

Strategic Economic Plan – Intervention Programme

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The Strategic Economic Plan sets out the ambitions for economic growth of the Coast to Capital area, along with a range of investments and proposals for realising these ambitions, the shape of the proposed **Growth Deal** with Government and the **Local Growth Fund** investment that will be sought.

The draft plan sets out proposals for a six year programme of private and public sector investment of around £5 billion, which will create 42,000 new jobs, 28,000 homes and 445,000 sq metres of employment space. Government are being invited to invest around £550m of Local Growth Fund to support the programme. The draft SEP can be found [here](#).

A list of all the projects, investments, schemes and programmes included in the SEP for each area has now been finalised and agreed.

Detailed information now needs to be pulled together for each project/intervention on the agreed list such that it can be included within a draft Intervention Programme, which will be submitted to Government as part of the Strategic Economic Plan by end March 2014.

Please complete the following information for each project*. All projects should have the "two tests" applied to them by 14th February. Then, for those that pass BOTH tests, project information forms should be completed as soon as possible, but by 5th March at the latest.

Please see guidance at the end of this template for the Tests and the information form.

Project Name:

Banstead-Epsom&Ewell sustainable transport package

Project Lead/Contact:

Lyndon Mendes: Lyndon.Mendes@surreycc.gov.uk

Key Tests

Test 1: Can this project be started in the six year period from April 2015 to March 2021.

Yes

Test 2: Can you credibly show how this project will deliver (or indirectly with a credible link) jobs, additional housing and/or hectares/sqm of employment space.

Yes

If you have answered 'Yes' to both questions, please also complete the a Project Information form (attached)

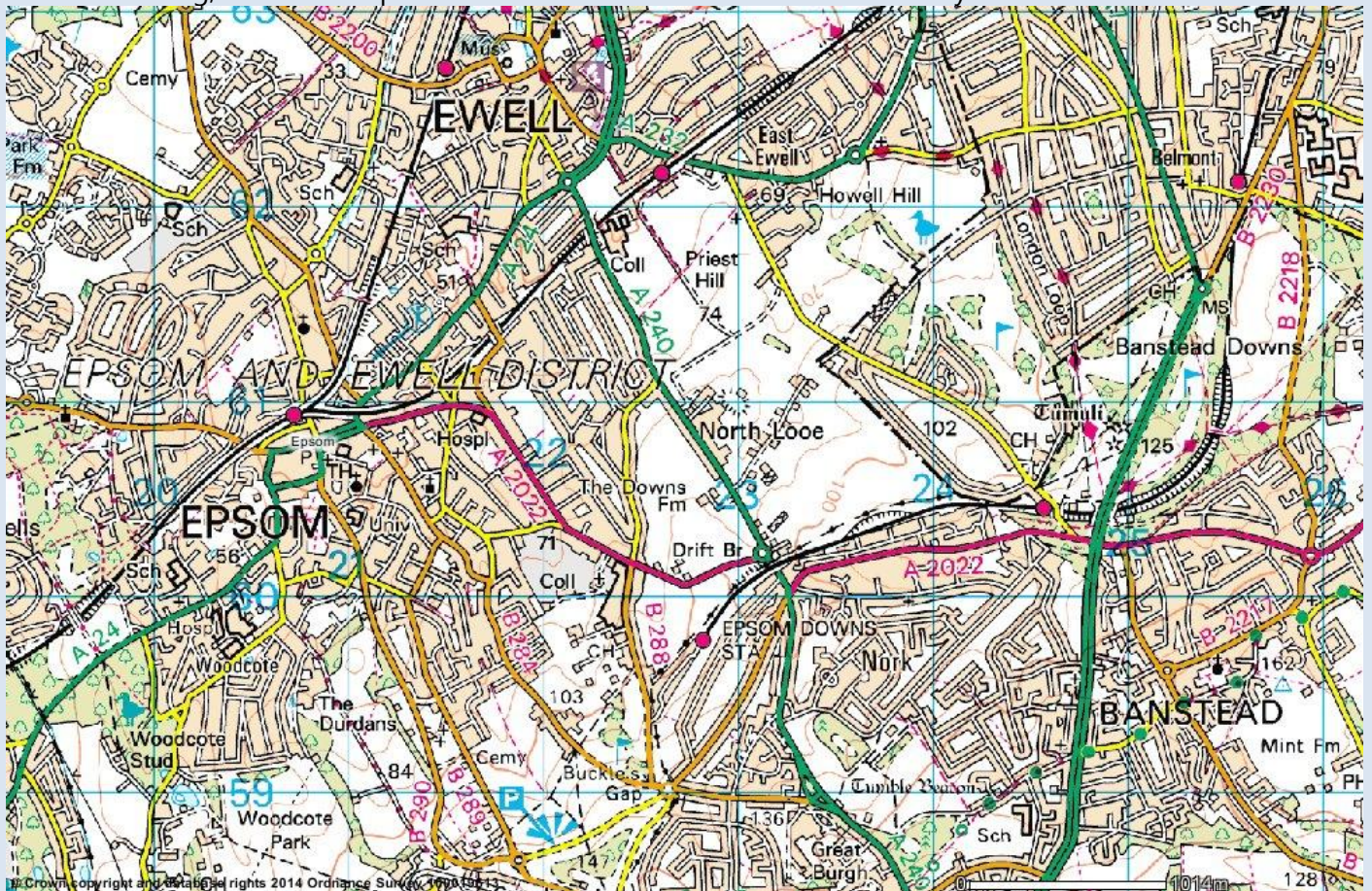
For those projects where the answer is 'No' to one or both questions, the project may still be referenced in the SEP as strategically important, but it will not form part of the first round Intervention Plan.

