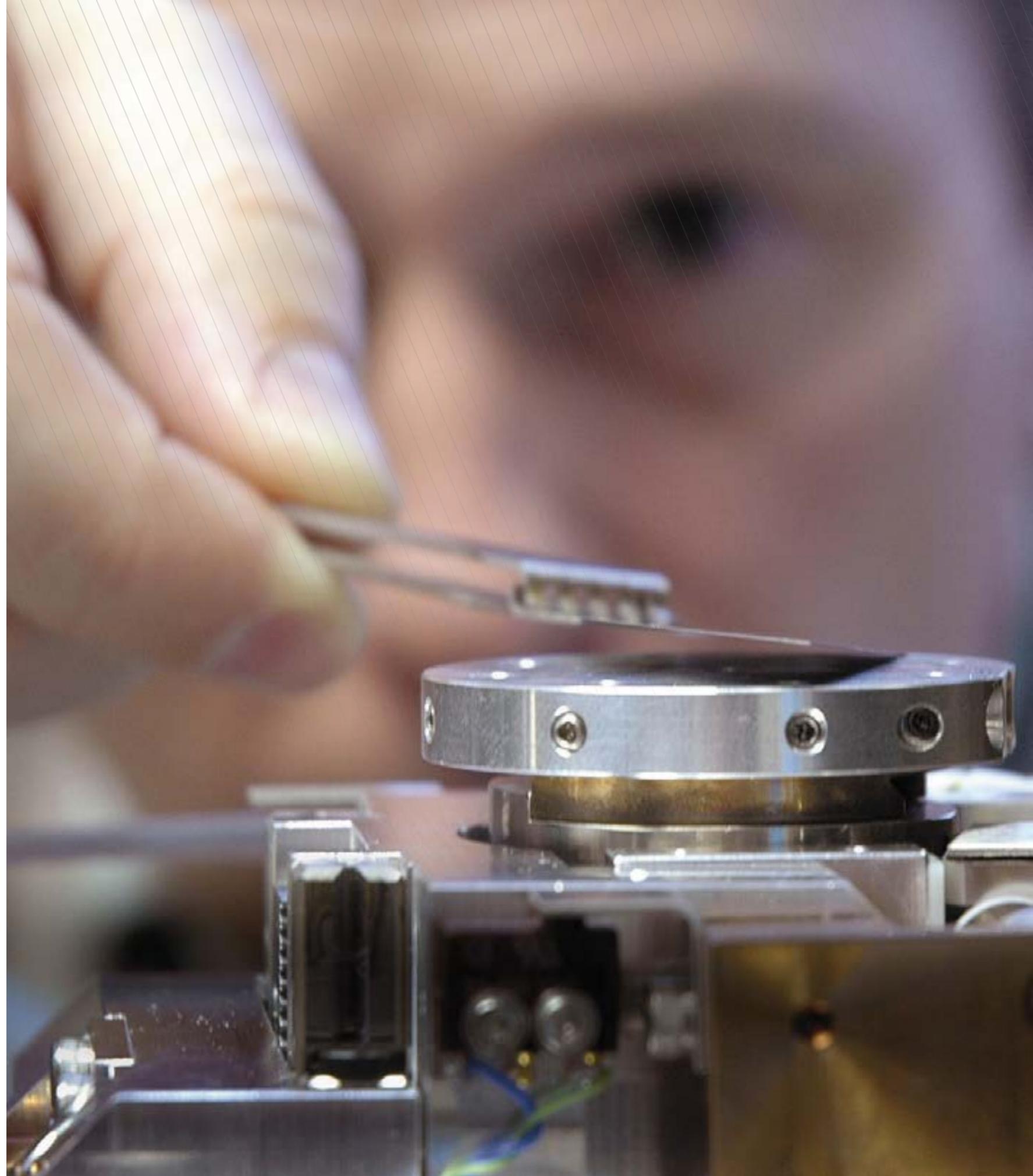


Appendices



Appendix A Trunk Road Network - Highways Agency schemes

			Details of discussions with NR/HA	Desired date of commencement	Funding Sources
Third Lower Thames Crossing Support package	The need for an additional Lower Thames Crossing is accepted by government. Congestion at the Dartford to Thurrock crossing is currently estimated to cost the UK economy £40m p.a. and must be addressed to deliver growth across the SE LEP area and beyond. There are obvious direct impacts relating to proposed development at London Gateway, Thames Enterprise Park, Lakeside, Swanscombe Peninsula and Ebbsfleet. This new Thames Crossing would form part of a new strategic transport route between Dover and the Midlands and would be delivered alongside a targeted package of measures across the existing network in both Kent and Essex (including interface with the A12/A130 and A127/A130 junction improvements). To mitigate the traffic impact of a new crossing in Kent, the following improvements are needed: the A229 improvements; A2 Lydden Dualling; M2/A2 Junction 7 Brenley Corner improvements; upgrading the A249 Detling Hill; M2 Junction 5 Stockbury and M20 Junction 7 improvements. A decision on the preferred corridor for a new Lower Thames Crossing is still awaited. The SE LEP urges that a decision on this matter is made as soon as possible.		<ul style="list-style-type: none"> Ongoing 	2015/16	
Newhaven Port Access Road Phase 2	This scheme would extend this strategically significant road towards the harbour mouth and help to re-establish Newhaven as an important gateway to Europe by facilitating the consolidation of improved port facilities closer to the Harbour Mouth. This would in turn release land for development to the north of the Port to support initiatives such as the Clean Tech Hub and the Newhaven Growth Cluster.		<ul style="list-style-type: none"> There has been no discussions with the HA as the scheme does not tie into the trunk road network. We have discussed the scheme with Network Rail as it would need to bridge the Seaford branch line. 	2015	£12m local contribution
M2/A2 Corridor Improvements	This package involves improvements along the length of the M2/A2 through Kent that will not only unlock significant local development where strategic network junctions are restricting growth, but will also help create a new high quality national corridor from Dover to the Midlands and North in conjunction with a new Lower Thames Crossings. The components of this package are: <ul style="list-style-type: none"> A2 Bean and A2 Ebbsfleet Junction Improvements – increasing capacity at these junctions to support planned growth in Thames Gateway North Kent at Eastern Quarry, Northfleet Embankment, Bluewater and Paramount Park. Highways Agency assessments indicate post-2021 implementation, but SE LEP intend to work to bring this forward in order to unlock growth in the SE LEP area particularly given recent Government announcements of the Ebbsfleet Garden City M2 Junction 3 capacity improvements - increasing capacity to support growth in Rochester and Chatham and in particular on the Rochester Airport site where 1,000 new jobs are planned. The junction is situated in Kent County Council area M2 Junction 5 capacity improvement – will unlock growth in Sittingbourne and Maidstone M2 Junction 7 Brenley Corner – realignment to enable straight through movement from M2 to A2 significantly improving access to Dover, supporting significant port expansion as well as growth in Canterbury and East Kent A2 Dualling Lydden to Dover – dualling the few remaining single carriageway stretches of the A2 to Dover as part of the creation of a new national corridor and supporting significant port expansion in Dover. 		<ul style="list-style-type: none"> HA currently progressing business cases for both these junction improvements. Not scheduled for construction until post 2021. SE LEP willing to put LGF towards schemes if HA will not fund in order to bring schemes forward At present the Highways Agency are minded to implement any improvement to M2 Junction 5 post 2021. SE LEP intend to work with the Highways Agency to make a case for earlier delivery. SE LEP willing to put £15m of LGF towards scheme if HA will not fund in order to bring scheme forward HA aware of issues caused by M2 J7 and A2 single carriageway sections in terms of congestion and level of service on national corridor but have no plans to bring forward these schemes in short to medium term Provisional discussions between HA, Medway Council and KCC regarding the existing operational problems at junction 3 causing significant delays during peak periods, and the potential for planned development to further exacerbate the situation. Scale of improvements not identified at this stage. 	A2 Bean/ Ebbsfleet 2017/18; Junc 5 2019/20 Junc 3 2018 Junc 7 & Dualling 2020/21	£10m LGF for A2 Bean; £6m LGF for A2 Ebbsfleet; Junc 5 £15.0m LGF; Junc 3 – not identified

