V1-6 to contribute the lesser of 85% of the total cost, or £3,978,000, and Gilston V7 to contribute the lesser of 15% of the total cost, or £702,000 (c) Gilston V1-6 to contribute the lesser of 85% of the total cost, or £75,000, and Village 7 to contribute the lesser of 15% of the total cost, or £13,235.	YES: Costs to be index linked using Index to be advised (or as otherwise updated): - from Q2 2022.	£0	Contributions may be required subject to need and feasibility being demonstrated			Subject to feasibility being demonstrated additional developer contributions and / or grant may be sought to deliver works.			
AT13 (new)	Bicycle Access & Parking infrastructure at Hatches, Local Centres, sports grounds and other facilities to support HGGT mode shift.	See IDP Evidence, Appendix 1 - Transport Infrastructure, Harlow Hatches and other facilities											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.		This provision / cost is related to Gilston development and indexation model yet to be agreed between LPA and developer(s), therefore no uplift 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.		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.		Other Works / Contributions may be identified at Application stage	Gilston Area new garden community to contribute £75,000 for 100 additional secure cycle parking spaces at Harlow Town Railway Station	YES: Costs to be index linked using Index to be advised (or as otherwise updated): - from Q2 2022.							
Other Highway Infrastructure / Services																															
TR1 (TR1)	M11 new Junction 7a, including: (a) Phase 1: widening of Gilson Way (B183). Includes part of LCWIP Cycle Route 4; (b) Phase 2a: new M11 motorway junction 7a and links to Gilson Way and Sheering Road including alternative dualled link road scheme.	https://essexhighways.org/m11-junction-7a	INFRASTRUCTURE PROJECT COMPLETED										National Highways and Essex County Council	Project completed in 2022.	Works at Gilson Way and M11	Works completed, no uplift required.	£84,000,000				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											National Highways / Essex County Council / Developer(s)	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.			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 extensive motorway junction remodelling is required.	YES: Costs to be index linked using the BCIS Road Tender Price Index (or as otherwise updated): - from Q2 2019.		ECC identify works primarily associated with mitigating impacts of developments at Lattson 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.	YES: Costs to be index linked using the BCIS Road Tender Price Index (or as otherwise updated): - from Q2 2019.	£500,000	£500,000	Contributions of approximately £500,000 are expected from other developments in the Epping Forest District area subject to agreement at Application stage.					
TR3 (TR20)	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 (EHD) 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.	(a) River Way / Cambridge Rd access (b) (c) new Crossing completed										Gilston Area 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, A14 / Eastwick Roundabout to A14 River Way/Edinburgh Way.	No uplift provided. See call V92/93	Estimated costs as set out in IDP evidence from Places for People: (a) £8,349,264 1Q 2022 + inflation; (b) £20,708,346 1Q 2022 + inflation; (c) £55,026,828 1Q 2022 + inflation; (d) £16,384,420 1Q 2022 + inflation; Estimated costs as set out in IDP evidence from ECC: (e) (up to) £5,525,000 1Q 2022.	Full funding for the Second Stort Valley Crossing scheme will come through the HIG.	Funding secured comprises: (i) £1,500,000 from Harlow Towns Fund (HDC) contracted to ECC to 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). (iii) (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.	Responsibility for managing cost of works and delivery rest with the deliverer, updated costs may need to be provided to establish final apportionment of developer contributions.	Estimation for inflation included. HIG recovery may change subject to amount drawn-down and final cost of works.	The approach to apportioning the costs of the Eastern Stort Crossing is as follows on a roof tax basis: - Gilston Area up to 59%; - East of Harlow 21%; - Water Lane 12%; - Lattson 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. PIP will pay this back on a roof tax basis for the Second Stort Crossing, and other contributions will be expected to pay into the RIF on a roof tax basis.	Responsibility for managing cost of works and delivery rest with the deliverer, updated costs may need to be provided to establish final apportionment of developer contributions.	Estimation for inflation included. HIG recovery may change subject to amount drawn-down and final cost of works.	£122,483,927	£122,483,927	Total recovery of HIG forward-funding to be agreed				
TR4 (TR18)	Hertfordshire Public Highway improvements, including: (a) A14 Amwell Roundabout improvements; (b) Sawbridgeworth junctions / crossings works.	See IDP Evidence, Appendix 1 - Transport - HCC	(a) Amwell junction improvements										Hertfordshire County Council (HCC) / Developer(s)	HCC identified schemes at Amwell junction and in Sawbridgeworth required to meet the needs and mitigate the impacts of new developments by maintaining operation of the public highway and supporting active and sustainable		This provision / cost is solely related to Gilston development and indexation model yet to be agreed between LPA and developer(s), therefore no uplift has been made.	Costs as provided within the Gilston Villages 1-6 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 V1-6 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.											