1. Project Description

Epsom and Ewell is an area well established to support economic growth. The borough contributed £1.3 billion GVA to Britain's economy in 2011. However, it is performing well below its potential. It is categorised as a Coast to Capital latent town.

Epsom and Kiln Lane Estate are categorised in C2C SEP as 'latent locations' for successful business growth.¹ It is also located on both the 'primary' and 'secondary' strategic growth corridors.² Its Longmead and Kiln Lane business parks are key enterprise assets for the Local Transport Body. NEScot and the University of the Creative Arts are key education assets.

This scalable scheme would facilitate sustainable travel between residential and employment areas in and around Banstead, Epsom and Ewell promoting links between these towns, including the Preston Regeneration Area in the borough of Reigate and Banstead, which is one of the most deprived wards in Surrey earmarked for up to 825 additional homes. Relief from congestion would be encouraged through a modal shift away from the private car. Improved public transport reliability and infrastructure will improve access to jobs and employment opportunities. Based upon our experience in Surrey's successful Large Bid for LSTF funding, we would expect this scheme to achieve a BCR comfortably above 2.



The scheme's links to SEP priorities can be summarised as:

Successful Growth Locations: - The scheme will tackle congestion and promote non car based travel, through an integrated transport package. This will reduce delays in the area and lessen the cost of congestion impact on the local economy, facilitating successful growth.

Attract investments from private sector: - The interventions around Epsom will improve the appeal of Epsom town centre as a place to do business. Epsom is a popular retail town and accessibility

¹ C2C Draft Strategic Economic Plan, December 2013. p36-38;

² C2C Draft Strategic Economic Plan, December 2013. p 42-43.

improvements and congestion reduction will help to maximise the attractiveness of the town centre for private investors, both for retail and office based companies.

Successful business community: - Greater links to higher education will be provided by this integrated transport package. It will facilitate links to Nescot and the University of the Creative Arts from residential areas such as Preston.

Improve access to opportunities: - The scheme will link the residential area of Preston to the employment opportunities available in Epsom and Banstead. Preston has been identified as a one of the most deprived wards in Surrey and greater transport links, particularly non car based travel will contribute to lowering unemployment and improving quality of life in this area.

Housing and infrastructure: -

This scheme will deliver infrastructure measures to support key housing developments within the wider Epsom and Ewell- Banstead area.

There is a plan for 800+ houses to be built as part of the regeneration of Preston. Though this housing development is in Reigate & Banstead, it will be enabled by the proposed intervention.

The Epsom and Ewell Core Strategy (2007) states a need to provide 3620 between 2006 and 2026. This equates to 181 homes per annum. The local plan identifies three strategic sites which are the former hospital sites -- West Park, St Ebbas and Horton B.

2. Proposed Intervention/Investment

The aim of the intervention is to connect residential areas to key economic and employment areas such as Epsom town centre, to facilitate new housing development and to encourage economic prosperity and increased employment, particularly in areas of deprivation, such as Preston.