Current activity			Details of discussions with NR/HA	Desired date of commencement	Funding Sources
A249 Improvements including the widening and realignment of Detling Hill and M20 Junction 7	This scheme will provide an alternative to the congested A229 Bluebell Hill link between the M2 and M20. The scheme will support growth across Swale and improve access between the Port of Sheerness and the M20. The package will be a key element in supporting the development of a new national strategic route from Dover to the Midlands and North via a new Lower Thames Crossing.		<ul style="list-style-type: none"> HA are aware. 	2020/21	
M25 Junction 30/31 improvements and A13/A126 Junction improvements	The current proposed scheme will only create increased capacity for a limited period – probably less than 10 years. Current modelling indicates improvement works at the A13/A126 Junction would help facilitate growth at Thurrock Lakeside and have wider strategic benefits; these have not yet been determined by the Highways Agency because of the delay to the decision on the route of the Lower Thames Crossing. We urge that this work continues once the final decision on the LTC route has been taken.		<ul style="list-style-type: none"> Ongoing HA developing detailed plans for delivery of interim scheme from 2015. 	2015 for interim scheme. Full solution needed 2020s once LTX decision has been made.	
M25 Junction 5 Re-assessment	This scheme will enable traffic from the south to travel east on the M26 and M25 and support growth across West Kent. This scheme will bring significant highway and environmental benefits. Due to the restricted movement at the existing M25/M26 interchange, strategic traffic uses local roads, and particularly the A25 through villages including Borough Green, Seal and Sevenoaks. SE LEP would like to see the early delivery of this scheme and opportunities are being explored.		<ul style="list-style-type: none"> HA are aware of issues however do not see this scheme as a priority for HA network as prime impact from inability to access HA network is on local road network. 	2020/21	
A21 dualling between Tonbridge and Pembury	This upgrade scheme has been driven forward by local work that has proven its deliverability at less than half the cost of Highways Agency estimates; it is currently the subject of a public enquiry and the inspector's decision is due March/April 2014. The improvements include the upgrade of the A21 between Tonbridge and Pembury to dual 2-lane carriageway standard with grade separated junctions at the Fairthorne and Longfield Junctions at the south end of the scheme. The improvements would directly facilitate growth in Tunbridge Wells whilst also improving access between West Kent and the A21/A259 Hastings/Bexhill growth corridor.		<ul style="list-style-type: none"> Scheme identified as an HA pipeline scheme identified for delivery in next CSR period (2015 – 2019) Awaiting outcome of PI and Inspectors Report Expected to be funded from HA Funding programme. 	April 2015	
A21 Kippings Cross to Lamberhurst	Improvements are required on the A21 from Kippings Cross to Lamberhurst to improve strategic connections and journey time savings from the A21/A259 Hastings/Bexhill growth corridor to the A21 Tunbridge Wells/Tonbridge growth corridor, the M25 and beyond. Work is currently underway to support the business case for the delivery of these schemes.		<ul style="list-style-type: none"> Scheme was previously identified in Regional Transport Programme but cancelled in October 2010 CSR Despite cancellation, scheme remains an aspiration identified in the ESCC LTP 2011 – 2026. We have continued to lobby the HA on the need for the scheme to support economic growth on the A21 Bexhill Hastings corridor including through the SEP HA engagement process in Dec 13, the HA's RBS process and the A21 reference group made up of the MPs and LA's along the A21. 	April 2015	
A12 Corridor improvements	<p>The A12 corridor is the key route extending north-east from London through eastern Essex, connecting London to Chelmsford, Colchester and on to Ipswich and the Haven Ports. Action for roads: a network for the 21st century introduced the concept of the "expressway" for key National trunk routes below Motorway standard such as the A12. Expressway status should ;</p> <ul style="list-style-type: none"> Ensure that the A12 is rebuilt to a high standard, Route and junctions designed to give a high quality of journey, and with the capacity to handle strategic traffic. Introducing technology, to better manage traffic and to provide more information to motorists. Safety near motorway standard. Good maintenance a top priority, 		<ul style="list-style-type: none"> Ongoing and regular discussions with HA on specific local issues and wider development of the Route Strategy SE LEP and the local highways authority in Essex are working closely with the Highways Agency to develop a programme of improvements along the A12 to bring the entire route up to "Espressway" standard. This involves developing a detailed scalable programme through the Agency's Route Based Strategy process for the A12 Corridor to facilitate growth in Brentwood, Chelmsford, Braintree and Colchester Packages required as early as possible, but recognition that most work is focused on preparing for delivery beyond 2021. Of particular importance in the shorter term are: Re-instatement of the A12 technology package to facilitate the efficient management of the A12; Hatfield Peverel, provision of northbound lane (Colchester bound) to aid growth at Witham; and Link improvements between junctions 28 and 29 (Colchester) in support of growth. 	2015 onwards. Wider improvements from 2019	Significant potential for developer contributions

