

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 part of 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	Delivery Phasing	Delivery Partners	Delivery Notes	Provision / Cost (all other costs presented from here other than column R are to be uplifted based on this cost column)	Q1 2023 Uplifted Cost Estimate (only total Provision / Cost cell column Q (H) has been uplifted. Developers will be expected to contribute an uplift to the cost included in column AI (A) to B (X) in line with submission approaches)	Provision / Cost Notes	Identified Funding	Identified Funding Notes	Cost Indexation / Change	Estimated Funding Gap (based on column Q costs)	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					
(new / 2019 IDP ref)	2022 2024	2024 2026	2026 2028	2028 2030	2030 2032	2032 2034	2034 2036	2036 2038	2038 2040+														
<b>Stewardship</b>																							
S1	All new developments are required to consider the future stewardship arrangements for any new community buildings or spaces that are proposed to be created and how any new community services will be sustained. 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.	Stewardship arrangements to be agreed in masterplans / 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.	comprehensive Stewardship arrangements to be established						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								
<b>Sustainable Transport Corridor (STC) network</b>																							
STC-TCh (TR28part)	Town Centre Interchange & Hub, including: - redevelopment of existing Town Centre bus station to provide sustainable transport interchange supporting pedestrians, cyclists and public transport users including supporting future STC services; - provision of new commercial hub and improved public realm.	See IDP Evidence, Appendix I - Transport Infrastructure, Response from Harlow District Council	Harlow Council (Interchange & Hub) / Essex County Council (Town Centre Interchange access improvements, see STC-N)	Harlow Council awarded Towns Fund grant (subject to business case) to deliver new Town Centre transport Interchange & Hub.	Redevelopment of existing Town Centre Bus Station and land at Post Office Road (owned by Harlow Council).		£15,400,000	£17,779,399		£57,790,000	Identified/secured funding currently comprises: 1. £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-land Cambridge Road Junction TR3(a); 3. £290,000 DLUHC funding awarded to HGGT (for STC-EZ).	YES: Costs to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.		STC contribution @ £5976.92 per dwelling Deduction for off-site 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 from Gilston Villages have come from the Village 1-6 and Village 7 Heads of Terms. Contributions from Gilston Villages 1-6 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 follows: - the lesser of 15% of £42,100,000 or £6,315,000			YES: Contributions to be index linked from IQ 2022 using the BCIS Road Tender Price Index or as otherwise updated.	£116,275,000	£85,937,731	£30,337,269	£12,671,676	£17,666,199
STC-N (TR28part)	Northern STC, including: - High Quality Walking, Cycling & Public Transport routes between Harlow Town Centre to Burnt Mill Roundabout via A1019 Allende / Fifth Avenue; - Town Centre Interchange access improvements at Post Office Road and Crown Gate; - Includes part of LCWP Cycle Route 3.	See IDP Evidence, Appendix I - Transport Infrastructure, Response from Essex County Council	Essex County Council	Essex County Council contracted through Housing Investment Grant award (managed by Herfordshire County Council) for delivery of a Northern STC, to be substantially complete in 2025. Design underwent public engagement between November 2021 and January 2022.	Improvements to Fifth Avenue, Allende Avenue, Vellay Avenue, Post Office Road and Crown Gate	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.	£38,075,000																
STC-HTRSh (TR28part)	Northern STC public transport Hub serving Harlow Town Rail Station, including: - Public Transport facilities enhancements (not yet defined); - Public realm improvements (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.		Facilities already exist at Harlow Town Rail Station, Feasibility Study (Stage 1) has been completed by ECC (May 2023).	Transformation of the Station into a key gateway and transport hub, encouraging sustainable modes accessible for all.	This cost was provided at Q1 2023. No further uplift required.	£5,000,000	£5,000,000				The scheme is still at the pioneering 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 footprint. [Note, this is now included within the estimated funding gap]											
STC-E (TR28part)	Eastern STC, including: - High Quality Walking, Cycling & Public Transport routes between Harlow Town Centre to London Road via First Avenue; - Includes part of LCWP Cycle Route 4.	See IDP Evidence, Appendix I - Transport Infrastructure, Response from Essex County Council	Essex County Council / Developer(s)	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.	Final detailed route still to be defined		£43,600,000	£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.											
STC-Ezh (TR28part)	Eastern STC public transport Hub at London Road Enterprise Zone, including: - Public Transport facilities enhancements including shelter and provision for real time travel information; - Public Realm improvements including a pedestrian/cycle way connecting Harlow Innovation Park and Kao park and local wayfinding within the Enterprise Zone and to Newhall.	See IDP Evidence, Appendix I - Transport Infrastructure, Response from Harlow District Council	Harlow Council / Harlow Innovation Park	Harlow Council are working with partners 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 cafe and nursery. Enhanced facilities to support mode shift for walking, cycling and public transport are necessary with the Enterprise Zone forming a key location along the	Land for STC Hub facility at London Road Enterprise Zone (owned by Harlow Council).		£290,000	£334,907				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.											
STC-S (TR28part)	Southern STC, including: - High Quality Walking, Cycling & Public Transport routes between Harlow Town Centre and the Pinnacles Centre/Commonside Road; - Includes part of LCWP Cycle Route 6.	See IDP Evidence, Appendix I - Transport Infrastructure, Response from Essex County Council	Essex County Council / Developer(s)	HGGT Transport Strategy (2021) and Harlow District Plan (2020) identify indicative route for a 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 Q1 2023. No further uplift required.	£17,500,000	£17,500,000				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 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.											
STC-W	Western STC, including: - High Quality Walking, Cycling & Public Transport routes between Harlow Town Centre and the Pinnacles Area via Fourth Avenue; - Includes delivery of part of LCWP Cycle Route 9.	See IDP Evidence, Appendix I - Transport Infrastructure, Response from Essex County Council	Essex County Council / Developer(s)	HGGT Transport Strategy (2021) 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.	Final detailed route still to be defined		£54,200,000	£62,574,249				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.											