The proposed intervention will encompass a variety of sustainable travel improvements between Banstead and Epsom.

- Improved public transport reliability and infrastructure
- Shared pedestrian and cycle routes
- Bus priority and corridor improvements
- Support Preston regeneration

A rationale for the scheme is evidenced by the scale of rail usage at Epsom and the provision of parking space at the station, the paucity of which contributes to congestion in the area.

Epsom is the 3rd busiest station in Surrey, with Southern Rail recording 3.6m entries/ exits in 2010/2011. Yet despite these numbers of commuters/ travellers, the station has only 25 parking spaces, in contrast with Woking [2nd busiest with 590 parking spaces] and Redhill [4th busiest with 367 parking spaces].³ Due to the limited parking spaces, commuters who need to park at the station, drive around the surrounding area, looking for parking spaces, thus adding to the congestion.

The proposed intervention will provide residents and commuters with a wider choice of transport modes.

3. Costs

Total Scheme Cost:- £4.37m

Anticipated LGF Contribution:- £3.8m

4. Outputs

The package will improve connectivity between railway stations and surrounding areas, linking residential areas with the employment areas of Epsom, Ewell and Banstead. The 2001 Census found that 3% of Epsom and Ewell Borough residents work in Reigate and Banstead and 4% of Reigate and Banstead residents work

³ Surrey Rail Strategy [draft], Dec 2012. Ove, Arup & Partners Ltd.

ITEM 8

in Epsom and Ewell. These are the second most common commuter routes within Surrey. Given the short geographical distance between Epsom and Ewell and Banstead, this is an opportunity for a significant modal shift which would improve accessibility for areas, including to:

- the relatively deprived housing growth area of Preston,
- to areas of employment and education such as Epsom Town Centre; Longmead and Nonsuch industrial estates and the Pitwood Park Industrial Estate in Tadworth.

With the proposed transport intervention, Epsom as one of C2C's latent location for business growth,⁴ has the potential to create the following number jobs and thereby contribute the proposed GVA to the economy. The potential jobs have derived from the utilisation of current vacant space in Epsom, using specific formulae for the type of office, industrial or retail space.⁵ In turn, the GVA has been computed using the 2011 ONS data published March 2014 for the average GVA contribution per person in employment in Surrey.⁶

Office Floor space: Epsom has 11,044 sqm of vacant office floor space,⁷ that can potentially provide 920 FTE jobs,⁸ generating an additional £47.2m GVA.⁹

Industrial Floor space: Epsom has 5,215sqm of vacant industrial floor space that can potentially provide 145 FTE jobs, generating an additional £7.4m GVA. [References given for above apply to these figures]

Retail Floor space: Epsom has 2,322sqm of vacant retail floor space that can potentially provide 122 FTE jobs, generating an additional £6.3m GVA. [References given for above apply to these figures]

Thus, the proposed scheme would facilitate the revitalisation of Epsom- Ewell, which based upon full utilisation of the currently vacant floor space could result in **1187 additional jobs**, contributing **an additional £60.9m GVA** to C2C's economy.

Construction jobs: The scheme would provide 24 construction related jobs¹⁰, contributing an additional £1.2 GVA.

Plan E Policy E3¹¹ states that the amount of retail growth in the town centre will be guided by the following:-

Convenience goods: there is capacity for an additional 2,466 sq m by 2026.

This is broken down into:

1,448 sq m by 2013

1,767 sq m by 2018 and

2,466 sq m by 2026.

Comparison goods: there is capacity for an additional 7,730 sq m by 2026.

This is broken down into:

⁴ C2C Draft Strategic economic Plan, Dec 2013; p36

⁵ Floorspace per employee Source: OffPAT/HCA and Driver Jonas Deloitte (2010) Employment Densities Guide, 2nd Edition, available at: www.homesandcommunities.co.uk/download-doc/6155/10397.

⁶ Source: Surrey Average GVA per head: <http://www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcm%3A77-352590>.

⁷ CoStar UK - Commercial Real Estate Information - Feb 2014 - www.costar.co.uk,

⁸ OffPAT/HCA and Driver Jonas Deloitte (2010) Employment Densities Guide, 2nd Edition, available at: www.homesandcommunities.co.uk/download-doc/6155/10397.