Current activity			Details of discussions with NR/HA	Desired date of commencement	Funding Sources
A120 Corridor improvements	<p>The A120 is the only strategic east-west route in Essex. SE LEP and the local highways authority in Essex are working closely with the Highways Agency to develop detailed scalable programmes of short term safety and journey reliability improvements and longer term capacity enhancements through the Agency's Route Based Strategy process for the A120, to facilitate growth in Braintree and Colchester as well as strategic links to Harwich Port and Stansted. Of particular importance in the shorter term are improvements at:</p> <ul style="list-style-type: none"> • Provision of a new roundabout intersection at little Bentley between Hare Green and Harwich to improve safety, aid accessibility and support growth in Tendring; • A120 Millennium Way slips to cater for growth in Braintree; and, • Early design and transportation assessment for A120 Braintree to Marks Tey improvements to enhance opportunities for growth in this corridor. 		<ul style="list-style-type: none"> • Ongoing and regular discussions with HA on specific local issues and wider development of the Route Strategy • Millennium Way slips – outline feasibility and transport modelling complete • Detailed discussion re Little Bentley cross roads safety solutions with HA and local MPs • HA and ECC to re-open transport business case for wider scheme shelved by 2010 spending review. 	2015 onwards. Wider improvements from 2019	Significant potential for developer contributions
M11 Corridor improvements	<p>SE LEP and the local highways authorities in Essex are working closely with the Highways Agency to develop detailed scaleable programmes through the Agency's Route Based Strategy process for the M11 Corridor which will facilitate growth in Harlow, Stansted and West Essex generally. Of particular importance are improvements at: Junction 7 which is the only access to Harlow from the motorway; Junction 7a to serve Harlow and the EZ; Junction 8 for access to Stansted particularly from the north where a new direct slip road off the M11 into the airport is required and HGV overtaking ban which need to be introduced as soon as possible following the experimental scheme.</p>		<ul style="list-style-type: none"> • Ongoing and regular discussions with HA on specific local issues and wider development of the Route Strategy • Ongoing joint working with HA on M11 J7a to ensure project proceeds to timeline • Ongoing discussions with HA and developer re J7 • Local improvements at M11J8 • M11J8 north facing slips related to Stansted expansion and subject to discussions with HA and Airport. Designs were developed for earlier G2 expansion proposals but would need to be reassessed. 	Design ongoing	Junc 7a £30m LGF; £5m ECC, £12m developer. Junc 7 £1m LGF; £9m ECC. Junc 8 LGF £1m
A27 Polegate and Lewes alignment and capacity improvements	<p>This scheme will support growth in the A22/A27 Eastbourne/South Wealden-Brighton growth corridor centred on the Eastbourne and South Wealden areas by improving the strategic transport links westwards to the A23/M23 corridor, Gatwick Airport and London. This would ensure journey time reliability (which is vitally important for business in terms of the movement of people/goods) and that the A27 is fit for purpose to carry the long distance strategic traffic that it needs to cater for. There is a need to work with the Highways Agency to identify ways to bolster the business case; HM Treasury's recent announcements have indicated that it may be possible to incorporate benefits arising from development into the business case. This should be explored further through the A27 improvement feasibility study that the Highways Agency are currently undertaking and will be reporting on in autumn 2014.</p>		<ul style="list-style-type: none"> • Original scheme cancelled in mid 1990's; subsequent improvements made to Southerhan – Beddingham section but other improvements identified in SoCoMMs have not been taken forward • Scheme remains an aspiration identified in the ESCC LTP 2011 – 2026. We have continued to lobby the HA on the need for the scheme to support economic growth on the A22/A27 Eastbourne/South Wealden to Brighton corridor including through the SEP HA engagement process in Dec 13, the HA's RBS process and the emerging A27 improvement feasibility study • There has also been recent lobbying of the DfT Secretary of State at a local level in the Eastbourne area for the need for the scheme to support. 	2019 onwards	
A21 Flimwell and Robertsbridge alignment and capacity improvements	<p>This will support growth in the A21/A259 Hastings Bexhill growth corridor centred on the Bexhill and Hastings area, ensuring journey time reliability for business and that the A21 is fit for purpose to carry the long distance strategic traffic it need to cater for. There is a need to work with the Highways Agency to identify ways to bolster the business case; HM Treasury's recent announcements have indicated that it may be possible to incorporate benefits arising from development into the business case. This should be explored further through the Highways Agency's Route Based Strategy process.</p>		<ul style="list-style-type: none"> • Scheme was previously identified in Regional Transport Programme but cancelled in October 2010 CSR • Despite cancellation, scheme remains an aspiration identified in the ESCC LTP 2011 – 2026. We have continued to lobby the HA on the need for the scheme to support economic growth on the A21 Bexhill Hastings corridor including through the SEP HA engagement process in Dec 13, the HA's RBS process and the A21 reference group made up of the MPs and LA's along the A21. 	2020 onwards	