essential delivery partner no liability is accepted for

V	W
Funding Gap Notes	Accumulated value of contributions into HGGT Rolling Infrastructure Fund (RIF)
	1
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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 is comfortably within funding coming forward through HIG recovery payments through the 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 40% active/sustainable mode share in all new Garden Community sites, and 50% active/sustainable mode share in existing Harlow sites.

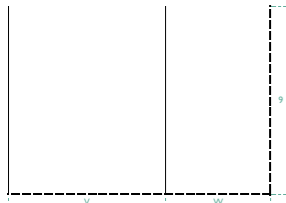


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9	<b>STC-Ph</b> Western STC public transport Hub at the Pinnacles Employment Area, including: - Public Transport facilities enhancements (not yet defined); - Public Realm improvements (not yet defined).	Potential need identified by IDP Author due to the Pinnacles area forming a key destination as a significant employment area within the Garden Town.	This project is required to support the economic growth of the region.	Phasing of new/enhanced facilities serving the Pinnacles employment area currently unknown		Feasibility and Design Options to consider potential new / enhanced facilities not yet undertaken.					HGGT_IDP											
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	









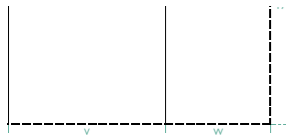








A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
				Phasing for delivery of improvements currently unknown but likely to be completed over time to support developments or capital works.		Infrastructure improvements for accessing Harlow Town Centre.	£768,258	£886,959		HGGT_IDP_Schedule-Board-Final		£768,258					£768,258			£768,258