⁹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/271502/Sub-national_and_business_performance_data_table_2.xls

¹⁰ <https://www.gov.uk/government/news/nearly-10000-jobs-supported-by-road-investment-in-2014>

¹¹ <http://www.epsomewell.gov.uk/EEBC/Planning/Planning+Policies/Local+Development+Framework/Epsom+Town+Centre+Area+Action+Plan.htm>

1,676 sq m by 2018 and
7,730 sq m by 2026.

This package will create vibrant and viable places. It will increase accessibility between residential areas and places of employment; Preston is primarily residential, while Epsom and Banstead offer significant scope for employment. Preston is a residential area outside of Tadworth and has been identified as the most deprived ward within the borough of Reigate and Banstead. The regeneration proposals include the construction of a village centre as well as a community hub and up to 800 additional homes. The pedestrian access, cycle routes and public transport are included in this process to increase the accessibility of residents to surrounding areas. The package will link Preston to areas of employment, which will increase job opportunities for residents living in this area. The scheme will support the initiatives to regenerate and provide additional housing for Preston.

The package will relieve congestion through promotion and facilitation of alternative modes of travel. Shared pedestrian and cycle routes will give commuters the choice to travel by bicycle or by foot on improved pedestrian routes. Public transport improvements will facilitate a modal shift and encourage travellers not to travel by private car. It includes bus priority and corridor improvements throughout the transport package area. By influencing people's behaviour, a greater proportion of shorter trips will be undertaken by walking and cycling thereby enhancing journey time reliability and easing congestion. Improvements to bus corridors and services will be delivered through improving bus infrastructure and providing facilities in locations where existing infrastructure/services are considered poor. The Preston Regeneration Area is located approximately 2-3 miles equidistant from Epsom and Reigate and currently has a poor level of rail connectivity.

Congestion on local roads is an issue for Preston residents particularly where additional housing is planned. The package will enable travel across the two boroughs and importantly will facilitate access to employment opportunities and will generally support the plans for housing growth and regeneration in the Preston area.

Plan E Policy E2¹² identifies that Epsom has the capacity to deliver at least 635 new residential units within the Town Centre during the period between 2010 and 2026. The Borough Council's Local Plan Annual Monitoring Report (AMR) monitors the performance of the key Local Plan Policies, including housing delivery. The data contained within recent AMRs suggests that there is potential capacity for more housing to come forward within the Town Centre in the form of windfall sites. Examples of this source of supply include time-expired office accommodation located above high street shops. The re-use of such sites for housing is supported through Plan E Policy E5, which provides some flexibility for such sites to come forward where they are demonstrated as being surplus, or no longer fit for purpose.

There will be improved sustainable travel corridors between Epsom and Ewell and Banstead with neighbouring London boroughs of Kingston and Sutton.

Based upon our experience in Surrey's successful Large Bid for LSTF funding, we would expect this scheme to achieve a BCR comfortably above 2.

5. Additionality

Failure to deliver this intervention would represent a lost opportunity to promote sustainable transport in the area as well as to link up employment centres with residential areas of deprivation encouraging increased employment.

Epsom is currently a 'latent town' and does not reach its economic potential. Without improved transport

¹²<http://www.epsom-ewell.gov.uk/EEBC/Planning/Planning+Policies/Local+Development+Framework/Epsom+Town+Centre+Area+Action+Plan.htm>
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ITEM 8

links the town centre will not reach is potential of a vibrant retail and employment centre. It is of economic importance to improve and promote Epsom as an economic centre.

This intervention will link up the potential workforce across two boroughs [Epsom & Ewell and Reigate & Banstead, enabling a wider pool of employment opportunities as well as a richer potential workforce for employers. Without this intervention some residents will be limited to employment opportunities within a smaller area, possibly stifling growth and opportunity.

The planned for growth and regeneration of Epsom Town Centre during the period between 2011 until 2026 is set out in [Plan E Epsom Town Centre Area Action](#) (April 2011). This development plan document includes policies that set out the quantum of housing, retail and employment development planned for the Town Centre during this period. It also contains site specific policies that allocate the scale of different uses to sites across the Town Centre.