Rail Network - Network Rail schemes

Current activity			Details of discussions with NR/HA	Desired date of commencement	Funding Sources
Hastings – Bexhill rail improvements	The line between Ore and Ashford is not electrified and currently consists of a single track in each direction; this limits overall speed, capacity and reliability of journey times between the Hastings/ Bexhill area and Ashford. The proposal is for the dualling and electrification of the line to support the growth proposed in the A21/Bexhill Hastings Link Road/A259 growth corridor centred on Hastings and Bexhill. Improved links to Ashford will also improve links to London via HS1. Feasibility work is currently underway.		<ul style="list-style-type: none"> Have engaged with NR through consultations on the Electrification and Kent Route Based Strategies developed in 2009/2010 on the need to electrify/dual track the Hastings – Ashford line Since Spring 2013, NR has been undertaking study into the potential for improving rail access to the Bexhill and Hastings area. This included considering the feasibility for electrifying/dual tracking of the Hastings – Ashford line. Engaged with Network Rail in the development of our Rail Strategy adopted in November 2013 and this scheme is identified as the highest priority for delivery NR are fully aware of our aspirations to see this scheme delivered. Meeting to be held on 23 April with NR and other partners to discuss outcomes of the study and potential way forward. 	2019 onwards (CP6)	
Uckfield – London rail improvements	This line is currently not electrified and consists of a single track in each direction south of Hurst Green to Uckfield; this limits overall speed, capacity and reliability of journey times between London and Uckfield.		<ul style="list-style-type: none"> Have engaged with NR through consultations on the Electrification and Sussex Route Based Strategies developed in 2009/2010 on the need to electrify/dual track the Uckfield line between Uckfield and Hurst Green Engaged with Network Rail in the development of our Rail Strategy adopted in November 2013 and this scheme is identified as the second highest priority for delivery NR are fully aware of our aspirations to see this scheme delivered. 	2019 onwards (CP6)	
Ashford Spurs Signalling project	£1.5m scheme is essential to enable the next generation of international trains to use Ashford International, so safe-guarding its future and supporting the growth planned across Ashford and the wider Kent economy. In addition, SE LEP supports access improvements being undertaken by Southeastern at Ashford International Station to further enhance the offer.		<ul style="list-style-type: none"> Scheme has been discussed in great detail with Network Rail, High Speed 1 Limited, Ashford Borough Council and Eurostar. 	2018/19	£0.75m local contributions; £0.75m LGF
Rail line speed improvements between Ashford and Ramsgate via Canterbury West	This Journey Time Improvement scheme is being enabled, with planning underway by Network Rail for delivery between 2016/17 (phase 1) and 2018/19 (phase 2); the scheme is being jointly funded by Network Rail and locally levered RGF funding.		<ul style="list-style-type: none"> Scheme has been discussed in detail with Network Rail who are now working to deliver Phase 1 of this project. 	2014/15	£5m local contributions
Thanet Parkway Station	This new station will bring East Kent to within 1 hour of London making inward investment increasingly attractive and will support improved access to Discovery Park Enterprise Zone and a number of Thanet business parks.		<ul style="list-style-type: none"> Discussions have taken place with Network Rail who are also on the project board for this scheme. 	2015/16	£4m local contributions; £10m LGF
Brentwood Crossrail Package	As part of Crossrail, improvement works are needed at Brentwood and Shenfield stations.		<ul style="list-style-type: none"> Ongoing discussion with NR and TfL 	Completion to coincide with opening of Crossrail in 2018.	£2m from local partners and rail industry; £3.5m LGF.
GEML capacity improvements	A £349m package of improvements is being designed as part of Network Rail's Route Study Process and driven by a Parliamentary Task Force. The package aims to speed up journeys and increase capacity and reliability; this involves new rolling stock, improvements to existing rolling stock, additional lines and platform extensions. Of particular importance is the new Beaulieu Park Station to the north of Chelmsford which will directly facilitate growth in this housing and commercial growth at this location and will enable the route to maintain line speed capability for all the existing use and new growth in settlements beyond Chelmsford including those at Colchester, Ipswich and at Norwich. The Shenfield to Southend Branch provides direct access to the new London Southend Airport station supporting growth in passenger numbers.		<ul style="list-style-type: none"> On-going discussions with NR (and TOC) since the establishment of the GEML Vision Group in 2009 NR has had full involvement in the development of the vision for the line and is currently a partner in the "Norwich in 90" Parliamentary task Force established by George Osborne NR has completed a Line Speed Study and produced options for capacity enhancements that are currently being examined under the leadership of the Task Force. Bow Junction capacity improvements in NR CP5 programme. We ask that Network Rail works proactively with Essex County Council and Chelmsford City Council on the improvements needed to bring about a new station at Beaulieu Park and improved track capacity in the Chelmsford area. In particular we ask that NR provides passing and turn back loops in association with the provision of new station at Beaulieu Park such that the capacity of the main line is maintained. Moreover we ask that it brings forward and commits to the line enhancements north east of the new station to enable growth in the demand for travel in Essex, Suffolk and Norfolk to be accommodated. 	Line speed improvement during CP5. Rolling stock improvements within new franchise from 2016. Delivery of Beaulieu Park station subject to a Memorandum of Understanding	£12m LFG (priority LTB scheme with allocated funding); NR discretionary CP5 journey time improvement budget. Funded by TOC. £22m S106 funding for Beaulieu Park