Partner no

W

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

Final recovery of HGG forward-funding from Gilston Area Village 1-6 to be agreed based upon actual draw-down and costs

£122,483,927

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HCC anticipate improvement to the Amwell junction required approximately by either delivery of occupation of 2,500 dwellings in villages 1-7, or payment of a contribution of £3,300,000 on the occupation of 1,500 dwellings in villages 1-7; and improvements to Sawbridgeworth public highway by occupation of 3,500 dwellings in Villages 1-7.

modes of travel.

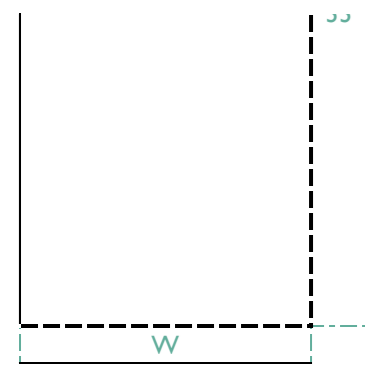
£3,300,000

£3,300,000

£3,300,000

(b) Gilson VI-6 developers to fund the lesser of 85% of £1,000,000 or £850,000, and Gilson V7 to fund the lesser of 15% of £1,000,000 or £150,000.

A B C D E F G H I J K L M N O P Q R S T U V



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 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 are identified as a potential deliverer 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)	HGGT HARLOW & GILSTON GARDEN TOWN Transport Infrastructure / Services	IDP Information Source	Delivery Priority	Delivery Phasing										Delivery Partners	Delivery Notes	Provision / Cost	Q1 2023 Uplifted Cost	Provision / Cost Notes	Identified Funding	Identified Funding Notes	Cost Indexation / Change	Estimated Funding Gap	Provision / Cost to be Apportioned to EHD, 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	Apportionment Notes	Contribution Indexation / Change	Estimated residual Funding Gap after estimated contributions from Windfall and sites outside HGGT	Funding Gap Notes																																																																																																																																																																
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Other Highway Infrastructure / Services ... continued ...																																																																																																																																																																																															
TR5 (TR17, TR8, TR14, TR16)	Essex Public Highway improvements, including: (a) Old Rd Rail Bridge closure and signal works; (b) Edinburgh Way / Howard Way junction; (c) Katherine's Way / Southern Way / Water Lane junction and Southern Way traffic calming scheme; (d) Abercrombie Way / Third Ave junction; (e) Manston Rd / Second Ave / Tripson Rd junction; (f) Howard Way / Second Ave / Tillwicks Rd junction; (g) Water Gardens	See IDP Evidence, Appendix 1 - Transport Infrastructure, Essex County Council Highway Works	(a) By February 2024													Essex County Council Developer(s)	ECC identified a range of schemes at key highway junctions in support of the Local Plan Examinations where works are required to facilitate delivery of the STC network through maintaining operation of the highway network on key arterial roads as well as deliver local improvements for walking, cycling and public transport priority.	This cost was provided at Q1 2023. No further uplift required.	Estimated costs as set out in IDP evidence from ECC: (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 £106 HoT for Gilston applications			YES: 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 schemes for ECC that support delivery of the STC, and contributions will be sought from the appropriate developments as applications are received and assessed. ECC identify (b) required to mitigate impacts of the Gilston Area; and (c) and (d) to manage traffic flows for Water Lane area. Projects (d), (e) and (f) are required to manage flows to/from all major developments, and to improve 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 total cost of b) to Gilston Village 1-6.	YES: Contributions to be index linked from IQ 2022 using BCIS Road Tender Price Index or as otherwise updated.	£46,122,180	Contribution may be sought based upon development impact			£46,122,180	Additional Developer contributions may be sought for the unfunded schemes subject to further assessment.																																																																																																																																																														
TR6	Gilston Area new garden community public highway access works, including: (a) New access into Village 1; (b) New access into Village 2; (c) Upgraded access into Village 7 at A414/Church Lane.	See IDP Evidence, Appendix 1 - Transport Infrastructure, East Herts and Hertfordshire County Council Gilston Area Highway Works	Site access required to deliver development / phase of development	(a) Village 1 access	(b) Village 2 access											Gilston Area 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.			Delivery of Accesses to be agreed at Masterplan / Application stage	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	Site access required to deliver development / phase of development	1st access	(d) Hospital access											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.			Delivery of Accesses to be agreed at Masterplan / Application stage	Site accesses to be delivered by respective developers.																																																																																																																																																																							