Although some of the development set out within Plan E (for example, the redevelopment of Epsom Station) has already come forward, it must be emphasised that the successful delivery of Plan E is predicated on the implementation of the highway improvements also contained within that document. These are the same improvements that are the subject of one of the Major Scheme submissions.

Plan E Policy E2 identifies that the Town Centre has the capacity to deliver at least 635 new residential units and 10,196 sq m of retail floor space growth during the period between 2010 and 2026 which would benefit from the proposed intervention.

Plan E Policy E3 identifies the Town Centre as maintaining its position in the wider sub-regional as a secondary regional centre, with its offer reflecting that of quality retail market town. The proposed highway improvements will ensure that this objective will be achieved.

It is expected that the following sites in the area could be taken forward for intensification:-

Utilities Site

East Street North Frontage

East Street South Frontage

Wilson's site

Nonsuch Industrial Estate

Dagenham Motors site

Kings Church Site

Longmead Depot

Surrey Waste Management

Howdens Trading Estate

Intensification of these sites could deliver between 51,046- 116,992 sqm of additional floorspace, equating to between 5,369-11,391 additional full time jobs in the area.

Although Ewell Village Centre has no site specific development allocation, the Local Plan does identify its Local Centre Boundary, within which a mix of appropriate town/ local centre uses will be encouraged and delivered. These typically comprise a mix of retail, commercial, community and higher density residential developments. The Village's Local Centre Boundary was recently the subject of public consultation under the aegis of the [Other Sites Consultation Paper](#).

6. Match funding & leverage

Surrey will commit to providing 20% contribution for each scheme. For some schemes, this may be greater, depending on the scale of S106 developer contribution. Surrey's cost of preparing each scheme [ranging from 10% - 15% of the total scheme costs] will form part of the 20% or more contribution towards the costs.

7. Timescales

The scheme is currently in the mid stages of feasibility assessment, with consultation on possible design options being undertaken with local Councillors.

Start date:- 2016/17

End date:-2017/18

Key Milestones:-

- Scheme identification
- Identification and assessment of options
- Economics & modelling
- Business case submission
- LEP funding decision (provisional)
- Detailed design & consultation
- Procurement
- Final LEP decision
- Construction
- Monitoring & evaluation

8. Dependencies

The project is not reliant on other schemes taking place, however local contribution funding may be dependent on development coming forward in Epsom and Ewell and Reigate and Banstead.

There is known public acceptance of the scheme proposals which have been included in Surrey's development plans.

9. Evidence

Evidence in support of the scheme can be found in the following documents:

[Cycle Woking End of Programme Report](#) July 2008 – March 2011 (June 2011). Summarises the achievements of the Cycle Woking project, part of the National Cycling Towns initiative, and reports an increase in both cycling and walking over the period of the initiative (more details in Box 10 Options Considered below).

[The Effects of Smarter Choice Programmes in the Sustainable Travel Towns: Summary Report to the Department for Transport](#) February 2010. The report provides an overview of the effects of the Sustainable Travel Towns initiative implemented between 2004 and 2008, the findings of which support the case for implementing sustainable travel packages. See Box 10 Options Considered below for more detail.

The overall context for this package is provided by the [Surrey Transport Plan](#) - LTP3 2011

[Epsom and Ewell LDF Core Strategy](#) 2007.

“Maintaining the vitality and attractiveness of the town centre is key to delivering sustainable development and to maintaining and improving the quality of life of the Borough’s residents.”

“Traffic congestion is a key concern amongst residents, and is reflected by its inclusion as a key priority area in the Community Strategy Action Plan. Traffic congestion costs Surrey’s businesses hundreds of millions of pounds each year, with other detrimental economic, environmental and social consequences.”

Further supporting evidence is provided in [Epsom Town Centre, Area Action Plan](#) ‘Plan E’ April 2011. Objective 9 (page 11) states “Make alternatives to the private motor car such as cycling and public transport more attractive (e.g. through improving accessibility and convenience)”

[Epsom & Ewell District-Wide Local Plan](#) May 2000

“The Borough Council considers that further removal of motor traffic from Epsom High Street and other

shopping areas in the Borough would enhance the environment significantly, reduce vehicle-pedestrian conflict, add greatly to the attractiveness of the centres to visitors and aid economic development.” Pg 196.