Current activity			Details of discussions with NR/HA	Desired date of commencement	Funding Sources
GEML capacity improvements	A £349m package of improvements is being designed as part of Network Rail's Route Study Process and driven by a Parliamentary Task Force. The package aims to speed up journeys and increase capacity and reliability; this involves new rolling stock, improvements to existing rolling stock, additional lines and platform extensions. Of particular importance is the new Beaulieu Park Station to the north of Chelmsford which will directly facilitate growth in this housing and commercial growth at this location and will enable the route to maintain line speed capability for all the existing use and new growth in settlements beyond Chelmsford including those at Colchester, Ipswich and at Norwich. The Shenfield to Southend Branch provides direct access to the new London Southend Airport station supporting growth in passenger numbers.		<ul style="list-style-type: none"> On-going discussions with NR (and TOC) since the establishment of the GEML Vision Group in 2009 NR has had full involvement in the development of the vision for the line and is currently a partner in the "Norwich in 90" Parliamentary task Force established by George Osborne NR has completed a Line Speed Study and produced options for capacity enhancements that are currently being examined under the leadership of the Task Force. Bow Junction capacity improvements in NR CP5 programme. 	Line speed improvement during CP5. Rolling stock improvements within new franchise from 2016. Delivery of Beaulieu Park station subject to a Memorandum of Understanding between ECC, Chelmsford City Council and NR currently in preparation. Wider works during CP5 and CP6.	£12m LFG (priority LTB scheme with allocated funding); NR discretionary CP5 journey time improvement budget. Funded by TOC. £22m S106 funding for Beaulieu Park
GEML integrated transport initiatives	A series of short term measures are required to directly assist areas of growth, including: Station travel plans for Chelmsford, Braintree and Witham to assist growth in Town Centres; University station to support growth in Essex University and Knowledge Gateway; Colchester Station infrastructure (NSIP) works on northern side to support Colchester Northern Growth area, including North Station Masterplan; Manningtree Station infrastructure works to support growth in Tendring; Braintree Branch Line Loop: capacity to increase service frequency in association with growth in Braintree; Service enhancements on Colchester to Clacton Rail Branch to support growth in Colchester and Tendring; and Colchester East Gates Level Crossing works to reduce queues and delays to support growth in East Colchester.		<ul style="list-style-type: none"> Ongoing local discussions with NR and TOC based upon established working relationship with local partners. 	Packages to be delivered from 2015 onwards	£5m LGF for University Station Halt; others funding to be determined and will vary by project - past projects have been joint funded by ECC, relevant district, TOC and NR
West Anglia Mainline (WAML) Corridor	The West Anglia (WA) route provides vital connectivity into London from Essex as well as an important international gateway for travellers using Stansted Airport. SE LEP calls for: four tracking along the Lea Valley, including securing necessary powers and purchasing land so that it can be delivered in the early 2020s; a second rail access tunnel at Stansted airport; short term improvements including enhancing the links to Stratford hub and junction and signalling improvements. This investment will directly improve access to the Harlow growth locations (including the Enterprise Zone) and support the increased use of existing capacity of Stansted Airport and their ambition to deliver long-haul flights, as well as aspirations to integrate the corridor with proposals for Crossrail 2 in the longer term.		<ul style="list-style-type: none"> Ongoing discussion with partners via West Anglia Routes Group (WARG). NR has carried out feasibility and outline costing for Lea Valley 4-tracking. Lobbying from London First and Stansted Airport Ongoing discussions with TfL in relation to Crossrail 2. 	Local 3 tracking funded in CP6. 4 tracking to commence early CP6 - 2019	To be determined. Contributions from developers along Lea Valley, Stansted Airport, Crossrail 2
WAML integrated transport initiatives	A series of short term measures to directly assist areas of growth and improve access to the Harlow Enterprise Zone (EZ), including: Station travel plan for Harlow Town and Harlow Mill to support growth in the town centre and EZ; Harlow Town infrastructure works to support growth in the town including station forecourt improvements ITS, security, bike parking, pedestrian over-bridge extension to north of railway line; Harlow Mill New footbridge to EZ Templefield site, better pedestrian/cycle access from the east and improved security; Elsenham: Improved general facilities cycle parking, security enhancements in association with agreed development; and Audley end: more cycle parking in association with growth of Saffron Walden and infrastructure improvements to implement a dedicated cycleway to the station.		<ul style="list-style-type: none"> Ongoing local discussions with NR and TOC based upon established working relationship with local partners 	Packages to be delivered from 2015 onwards	To be determined and will vary by project - past projects have been joint funded by ECC, relevant district, TOC and NR. Significant potential for developer funding associated with housing provision in Harlow

Current activity			Details of discussions with NR/HA	Desired date of commencement	Funding Sources
HS1-HS2 rail link interchange at Stratford	This would help to harness the benefits of high speed rail across the SE LEP area and deliver wider benefits to the national economy.		<ul style="list-style-type: none"> Lobbying from SE LEP and London Authorities 	During HS2 construction	
Improvements to the Grays to Upminster rail route,	Enhancement to the single rail track between Grays and Upminster via Ockendon and Chafford Hundred, serving Lakeside Shopping Centre. Local partners will work with Network Rail to develop the case and design for this route in order to get this into the next Network Rail funding round. This is needed to support growth along the Grays-Purfleet corridor.		<ul style="list-style-type: none"> Identified in Thurrock Rail Plan and supported by NR. 	Unknown	
Essex Thameside rail service improvements	As part of the development of a new franchise, a MOU will be entered into with the train operating company to help develop the proposed improvements in the immediate future. Initiatives being considered are: a smartcard ticket for the Essex, Southend and Thurrock area which will support growth in the TGSE area in accordance with the franchise commitments; and, the development of a smartcard linked with bus operators (Octopus Card) which forms part of the Southend LSTF programme; this will improve access to the Town Centre, Victoria Avenue, University and College including the newly opened Forum.		<ul style="list-style-type: none"> Ongoing discussion with partners via West Anglia Routes Group (WARG). NR has carried out feasibility and outline costing for Lea Valley 4-tracking. Lobbying from London First and Stansted Airport Ongoing discussions with TfL in relation to Crossrail 2. 	Local 3 tracking funded in CP6. 4 tracking to commence early CP6 - 2019	To be determined. Contributions from developers along Lea Valley, Stansted Airport, Crossrail 2
Stanford le Hope interchange and station improvements	Stanford le Hope station and interchange is a vital component in providing access to 15,000 jobs at London Gateway and Thames Enterprise Park. Bus services are already funded by London Gateway and there is a need to enhance the existing interchange between bus and rail and to improve the rail station in order to accommodate growth. SE LEP supports the delivery of the required initiatives and infrastructure that will deliver an interchange fit for purpose. C2c consultants currently estimate that the work required at SLH will cost approx £12.5m and carriageway maintenance has been estimated at £2.5m. Bus services using the new interchange are likely to be delayed in congestion caused when the level crossing barrier is lowered. A £15m level crossing scheme for SLH has been identified in the Council's Rail Delivery Plan and SE LEP supports the inclusion of this as a priority level crossing closure.		<ul style="list-style-type: none"> NR fully engaged and supportive of SLH interchange works. C2c feasibility study undertaken. 	SLH interchange will commence in early 2015	£7.5m LGF; £3m c2c £0.55m DWP £0.9m Thurrock Council £2m NR level crossing closure funds if closure is progressed.
London Underground Lines	The LU is an important transport carrier in West Essex and even after the introduction of Crossrail, the continued growth in Epping and Harlow and at other locations is expected to bring a need for further investment in the Central Line. Accordingly SE LEP would support implementation of the following initiatives: Station travel planning and interchange enhancements at Epping, Loughton, Buckhurst Hill, Chigwell and Roding Valley Stations and continued investment in rolling stock and line infrastructure enhancements.		<ul style="list-style-type: none"> Ongoing discussions with TfL 	2020	To be determined and will vary by project but past projects have been joint funded by ECC, Epping Forest District and TfL. Potential developer funding
Level crossing removal	In addition to safety benefits, SE LEP would like Network Rail to consider the full range of economic benefits associated with the improvement, replacement or removal of level crossings. Specific main level crossing improvements/ replacement/ removals required include: Stanford le Hope, East Tilbury and Purfleet; A2100 at Battle; A259 Star and Guldeford crossings; Hampden Park and Polegate.		<ul style="list-style-type: none"> NR funding support for level crossing has been identified. 		£12m LGF and £12m local and private for Thurrock
Rail journey time improvements	SE LEP supports the aims of the Parliamentary Rail Taskforce for a regular journey time between London and Norwich of 90 minutes while maintaining or improving current connections and service opportunities. SE LEP would also support: Use of the NR National Journey Time reduction Fund to remove speed restrictions; Raising line speed towards 125mph and Introduction via the franchise of rolling stock capable of uniform high speed performance.		<ul style="list-style-type: none"> NR has completed a Line Speed Study for the GEML. Ongoing discussions via Task Force covering rolling stock requirements and specification of new franchise. 	CP5	NR discretionary CP5 journey time improvement budget. Rolling stock improvements within new franchise from 2016

