

FRIENDS OF BODDINGTON

Report to the Parish Council – 07/03//2018

Following the report to the Parish Council on February 7th. 2018, the HS2 Northants Liaison Group on February 9th. 2018, the monthly FOB meeting on February 15th. 2018 and subsequent meetings, I am pleased to report the following information.

HS2 Northants Liaison Group

I attended the meeting of HS2 Northants Liaison Group on February 9th. 2018 (rescheduled Groundwork meeting) – Malcom Stewart accompanied me.

HS2 website – Tommy Gilchrist, Andrea Leadsom’s Office, has had some discussions regarding the plans for the website with HS2 Ltd but has not seen anything as yet. Final design is expected soon.

There will be a commonplace website for the local area which will be similar to the one that is already operational for Camden:

<https://hs2ineuston.commonplace.is/>

Action – HS2 Ltd to give an update on where website design is at the next HS2 Liaison Meeting and a walk through of the Commonplace website for South Northants at a future meeting when it has gone live

Planning Forum was given a very early presentation on common design for bridges and a working party is being set up from a number of the local authorities along the route. A further update will be given at a future meeting.

Community and Environment Fund and Business Funds

Virginia and Phillipa from Groundwork gave a presentation.

- There is £40 million between the two schemes which will be available over 11 years (i.e. throughout construction period) Central area £15 million and £10 million unallocated for cross boundary projects.
- To apply, organisations have to be constituted, can be mixture of capital and revenue. Need freehold or leasehold for the land.
- Match funding –for projects up to £75,000 have to provide 25% match, however there is no requirement for parish councils. Strategic projects require 10% match funding – cannot use other HS2 funding as match-funding.
- The best applications will demonstrate:

- Evidence of need – how the community disrupted and evidence that local people have been involved
- Evidence that it is supported/other stakeholders support it
- Details of planning, contingency, risks, and what activities will happen
- Demonstrate how the applicant will know/monitor whether the project has been a success
- Disruption – Provide evidence that there will be disruption to the community and report how people are reacting to the forecast of disruption.
- Sustainability and legacy – The project must have a lasting benefit to the community. Groundwork want projects that could be replicated or taken further, to other affected areas, i.e. Phase 1 and Phase 2 of HS2. Evidence must be provided to back this up.
- Value for money – priority will be given to projects within a 1km from the centre of the track, but those further away are welcome to submit a funding bid
- Projects do not have to solve a problem – it can be to give something back to the community, new play area for example.
- BLEF can be used for local economic centres and be capital or revenue. £10k to £75k, might test ideas. Larger £75 to £1m projects to have a longer term impact. Local public realm, access, local events, Christmas markets etc. Application needs to include details of how the economy is disrupted in the area and details of the legacy for the economy of the project.
- £245k has already been awarded, £746k is in pipeline.

The key points raised as a result of the presentation and discussion were as follows:

Project idea to apply for funding for a bus service to provide transport between local villages and Brackley where there will be a new hospital facility. Would this be eligible for funding through CEF?

There are a number of eligibility criteria that may need to be considered in relation to this project idea. CEF cannot pay for the purchase of minibuses or vehicles, however will allow reasonable vehicle hire costs on a project by project basis if it is integral to the delivery of the project. In addition, any funding provided through the Community and Environment Fund should not act as a replacement for government funds where there is a statutory obligation to deliver a service or activity. Any service provided would need to be above and beyond any required statutory provision.

Each application is assessed on its own merits and against how well it meets the four programme criteria of need, planning, disruption and sustainability/ legacy. Further information on these criteria can be found in the CEF guidance document

<https://www.groundwork.org.uk/Sites/hs2funds/pages/community-application-noteshs2> Revenue projects can be funded for a maximum of 3 years.

Community Transport Association UK provide information, advice and support about community transport initiatives <http://www.ctauk.org/>

An organisation is currently in negotiation with HS2 over mitigation funding. Can they apply to CEF for funding for the same project at the same time and withdraw if they are successful in securing the mitigation funding. Or do they need to wait for the outcome of the mitigation negotiations?

CEF funding is additional to the comprehensive mitigation outlined in the Act and Phase One Environmental Statement to address the environmental impacts of Phase One. Funding from the Community and Environment Fund cannot be used towards costs or projects that are already being covered through other mitigation schemes, compensatory mechanisms or specific funding related to Phase One. CEF awards will be made after Additional Mitigation packages, as committed through the petitioning process, have been confirmed in Local Authority areas to avoid any duplication. Therefore the organisation should resolve the outcome of the mitigation negotiations before applying to CEF. If they would like to apply for funding for a separate project unrelated to the mitigation negotiations, that application can be submitted at any time.

Can CEF pay for fees required to set up a partnership agreement in the same way that it can fund costs towards securing a lease?

Some organisations may decide to work together and adopt a joint approach; however, any application to CEF must be made by an organisation which has a legal entity. So one organisation in the partnership needs to be nominated as the lead organisation and make the application. That organisation will be legally accountable for managing the grant and reporting back on project delivery, including the management of any workers funded by the project, and for ensuring that the project

achieves its stated outcomes. Any partnership/consortium based application will be asked to submit a partnership agreement that has been signed by all parties if they are successful with their funding

application. A contribution of up to £1,000 towards legal fees for the development of a partnership agreement can be included in the project budget.