[Reigate and Banstead Local Plan 2005](#),

“Policy Mo 13-The Borough and County Councils will seek to improve conditions for cyclists by identifying potential segregated routes and facilities to meet their needs in highway and traffic management schemes”

[Reigate and Banstead Core Strategy Pre-Adoption Version February 2014](#) (adoption expected April 2014), pg 42

“Regeneration: Preston is the focus for regeneration in this area. As a designated regeneration area, a variety of social, economic and environmental improvements will be made. Working with Raven Housing Trust and Surrey County Council, an estimated 330 housing units will be delivered by 2022, along with improved community and leisure facilities, enhancements to the public realm and improved accessibility.”

[National Planning Policy Framework \(NPPF\)](#) promotes a sustainable approach to planning and future development across the country. It states that priority and encouragement should be given to walking, cycling and public transport which is exactly what this sustainable package aims to achieve.

[EU Urban mobility package](#) highlights the importance of road safety as political priority and crucial aspect of a high quality urban mobility system. It suggests investments in safer infrastructures to overcome this challenge.

As the proposed scheme/ intervention is still in early stages of feasibility/ design, modelling of the impact of the scheme is still being prepared. As such, it not possible to give any specific details of the scale of impact. However, inferences of the impact and benefit of the scheme can be drawn from the following context, regarding the scale of congestion in Surrey.

With its proximity to London, Heathrow and Gatwick, Surrey experiences considerable congestion on its road network, resulting in unreliable journey time. The cost of congestion in Surrey [in 2008/9] had been estimated to cost Britain’s economy around £550m per year.¹³ Less than 4% of the road network in Surrey is managed by the Highways Agency. Thus, the cost of congestion on roads managed by Surrey CC was approximately £528m per year [96%]. Extrapolating to 2014 and taking account of population growth,¹⁴ these numbers would be higher. It therefore follows that any reduction in congestion and improvements in journey time reliability can result in sizeable savings to the economy.

10. Options Considered

The scheme is currently in the mid stages of feasibility assessment, with consultation on possible design options being undertaken with local Councillors.

The case for sustainable transport packages – bid for across a number of towns in Surrey – is based on the national evidence of initiatives such as the Cycling Demonstration Towns, and the Sustainable Travel Towns (originally Darlington, Peterborough and Worcester). Options considered for implementation as part of the sustainable transport packages are therefore based on the [Summary Report](#) for the Effects of Smarter Choice Programmes in Sustainable Travel Towns (2010), which reports some key findings which support the case for sustainable travel packages:

¹³ Transport Statistics for Surrey: Movement Monitoring Report 2008/9; Surrey Future: Congestion Programme [draft], March 2013. <http://www.surreycc.gov.uk/environment-housing-and-planning/development-in-surrey/surrey-future/congestion-programme>

¹⁴ Population in Surrey is predicted to grow by 9% over the next 20 years. Oxford Econometrics, 2010.

Car travel: Car driver trips per resident of the three towns taken together fell by 9% between 2004 and 2008, whilst car driver distance per resident fell by 5%~7% (p.24)

Bus travel: In two of the pilot towns, bus use is reported to have grown substantially, in contrast to a national decline of bus trips in similar sized towns nationally (p.28)

Cycling: cycle trips per resident of the three towns taken together increased by 26~30%, whereas, according to the National Travel Survey, there was a national decline of cycle trips in medium-sized towns over an approximately similar period (p.30)

Walking: According to the household travel survey data, between 2004 and 2008, walk trips per resident of the three towns taken together increased by 10%~13%, whereas, according to the National Travel Survey, there was a national decline in walk trips in medium-sized towns of at least 9% over an approximately similar period (p.33)

At a local level, SCC has experience of working in partnership to deliver the Cycle Woking project which saw Woking become one of 11 towns/cities nationally to be granted Cycling Town status for three years from 2008, as part of the Cycling Town initiative. Within the Cycling Town period, [Cycle Woking](#) delivered: improvements and extensions to the Woking Cycle Network; 12.9km of widening and resurfacing works along the Basingstoke Canal towpath; increased cycle parking at all stations across Woking borough, local shopping area and community facilities; 60% increase in dedicated cycle facilities.