Appendix B

LSTF Proposed Investments

Scheme Location, Name and Detail	Full cost £m	LSTF capital component of LGF requirement £m	2015/16 LGF bid		Link to LSTF revenue bid (Y/N)	Links to the proposed LSTF revenue bid
				2015/16 LGF bid £m		
Colchester LSTF Programme	2.00	2.00		2.00	Y	Capital component of ECC revenue bid supporting sustainable journeys along the North Colchester Sustainable Connectivity Corridor (A134 / NAR3) connecting the North Colchester Growth Area to the Colchester Town Centre Growth Area.
Colchester North Access Corridor: Park and Ride and Bus priority measures	7.50	5.900		5.90	Y	Supports ECC LSTF bid for Colchester (also addresses congestion)
Colchester Integrated Transport Package: Town Centre traffic and access strategy	5.00	5.00		5.00	Y	Supports ECC LSTF bid for Colchester by providing sustainable transport improvements in the Town Centre Growth Area.
Colchester Integrated Transport Package: measures to aid access to growth areas	12.00	5.00		0.83	Y	Supports ECC LSTF bid for Colchester - mixed modes scheme to support economic growth across Colchester
Colchester Knowledge Gateway: university station halt	5.00	5.00			N	Part of a package of measures that support sustainable development to University of Essex. Lessons learned will be embedded within this later growth phase
GEML capacity improvements: New rail station at Beaulieu Park, NE Chelmsford	34.00	12.00		2.50	N	Part of a package of measures that support sustainable development in the North-East Chelmsford Growth Area by [providing direct rail access. Lesson learned in Colchester will be applied in Chelmsford.
Chelmsford City Integrated Transport Package: Chelmsford Station/ station square / Mill Yard	7.50	3.00		1.50	N	Part of a package of measures that support sustainable access to Chelmsford station. Lesson learned in Colchester will be applied in Chelmsford.
Chelmsford City Integrated Transport Package: inc radial PT routes (inc Broomfield hospital) and LSTF	12.00	5.00		0.83	N	Package of measures that support sustainable travel throughout Chelmsford Lesson learned in Colchester will be applied in Chelmsford.
Chelmsford City Centre Pinch Point Package: Traffic and Access Strategy (Ring and Loop)	12.00	11.50		5.50	N	Combination of highway and sustainable transport improvements to support growth in the City Centre. Lesson learned in Colchester will be applied in Chelmsford.
Chelmsford City Integrated Transport Package: Widford Park & Ride	7.00	7.00			N	Sustainable transport and congestion measures to provide sustainable access to Chelmsford from the south and west
Harlow Integrated Transport Package: measures to aid access: mixed modes	12.00	5.00		0.83	N	Package of measures that support sustainable travel within Harlow including access to the Enterprise Zone and planned housing developments.
Braintree Integrated Transport Package and Town Centre Improvements	12.00	5.00		1.00	N	Package of measures that support sustainable travel within Braintree
Crossrail Package: Shenfield station improvements	3.50	1.50			N	Improved sustainable access to/from the north-eastern terminus of Crossrail at Shenfield station to maximise economic benefits associated with the introduction of Crossrail
Crossrail Package: Brentwood station improvements	2.00	2.00			N	Improved sustainable access to Brentwood station to maximise economic benefits associated with the introduction of Crossrail
Saffron Walden Integrated Transport Package	2.00	1.00		0.50	N	Package of measures that support sustainable travel within Saffron Walden
Tonbridge Town Centre Regeneration: public realm, transport interchange and pedestrian and cycle improvements in Town Centre - sustainability improvements.	3.87	1.87			Y	Tonbridge Town Centre Regeneration will be enhanced using the new website and app, as well as the marketing strategy included in the LSTF revenue bid.