TR8	Water Lane new garden community new / improved public highway access works.	See IDP Evidence, Appendix 1 - Transport Infrastructure, Epping Forest and Essex County Councils Water Lane Highway Works	Site access required to deliver development / phase of development	1st access												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.			Delivery of Accesses to be agreed at Masterplan / Application stage	Site accesses to be delivered by respective developers.																																																																																																																																																																							
TR9	Lattou 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 Lattou Priory Highway Works	Site access required to deliver development / phase of development	1st access												Lattou 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.			Delivery of Accesses to be agreed at Masterplan / Application stage	Site accesses to be delivered by respective developers.																																																																																																																																																																							
TR10 (new)	Electric Vehicle Charging, including: - on-site electric vehicle charging connections at residential properties, work places and other destinations.	See IDP Evidence, Appendix 1 - Transport Infrastructure, Harlow, East Herts and Epping Forest District Councils Electric Vehicle charging														Developer(s) / Operators	Electric Vehicle Charging facilities 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.			Provision to be agreed at masterplan / Application stage	To be delivered by developers.				Provision to be agreed at masterplan / Application stage																																																																																																																																																																			
<table border="1"> <tr> <td colspan="16">HGGT HARLOW & GILSTON GARDEN TOWN Transport Infrastructure / Services</td> <td>Cost</td> <td>Cost Q117 (H40) total cost plus Q1 2023 Uplifted Costs where applicable</td> <td>Identified Funding</td> <td>Current Estimated Funding Gap</td> <td>Provision / Cost to be Apportioned to EHD, EFDC & HDC Development Plan Allocations</td> <td>Estimated Funding Gap after contributions from Development Allocations</td> <td>Provision / Cost to be Apportioned to Windfall and developments outside HGGT</td> <td>Estimated residual Funding Gap after estimated contributions from Windfall and sites outside HGGT</td> </tr> <tr> <td colspan="16">TOTALS</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="16">TOTAL ESTIMATED VALUE OF TRANSPORT INFRASTRUCTURE</td> <td>£584,834,046</td> <td>£613,136,790</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="16">TOTAL CURRENT ESTIMATED IDENTIFIED FUNDING</td> <td></td> <td></td> <td>£269,813,418</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="16">TOTAL ESTIMATED FUNDING GAP</td> <td></td> <td></td> <td></td> <td>£382,004,555</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="16">VALUE APPORTIONED TO DEVELOPMENT</td> <td></td> <td></td> <td></td> <td></td> <td>£334,710,809</td> <td>£101,191,827</td> <td>£13,171,070</td> <td>£88,020,756</td> </tr> <tr> <td colspan="16">VALUE OF ROLLING INFRASTRUCTURE FUND</td> <td></td> <td></td> <td>£171,180,000</td> <td></td> <td>£TBC</td> <td></td> <td></td> </tr> </table>																												HGGT HARLOW & GILSTON GARDEN TOWN Transport Infrastructure / Services																Cost	Cost Q117 (H40) total cost plus Q1 2023 Uplifted Costs where applicable	Identified Funding	Current Estimated Funding Gap	Provision / Cost to be Apportioned to EHD, EFDC & HDC Development Plan Allocations	Estimated Funding Gap after contributions from Development Allocations	Provision / Cost to be Apportioned to Windfall and developments outside HGGT	Estimated residual Funding Gap after estimated contributions from Windfall and sites outside HGGT	TOTALS																								TOTAL ESTIMATED VALUE OF TRANSPORT INFRASTRUCTURE																£584,834,046	£613,136,790						TOTAL CURRENT ESTIMATED IDENTIFIED FUNDING																		£269,813,418					TOTAL ESTIMATED FUNDING GAP																			£382,004,555				VALUE APPORTIONED TO DEVELOPMENT																				£334,710,809	£101,191,827	£13,171,070	£88,020,756	VALUE OF ROLLING INFRASTRUCTURE FUND																		£171,180,000		£TBC		
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TOTALS																																																																																																																																																																																															
TOTAL ESTIMATED VALUE OF TRANSPORT INFRASTRUCTURE																£584,834,046	£613,136,790																																																																																																																																																																														
TOTAL CURRENT ESTIMATED IDENTIFIED FUNDING																		£269,813,418																																																																																																																																																																													
TOTAL ESTIMATED FUNDING GAP																			£382,004,555																																																																																																																																																																												
VALUE APPORTIONED TO DEVELOPMENT																				£334,710,809	£101,191,827	£13,171,070	£88,020,756																																																																																																																																																																								
VALUE OF ROLLING INFRASTRUCTURE FUND																		£171,180,000		£TBC																																																																																																																																																																											