The results of the Cycle Woking project were encouraging and supports the case for rolling out other cycling initiatives across the wider area, including in towns such as Epsom: the [Cycle Woking End of Programme Report](#) (p.6) revealed that the completion of the Basingstoke Canal towpath lead to a dramatic increase in both cycling (75%-213%) and walking (89%), as the quality of routes and their appeal have improved.

Since the Cycle Towns and Sustainable Travel Towns initiatives, Surrey's successful bid to the DfT for funding through the LSTF resulted in over £18m being secured to deliver sustainable travel infrastructure and travel marketing and promotion through Surrey's Travel SMART initiative. Development of a sustainable travel package in Dorking will be based on this extensive experience.

Notes:

***Project:** Please complete one form per **Project** (i.e. the activity/set of activities that will deliver the outputs) – a single project may have a series of proposed interventions/investments.

Test 1: The level of certainty must be high – well over 51%. If the answer is no – then it comes out of the LGF and Growth Deal proposal, but it might still be strategically important and remain in the SEP narrative.

Test 2: This should be housing, jobs, employment space that **would not happen** in the absence of the intervention. Other benefits and impacts are of interest, but only after one of these three have been satisfied.

Project Information Sheet

Project Description: provide an outline description of the project's aims and objectives, including link to SEP priorities. Include information about the barriers

Proposed Intervention/Investment: provide details about the 'ask' highlighting any related/dependent projects (i.e. one 'intervention' may relate to more than one project).

Costs: include information about the cost of project as a whole and also anticipated costs associated with the proposed interventions/investments if applicable. Costs must be 'firmed up' wherever possible, particularly for those projects which are due to start within the first three years. Where possible, please complete the table in Annex 1.

Outputs: provide quantified information about the impact in terms of jobs, additional housing, amount of employment space/land, plus a summary of other direct or indirect impacts/benefits. Set out clearly the

ITEM 8

outputs associated with both the intervention/investment and the wider project as a whole. **You must show how the project will lead directly or indirectly to the outputs.**

Additionality: outline what the Local Growth Fund/Strategic Economic Plan would unlock which would not have happened in its absence.

Match funding & leverage: outline who else is investing in the project – both public and private sector. Provide named organisations for those projects proposed for the early part of the programme, along with specified amounts of money. Please make clear the source of any proposed funding. If it is through developer contributions, please show 106 and CIL separately.

Be clear about the “*zoom level*” – ie the flood defences at Shoreham are part of a wider harbour and airport project – that is the right zoom level, so the investment in housing which is unlocked by the flood defences counts as leverage, not just the cost of the civil engineering of the defences themselves.

For the revenue projects like business support or business finance, ‘people’ costs and similar are acceptable as long as they are dedicated to that project and have a clear costs to some organisation. General staffing will not be sufficient. So, for example, a person employed to deliver supply chain benefits in the Sussex Energy Saving Programme clearly has a cost to someone and should be treated as match funding.

Government are looking for a ratio 1:5 and above (preferably closer to 1:10) but this needs to be judge at the right zoom level and at least in the main, relate to specific projects. It is not anticipated that a “whole SEP” leverage figure will be acceptable.

Dates: outline when this project will start, how long it is expected to take and what the key milestones are. For those projects that are expected to start in the first three years, a more detailed programme is required.

Dependencies: please explain if this project is related to and/or dependent on other things happening/being started/being completed.

Evidence: please provide an outline of what evidence you have to support the need for this project and/or for the impact it will have. This might include Transport Plans, feasibility studies, local plan evidence, strategic studies, Strategic land assessments, route based studies, option analysis, research reports, customer/citizen/business surveys, evaluation studies, national evidence. Where possible, please provide links to key documents.

Options: outline what other options were considered and explain why this option was chosen.

Annex 1: Spending & Funding Profile

Project Spend and Funding Profile	2015/16 £	2016/17 £	2017/18 £	2018/201 9 £	2019/202 0 £	2020/202 1 £	Beyond	Total £
Intervention/Investment cost (Local Growth Fund)		£1.84m	£1.7m					£3.54m
Local Authority Contributions		£0.46m	£0.37m					£0.83m
Other Public Sector Contributions								
Private Sector Contributions								
Total Project Cost		£2.3m	£2.07m					£4.37m

Notes:

Where a project is dependent on more than one SEP Intervention/Investment, please add a line for each one in the above table.
Add a line in the above table for each separate funding contribution and clearly identify the source

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