Scheme Location, Name and Detail	Full cost £m	LSTF capital component of LGF requirement £m	2015/16 LGF bid	2015/16 LGF bid £m	Link to LSTF revenue bid (Y/N)	Links to the proposed LSTF revenue bid
East Kent LSTF: measures to reduce congestion, increase the capacity of the existing highway network by improving rail, public transport, walking and cycling infrastructure.	16.14	9.78		1.93	Y	The development of a website and App, promoting sustainable travel to businesses by comparing travel costs (monetary, environmentally and health benefits) over time and promoting tele-conferencing, flexible working.
West Kent LSTF: measures to reduce congestion, increase the capacity of the existing highway network by improving rail, public transport, walking and cycling infrastructure.	9.05	4.89		0.795	Y	This will amplify the benefits of the West Kent capital bid, in particular through the website and App, through providing accurate, real time information on the alternative travel options for the commute and the school run, with a view to reducing peak hour congestion.
Kent Thameside LSTF: integrated door to door journeys and measures to increase network capacity and reduce congestion by increasing use of public transport, walking and cycling. The scheme will deliver new buses on the Fastrack network, improved access to the rail network and improve walking and cycling links.	7.54	4.51		2.428	Y	This will enhance the Kent Thameside capital bid by the website and App, which will promote sustainable travel to commuters.. The marketing and brand development will be key to engaging with the public to promote the use of Fastrack, the rail network and the ferry service, therefore capitalising on the investment made through the capital bid.
Sustainable Access to Education and Employment: targeted improvement to public rights of way network that will provide traffic free links to schools and other community facilities, recreational walking and cycling routes..	1.20	0.90		0.15	Y	The website and app will maximise the use of these traffic free routes to schools and community facilities. The PROWs will be promoted as a traffic free travel option on the journey planner and marketing materials will raise awareness of the improved routes.
Sustainable Access to Maidstone Employment areas: traffic free cycle route from urban fringes into central Maidstone and involves path and bridge construction	3.00	2.00		1.00	Y	The website and app will maximise the use of these traffic free routes to schools and community facilities. Off road routes address the safety concerns of parents. Level 1 Bikeability training will increase pupils use of these routes.
Medway Cycling Action Plan : package of measures to expand and improve Medway's cycling network including a cycle hub and training.	3.00	2.50		0.10	Y	Six year funding: The LSTF revenue bid will seek funding for dedicated 'Bike It' officers for six years to undertake education and promotional campaigns in schools.
Hastings and Bexhill LSTF town centre access and improvement package: integrated transport schemes to improve access for all road users into Hastings and Bexhill town centres	6.04	3.00			Y	Targeted programmes focused on the journey to work and school; including the Sustrans Bike It/Smarter Business Travel Project - a programme of training, challenges and initiatives, to enable sustainable travel to be a viable option on routes to and within the town centres. Extension of the East Sussex Wheels 2 Work scheme; marketing and promotion.
Hastings and Bexhill LSTF walking and cycling package: development of cycle network for Bexhill and Hastings.	5.70	4.00			Y	The Sustrans Bike It/Smarter Business Travel Project will work with schools and businesses to enable sustainable travel for everyday journeys.
Hastings and Bexhill bus access improvement package.	2.98	1.50			Y	Bus marketing and promotional activity associated with delivery of Real Time Passenger Information system into Bexhill and Hastings.
Hailsham / Polegate / Eastbourne Sustainable transport corridor: to provide bus priority measures along the Hailsham – Polegate – Eastbourne corridor.	3.43	2.00		0.25	Y	Marketing and partnership working with local bus operators to encourage bus travel for journeys to work and education.
Eastbourne and South Wealden LSTF walking & cycling package.	6.96	5.00		0.25	Y	The Sustrans Bike It/Smarter Business Travel Project, will work with schools and businesses to enable sustainable travel for everyday journeys.

Scheme Location, Name and Detail	Full cost £m	LSTF capital component of LGF requirement £m	2015/16 LGF bid		Link to LSTF revenue bid (Y/N)	Links to the proposed LSTF revenue bid
				2015/16 LGF bid £m		
Eastbourne town centre LSTF access & improvement package: improving access into Eastbourne town centre on all approaches to cater for housing, retail and business growth within the neighbourhood.	8.65	3.75			Y	The Sustrans Bike It/Smarter Business Travel Project will provide training, challenges and initiatives, to enable sustainable travel to be a viable option on routes to and within the town centre.
Eastbourne Bus access and improvement package	3.80	2.00			Y	Marketing and promotional activity will enhance the bus priority scheme, aimed at improving accessibility and connectivity within the South Wealden and Eastbourne area, through targeted marketing and partnership working with local bus operators to encourage bus travel for journeys to work and education.
Newhaven Ring Road & Local capacity improvement package	1.80	1.00			Y	Marketing and promotional activity and subsidised Bikeability Training for adults, to support the pedestrian and cycle connectivity elements of the scheme, targeted at segmented sections of the population and designed to overcome some of the key barriers to using sustainable travel, including safety.
Newhaven area LSTF walking and cycle package.	5.44	3.00			Y	The Sustrans Bike It/Smarter Business Travel Project will provide training, challenges and initiatives, to enable sustainable travel to be a viable option on routes to and within the town centre.
Thurrock Cycling Network improvements	6.12	5.00	1.00		Y	Cycle network improvements supported by marketing, promotion, education.
Basildon Integrated Transport Package	13.00	8.98	1.00		Y	A package of measures that support sustainable travel within Basildon
Southend and Rochford JAAP (including London Southend Airport) Sustainable Access Package supporting Business Park development.	2.93	0.65	0.65		Y	Improve and provide new cycling and walking routes to the JAAP area, principally along A127 and A1159 corridors, providing sustainable access to the Business Park and London Southend Airport. Supported by marketing promotion and training to encourage usage.
Southend and Rochford Growth Area LSTF package, supporting walking and cycling network improvements focussing on linking Town Centre, JAAP and Borough development sites.	7.00	7.00	0.50		Y	Package of LSTF sustainable transport and mobility management measures: supporting walking, cycling and public transport connecting the JAAP area, Southend Central Area and east Southend development sites. Supported by tailored business PTP, social enterprise, Sustrans and "ideas in motion" website.
Joint TGSE LSTF: TG Network Thurrock Public Transport improvements across TGSE area	1.00	1.00	1.00		Y	Making better public transport connections across TGSE including the growth areas of Basildon, Southend and Thurrock. The joint project includes making use of TRIPS, an Automatic Bus Location system, to deliver accurate real time passenger information and provide traffic signal priority for buses together with the introduction of smart ticketing and local bus improvements. The revenue package includes a TGSE wide partnership with bus and train operators to establish a regionally recognised brand to market the network and increase patronage.
Joint TGSE LSTF: TG Network Essex Public Transport improvements across TGSE area	3.00	3.00	1.00		Y	
Joint TGSE LSTF: TG Network Southend Public Transport improvements across TGSE area	1.00	1.00	1.00		Y	
TOTAL	258.15	154.23	43.61			