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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	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, EPDC & 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	
				2022	2024	2026	2028	2030	2032	2034	2036	2038	2040+																		
				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	£2,320,794	As identified in HGGT LCWIP (2021), Templefields design recommendations scheme ID 201 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.	£2,183,439	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	
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	£718,173	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.	£615,131	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	
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.	£1,327,304	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	
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.	£12,505,584	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	
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) A14 crossing, resurfacing and lighting to Elizabeth Way via Parndon Mill, new bridge over the Brideway 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 Stort Valley.	Town Centre to Gilston Area Cycle Route as identified in HGGT LCWIP	£139,108	This provision / cost is related to Gilston developments 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.	£139,108	£0	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) (A14 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.	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
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	£235,315	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.	£203,840	£101,920	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.					
AT8 (new)	Cycling improvements at Route 5 of the LCWIP (Town Centre - Brays Grove - Potter Streets), including:  - as identified in the HGGT LCWIP; - the upgrade and widening of the North Grove to Tilwicks Road and Tilwicks Road to Tripson Road shared use path; - installation of a Tumbler Road Low Traffic Neighbourhood in the area bound by Tilwicks Road / Southern Way / A14 / 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.	£2,441,633	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	
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 Parningdon Road / Great Parndon 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 Parningdon Road, and the creation of a Low Traffic Neighbourhood at Partridge 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.	£1,810,553	£596,596	Works and/or Contributions may be required at Masterplan and Application stage	Lutton Priory new garden community to fund / deliver LCWIP Route 7 interventions A to D (Rye Hill Road to Parningdon 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

entia delivery partner no liability is accepted for

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<b>Funding Gap Notes</b>	<b>Accumulated value of contributions into HGGT Rolling Infrastructure Fund (RIF)</b>
Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.	18
Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.	19
Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.	20
Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.	21
Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.	22
	23
Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.	24
Developer Works and/or Contributions, Capital Works projects, Grants or Rolling Infrastructure Fund expected to allow delivery of some enhancements over time.	25

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Ref	HGGT HARLOW & GILSTON GARDEN TOWN	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ	AR	AS	AT	AU	AV	AW	AX	
	Transport Infrastructure / Services	Gilston Area new garden community Villages 1-4 (HDC ref GA1) new homes =	Gilston Area new garden community Village 7 (EHDG 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 SP3) new homes =	East of Harlow new Princess Alexandra Hospital within EFDC (EFDC ref SP3) comprising =	Water Lane Area new garden community (EFDC ref SP2) new homes =	Luton Priors new garden community (EFDC ref SP1) new homes =	Existing Princess Alexandra Hospital Site (HDC ref HS1) new homes =	The Stow Service Bays (HDC ref HS2.2) new homes =	Staple Tye Mews, 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, Towneys 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	
	Other Active Travel Infrastructure ... continued ...	8,500	1,500	2,600	750		2,100	1,050	550	70	30	35	35	20	16	15	13	10	10	10	10	10	2,120			
AT2 (new)	Walking infrastructure improvements in Nettlewell, The Stow, Templefields and Old Harlow Core Walking Zone, including: - as identified in the HGGT LCWIP; - 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 LCWIP.											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 LCWIP.									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 LCWIP (Town Centre Orbital), including: - as identified in the HGGT LCWIP; - the replacement of underpasses to provide at-grade crossings; - installation of bi-directional cycle tracks between Heydens 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 LCWIP (Gilston Area - Parndon Mill - Town Centre) as identified in the HGGT LCWIP, including: (a) A14 crossing, resurfacing and lighting to Elizabeth Way via Parndon Mill, new bridge over the Brideway 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 A14 and Elizabeth Way in lieu of cost.	Direct delivery of works between A14 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 LCWIP (Old Harlow - Mark Hill North - Town Centre), including: - as identified in the HGGT LCWIP; - 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 LCWIP (Town Centre - Brays Grove - Potter Street), including: - as identified in the HGGT LCWIP; - the upgrade and widening of the North Grove to Tilwicks Road and Tilwicks Road to Trigon Road shared use path; - installation of a Tumbler Road Low Traffic Neighbourhood in the area bound by Tilwicks Road / Southern Way / A14 / 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	Works and/or Contributions may be required at Masterplan and Application stage	
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 Luton Priors Access to Parndon Road, and the creation of a Low Traffic Neighbourhood at Partridge Road.							Direct delivery of works in Rye Hill Road to Parndon 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	





essential delivery partner no liability is accepted for

V	W
Funding Gap Notes	Accumulated value of contributions into HGGT Rolling Infrastructure Fund (RIF)
Additional Developer direct delivery or Contributions, Capital works funding or Grants may allow delivery of some enhancements over time.	26
	27
Subject to feasibility being demonstrated additional developer contributions and / or grant may be sought to deliver works.	28
	29
	30
	31
	32
	Final recovery of HGG forward funding from Gilston Area Village 14 to be agreed based upon actual draw-down and costs