Would funding for a community owned library be eligible?

Yes, if the provision is above and beyond statutory provision.

The programme is for 11 years. How has that money been programmed?

Groundwork report monthly on area spend. There is not a target for yearly spend. Expected that once construction starts, applications will rise. The projects that have been awarded already are available on the website, these give a good idea of the type of projects that have been awarded.

<https://www.groundwork.org.uk/Sites/hs2funds/pages/hs2-community-and-business-funds-project-map>

There is only £15million for the central area how many communities will this fund, it seems a low amount.

The fund is looking to fund high quality applications. Any communities within the area specified are eligible to apply.

Can the same community apply for CEF and BLEF?

Yes.

How many times can a community apply for a grant?

There is no limit – it may be that the Parish Council, School, pre-school etc. in the same community can all apply for different projects.

If a community wants to pursue a new cycle route and looks like it can be applied for a CEF/BLEF/Road safety how do you prioritise which fund to apply for?

This would appear to fit best with a road safety application. This should be investigated first.

Cllr Rosie Herring stated she would send through details of cycle route to be put forward for Road Safety Fund to NCC

Action – NCC to circulate possible Road Safety Fund projects identified and to provide further detail on what schemes would be eligible (street lighting was raised as a particular example by Friends of Boddington)

What about religious building applications?

I asked this question as Christine Copeman of Boddington Church raised the issue with me regarding a CEF grant for the fabric of the church. Groundwork confirmed that this type of application does not qualify as a wider community benefit needs to be demonstrated in any application for projects associated with religious buildings.

Andrea Leadsom asked the group whether they would be interested in becoming a partnership body, particularly in respect of a local community bus service Brackley centric. There was no strong view from the group that this was something that they wished to pursue at this time. Malcolm and myself voted against the proposition as there was no perceived benefit to the Boddington community.

HS2 Road Safety Fund: I explained to the group the necessity for Boddington to be included in the Fund with the addition of street lighting. I involved Ian Morris in agreeing to our need. I was disappointed to be told that despite the meeting Dennis Burton and myself had with Stephen Barber, SNC Highways, our application to the fund had not then been received.

Esme Cushing, NCC notes and Transport and Highways, advised I should formally write to her to include our application in the fund.

Note: Further information regarding the Road Safety Fund is included later in this report.

The date of the next HS2 Northants Liaison is March 9th. and will be attended by Julie King HS2 Commercial Engagement Director who I have been in correspondence with regarding Fir Tree

Nursery site, EK (Main Works Contractor) and Fusion (to update on design of Chipping Warden Relief Road/A361/Welsh Road/B4525/Dump Road).

Friends of Boddington meeting, February 15th.

Nisha Meyer, Chris James and Lorraine Kelly were guests at the meeting.

Nisha Meyer, Community Engagement Manager C3 HS2 Ltd, has taken over from Lydia. Nisha, along with her manager Luke Nipen, will be the prime point of contact for all issues arising from the construction of HS2.

Kier and Eiffage form 50/50 joint venture for HS2 contracts following Carillion collapse. The two remaining members of HS2's CEK joint venture are to move forward as a 50/50 partnership to deliver two of the seven construction contracts for the London to Birmingham line.

Kier and Eiffage have been in discussions with the government since it emerged that Carillion – the C in CEK – had entered compulsory liquidation. The announcement provides some assurance that work will be able to progress as planned on the project.

Haydn Mursell, chief executive of Kier, said: “We have been working collaboratively with our clients and are pleased to have reached agreement with government. “We have been able to take action quickly and reassure the project teams that they continue to play an important role in the delivery of these contracts.” Transport Secretary Chris Grayling said: “This announcement demonstrates the strength and purpose of the joint venture contracts agreed on HS2 works and the smart motorways programme. These have enabled Kier and Eiffage to step in as planned and guarantee continued employment, apprenticeships and the seamless delivery of these vital projects.

“HS2 and Highways England carried out at the point of award, additional due diligence to ensure, even without Carillion, these projects would continue. Both Highways England and HS2 will, of course, continue to monitor the situation.”

Mark Thurston, chief executive of HS2 Ltd, said: “We welcome this decision by the remaining JV partners. Through this difficult time the team has continued to deliver and we're grateful for their ongoing hard work and dedication. No time delays or costs implication have come about as a result

of the events of this week, underlining the strength of the joint venture approach taken by HS2 in procuring its partners.”

Chris James, Community Engagement Manager of Kier and Eiffage, has taken over from Martin Gallimore formally of CEK. Chris James stated in his presentation that:

The demise of Carillion will have no impact on the HS2 construction schedule as previous stress tests by central Government had shown the remaining two remaining contractors had capacity to pick up the Carillion work. Kier and Eiffage (a very large French company) will be dealing with the stretch from south of Aylesbury to Birmingham. The team is currently 150 strong based in Birmingham and are responsible for developmental design, methodology, landscaping and price for the main works.