Appendix C Principles for Project Appraisals, Business Cases and VfM

Strategic Fit	
Strategic fit	Establish how the project fits and contribute to: the SEP and/or SIF; the regional National ERDF/ESF/RDPE Operating Programmes; other relevant regional or sub-regional strategies/initiatives; and other relevant Government/EU initiatives, Policy Objectives
Rationale	This should address: what market failure(s) or equity objective(s) is the project addressing: <ul style="list-style-type: none"> • why LGF or European SIF funds should be used to support the project; and • what is the the background context and evidence to justify public sector support for the project.
Objectives	The specified objectives should be Specific Measurable Achievable Realistic and Timed (SMART). Relevant indicators should be used to measure project success against those objectives. The baseline from which change is to be measured should be established.
Economic Case	
Options	Different options that could be potentially capable of meeting the project objectives should be set out and where options have been ruled out, this needs to be clearly justified. The extent and type of consultation with stakeholders (project partners and e.g. the community) undertaken during the development of the project should be set out and how this affected the design of the project explained. The short list of options for detailed appraisal should, as a minimum, include: a Reference case – i.e. do nothing or do minimum; and the preferred option
Value for money	The economic costs and benefits should be identified and the assumptions underpinning projections should be clearly set out and ranges should be used where uncertainties exist for each short listed option. For each option the following should be addressed: <ul style="list-style-type: none"> • A comparison of the costs and benefits to assess value for money. These should be clearly presented so that the trade-offs made between the costs and benefits of particular options are shown in order to demonstrate which option offers best value for money. Where all costs and benefits have been monetised this will take the form of an NPV comparison (see below). Where there are costs and benefits that have not been monetised, the trade-offs between them should be set out explicitly including an assessment of whether these additional benefits justify additional costs.

	<ul style="list-style-type: none"> • Use of weighting and scoring techniques for large projects to take other relevant factors into account. • Assessment of costs and benefits over the whole lifetime of a project. • Consideration of wider social and environmental costs for which there is no obvious market price and where costs cannot be quantified, consider whether this is justified. • Consider whether the scale or impact is justified in terms of the numbers affected. • Discounting should be undertaken on projects with costs and benefits accruing over 3 years or more to calculate the Net Present Value (NPV). The Treasury discount rate (currently 3.5% real) should be used. • Where delivery is being undertaken by the private sector the risk of default needs to be reflected in the appraisal and it may be appropriate to do that in the discount rate or by adjusting the benefits. • The measurable gross outputs and outcomes over time should be profiled to include: <ul style="list-style-type: none"> • total outputs, the SE LEP share direct attributable to its investment and that of all public sector funders • outcomes (these should relate to the project objectives) • strategic added value contribution • any other social, economic and environmental benefits (for large projects it may be possible to monetise some of them). • As applicable the gross outputs/outcomes should be adjusted by applying deadweight, displacement, leakage and multiplier factors to arrive at net forecast. Net Internal Space should be used in identifying job numbers in respect of commercial property • The cost and benefit components of the preferred option should be benchmarked against other similar projects and any significant variance explained and justified.
Sensitivity and optimism bias	This should consider whether: <ul style="list-style-type: none"> • the risks specific to each option and whether they impact on options choice; • there are risks associated with the delivery partner and are these expressly set out? • the extent to which the forecast costs and benefits are certain / realistic; • the sensitivity analysis is appropriate and does it include a worst case scenario? • optimism bias is clearly included and aligned with risk.
Competition	Is a competition assessment required? If so what is the outcome?

Financial Case	
Financial assessment	For the preferred option, determine whether the project is financially viable by assessing the credibility of the project financial plan and considering the following questions: Are all the project funding bodies and their funding contributions identified? Are all contributions secured? Who will benefit from receipts and who will be responsible for any liabilities e.g. cost overruns or shortfalls in receipts? Has an evaluation budget (where these are directly required by the project) been identified? Is non recoverable VAT is identified? Is the current market value of any land or other non-financial assets to be committed? Are the operational and management costs reasonable?
Exit and legacy /sustainability	Consider what will happen to the project after the SE LEP investment ends. If it is not a task and finish project, will it be financially self-sustaining? Is there sufficient demand for it? How will long term funding be secured? If assets are to be sold, consider whether the sale will comply with rules on disposal of assets acquired or improved through public funds.
Commercial	
Legal	Are the project activities within the SE LEP's remit to support? Is the LEP funding the project under a contract, grant award or loan or mixture of the two? Are there specific requirements/conditions to be attached to the project Agreement/contract? Are clawback/guarantees required?
Procurement	For procurement contracts what is the procurement strategy e.g. is OJEU procurement required?
State aid	<ul style="list-style-type: none"> • How is the proposed intervention State aid compliant? • What State aid measure(s) e.g. block exemption, de minimis or Commission approved scheme apply? • Is it within the relevant aid intensity ceilings? • If it requires notification how will this be managed and what are the implications and risks for the project programme and costs?
Management Case	
Beneficiaries	Have the beneficiaries/users/area(s) of benefit been identified? Have any possible positive and negative impacts of the project upon them been considered? Does the project have equalities implications? If so do they positively or negatively (or are neutral) in terms of the beneficiaries or non beneficiaries?
Sustainable development	Have sustainable development opportunities been tested through options selection and project design/ objectives? Will the project have a positive impact on the environment, economy and/or social sustainability? Where any adverse consequences identified? How will these be managed/ mitigated?
Risk management	Are risks, constraints, dependencies identified, costed and managed?

Delivery	<ul style="list-style-type: none"> • Is it the right delivery body, with a record of delivering on time? • Does the delivery body have the capability (capacity and experience) to deliver the type and scale of project? • To deliver the project will a recognised project management process be used • with clearly defined contract and project roles and responsibilities? • Are the key project delivery dates, milestones, tasks and responsibilities clearly set out in a project delivery plan?
Monitoring plan	Is there a monitoring plan that covers: <ul style="list-style-type: none"> • the delivery arrangements, roles and responsibilities, • what is to be delivered by when, how • costs, funding and audit arrangements, • the reporting arrangements, • how changes to project costs, outputs, key dates and variations to the contract will be managed • risk and issues management plan & provision for contingencies
Evaluation plan	Is there an evaluation plan covering: <ul style="list-style-type: none"> • whether it is part of a programme or a standalone evaluation. • what type of evaluation, timing costs and resources? • how it will be disseminated • how the lessons learnt will be incorporated into future projects?