y partner no

W

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

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LTBC

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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 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 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 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	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ	AR	AS	AT	AU	AV	AW	AX		
	Gilston Area new garden community Villages 1-4 (EHDC ref GA1) new homes =	Gilston Area new garden community Village 7 (EHDC ref GA1) new homes =	East of Harlow new garden community within HDC (HDC ref HS3) new homes =	East of Harlow new garden community within EFDC (EFDC ref SPS.3) new homes =	East of Harlow new Princess Alexandra Hospital within EFDC (EFDC ref SPS.3) comprising = Hospital / Health Campus	Water Lane Area new garden community (EFDC ref SPS.2) new homes =	Lattin Priory new garden community (EFDC ref SPS.1) new homes =	Existing Princess Alexandra Hospital Site (HDC ref HS2.1) new homes =	The Stow Service Bays (HDC ref HS2.2) new homes =	Staple Tye Depot and The Gateway Nursery (HDC ref HS2.3) new homes =	Riddings Lane (HDC ref HS2.4) new homes =	The Evangelical Lutheran Church, Tawneys Road (HDC ref HS2.5) new homes =	Pollard Hatch Plus Garages and Adjacent Land (HDC ref HS2.6) new homes =	Coppice Hatch and Garages (HDC ref HS2.7) new homes =	Sherards House (HDC ref HS2.8) new homes =	Elm Hatch and Public House (HDC ref HS2.9) new homes =	Fishers Hatch (HDC ref HS2.10) new homes =	Slacksbury Hatch and Associated Garages (HDC ref HS2.11) new homes =	Garage Blocks Adjacent to Nicholls Tower (HDC ref HS2.12) new homes =	Stewards Farm (HDC ref HS2.13) new homes =	Pypers Hatch (HDC ref HS2.14) new homes =	HDC Town Centre Masterplan Framework potential new homes =	Other HGGT Windfall developments	Developments outside HGGT		
	8,500	1,500	2,400	750		2,100	1,050	550	70	30	35	35	20	16	15	13	10	10	10	10	10	2,120				
Other Highway Infrastructure / Services ... continued ...																										
TR5 (TR17, TR8, TR14, TR16)	Essex Public Highway improvements, including: (a) Old Rd Rail Bridge closure and signal works; (b) Edinburgh Way / Howard Way junction; (c) Water Lane / Southern Way / Katherine's Way junction and Southern Way traffic calming scheme; (d) Third Ave / Abercrombie Way junction; (e) Second Ave / Manston Rd / Tripton Rd junction; (f) Second Ave / Howard Way / Tillwicks Rd junction;		Direct Delivery of (b)	Contribution of 15% of total cost of (b) to be directly paid to Village 1-6	Contribution may be sought for (d), (e) and (f)	Contribution may be sought for (d), (e) and (f)		Delivery or Contribution to (c). Additional contributions may also be sought for (d), (e) and (f)	Contribution may be sought for (d), (e) and (f)	Contribution may be sought for (d), (e) and (f)												Contribution may be sought for (e) and (f)	Contribution may be sought based upon development impact			
		£4,708,567	£830,924					£8,968,838																		
TR6	Gilston Area new garden community public highway access works, including: (a) New access into Village 1; (b) New access into Village 2; (c) Upgraded access into Village 7 at A414/Church Lane.	Delivery of Village 1 and 2 Accesses to be agreed at Masterplan / Application stage	Delivery of Village 7 Access to be agreed at Masterplan / Application stage																							
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.			Delivery of Accesses to be agreed at Masterplan / Application stage	Delivery of Accesses to be agreed at Masterplan / Application stage	Delivery of Accesses to be agreed at Masterplan / Application stage																				
TR8	Water Lane new garden community new / improved public highway access works.							Delivery of Accesses to be agreed at Masterplan / Application stage																		
TR9	Lattin Priory new garden community public highway access works, including: - New access junction with B1393 / M11 Junction 7.								Delivery of Accesses to be agreed at Masterplan / Application stage																	
TR10 (new)	Electric Vehicle Charging, including: - on-site electric vehicle charging connections at residential properties, work places and other destinations.	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage	Provision to be agreed at masterplan / Application stage		
																										
TOTALS																										
43	VALUE APPORTIONED TO DEVELOPMENT	£176,572,685	£20,365,232	£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	£0	£500,000	
44	VALUE OF ROLLING INFRASTRUCTURE FUND	£TBC	£18,875,712	£18,677,901	£5,387,856	£0	£15,085,997	£7,542,998	£3,951,094	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0