									HGGT_IDP 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.	Total recovery of HIG forward-funding to be agreed	Apportionment for forward funding repayment, and other developer contributions, has been calculated on an arithmetic per dwelling basis.	Estimation for inflation included. HIG recovery may charge subject to amount drawn-down and final cost of works.						
33 TR4 (TR18)	Hertfordshire Public Highway improvements, including: (a) A414 Amwell Roundabout improvements; (b) Sawbridgworth junctions / crossings works.	See IDP Evidence, Appendix I - Transport - HCC		(a) Amwell junction improvements (b) Sawbridgworth junctions / crossings works  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 £2,300,000 on the occupation of 1,500 dwellings in villages 1-7; and improvements to Sawbridgworth public highway by occupation of 3,500 dwellings in Villages 1-7.	Hertfordshire County 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 modes of travel.	£3,300,000	This provision / cost is solely related to Gilston developments and inclusion 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			£3,300,000	£3,300,000	HCC identify both (a) and (b) required to meet the needs and mitigate the impacts of the Gilston Area development. (a) Gilston V1-4 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 (b) Gilston V1-6 developers to fund the lesser of 85% of £1,000,000 or £850,000, and Gilston V7 to fund the lesser of 15% of £1,000,000 or £150,000.						



		£61,062,368	£10,775,712.03	£18,677,901	£5,387,856		£15,085,977	£7,542,998	£3,951,094																
TR4 (TR18)	Hertfordshire Public Highway improvements, including: (a) A414 Amwell Roundabout improvements; (b) Sawbridgeworth junctions / crossings works.	85% contribution to projects (a) and (b)  £2,895,000	15% contribution to projects (a) and (b)  £495,000																						
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

33

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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	Q1 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 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
				2022	2024	2026	2028	2030	2032	2034	2036	2038	2040+																	
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) Mansson Rd / Second Ave / Tripston Rd junction; (f) Howard Way / Second Ave / Tilwicks 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.	(a) £70,000 Q3 2022 (b) £11,000,000 Q1 2023; (c) £12,800,000 Q1 2023; (d) £13,400,000 Q1 2023; (e) £17,800,000 Q1 2023; (f) £11,100,000 Q1 2023	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	
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 allow 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	Village 1 access expected to be required by 2024/25 to support first occupation of Village 1; Village 2 access expected to be required by 2027/28 to support 1,500th occupation in Villages 1-6; Phasing of Village 7 access currently unknown							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 Champions Roundabouts modifications.	See IDP Evidence, Appendix 1 - Transport Infrastructure, Harlow, Epping Forest and Essex County Councils East of Harlow Highway Works	Site access required to allow development / phase of development	(a) Hospital 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	1st development access expected to be required by 2025/26 to support first occupation Phasing and order of accesses currently unknown; (d) Hospital access expected to be required by 2030 to support new Hospital							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 allow development / phase of development	(a) Hospital 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	1st access expected to be required by 2023/24 to support first occupation; Phasing and order of accesses currently unknown							Delivery of Accesses to be agreed at Masterplan / Application stage	Site accesses to be delivered by respective developers.						
TR9	Luton 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 Luton Priory Highway Works	Site access required to allow development / phase of development	(a) Hospital access										Luton 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	1st access expected to be required by 2023/24 to support first occupation; Phasing and order of accesses currently unknown							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	On-site provision as necessary to support residents, workers and visitors							Provision to be agreed at masterplan / Application stage	To be delivered by developers.			Provision to be agreed at masterplan / Application stage			
HGGT HARLOW & GILSTON GARDEN TOWN Transport Infrastructure / Services																Cost	Call Q117 (H48) 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	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																														
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										