HS2 construction in our section of C3 is expected to start in March/April 2019 and will continue until 2022. This will provide for the construction of the trace, cuttings, tunnels and embankments but not the track laying and the installation of railway infrastructure. This will be installed from 2022-2026.

This means that, from our point of view, the main disruption should be over by 2022 as laying of the track will take place along the trace. When questioned if it was at that point (2022) the land surplus to requirements of HS2 would be offered back to the landowners or sold. Chris thought that this might be the case.

Chris James stressed that the aim of Kier Eiffage was to be as reasonable as possible to maintain good relations with the local community. Issues such as footpath reinstating would be carefully considered.

The HEAVE Test

Chris James explained that the HEAVE test cutting which will be north of Wormleighton (maps will be sent to FOB asap). The HEAVE test will be only one to be carried out on the total HS2 route from London to Birmingham.

An access road to the HEAVE site will begin construction from May 2018 and the test cutting to a depth of 12m is planned be completed by October 2018.

FOB group, as a whole, expressed serious concerns regarding Banbury Road Lower Boddington being the access route to the site planned for construction lorries with a projected 20-30 lorries in each direction per day. Construction lorries will be using the A361 as access to the local road system through Aston le Walls, Lower Boddington to Wormleighton.

FOB was concerned that:

- The bridge capacity west of Aston le Walls had been evaluated. Chris James was assured engineers had evaluated it
- There were potential bottlenecks/pinchpoints at:
 - Wardington,
 - Chipping Warden
 - Through Aston le Walls past Washbrook Farm Equestrian Centre
 - Parking issues outside Millers Close
- Local issues:
 - Daily movement of horses and horseboxes at the equestrian centre - Washbrook Farm
 - The school bus service on the Boddington Road where the school children have minimum street lighting and wait for the bus on the footpath.
 - At harvest time with many large farm vehicles on the road constantly
 - Equestrian competitions at Washbrook Farm with the increase traffic movement.

Chris James agreed that the technical team needed to be aware of these areas of concern, and requested FOB to send map as a priority to Nisha Meyer with the problem areas highlighted. The map was despatched to Nisha Meyer on February 22th.

Chris James also agreed to feed back to the logistics specialists the serious concerns raised regarding the access routes. He suggested that a one-way system might be considered. He also offered to bring logistics specialists to one of FOB meetings. This was welcomed.

When questioned if a previously proposed presentation by HS2 and Eiffage Kier to the parish would still take place in The Village Hall, Chris James stated that HS2 and Eiffage Kier would be happy to stage a presentation.

NOTE: The presentation hosted by FOB is scheduled for Wednesday 11th. April 2018 at 19.00 in the main hall of the Village Hall. All residents of the Boddington Parish will be invited to attend the event.

Introduction by Lorraine Kelly – FUSION

Three of Europe's leading infrastructure companies, Morgan Sindall, BAM, and Ferrovial form the joint venture for HS2: Fusion. The joint venture has formed primarily to bid for contracts on the HS2 high speed rail scheme including enabling works, surface route, viaducts, tunnels, and stations. Fusion combines each company's expertise in design, construction and innovation in a collaboration that is uniquely equipped to deliver the complex infrastructure and community solutions required for HS2.

The Fusion partners have a hugely impressive track record, which includes the delivery of high speed rail in Spain, UK (HS1), Holland and Belgium, as well as the maintenance of significant elements of the Spanish and Dutch high speed network. Fusion has established its headquarters in Birmingham and are committed to realising HS2's potential in harmony with the communities along the route, and in collaboration with the many other organisations that will form the HS2 team.

Lorraine Kelly is the Community Engagement Manager for FUSION. She stated that they were currently working on the mitigation sites at Fox Culvert, Radbourne, Culworth and badger sets, bat boxes, newts etc were being dealt with but nothing in our area. However, a pond being constructed on the Priors Hardwick road for newts.

FOB expressed concern, despite assurances that contractors would work with locals, that a Boddington resident has suffered some “heavy handedness”. Nisha agreed to discuss the issue with Luke Nipen.

Lorraine Kelly discussed the construction of the Chipping Warden relief road – Fusion will be carrying out ground surveys and bore hole drilling, starting in the summer 2018, which will involve lane closures of A361. The impact of Fusions work should be minimal.

HS2 Road Safety Fund

I raised the issue of funding allocation from SNDC for the HS2 Road Safety Fund where Boddington parish seem to be in danger of missing out despite bearing the brunt of the construction traffic movement and that Lower Boddington is probably the one of the most effected village in our section, C3. Chris James said he would be happy to help raise the traffic movement profile of Boddington.

As previously stated in this report at the HS2 liaison Group meeting on February 9th., Esme Cushing confirmed that SNDC have been allocated £1.65m from the HS2 Road Safety Fund and will decide its allocation. FOB has concerns as to how this money will be allocated particularly as the discussion at the meeting was “very Brackley focused”. This focus was spearheaded by Andrea Leadsom.

When I realised that despite the meeting with Steven Barber of NCC Highways, the Boddington PC application to be included in the HS2 Road Safety Fund wasn’t listed, I was concerned that we are being overlooked. As requested by Esme Cushing a formal letter stating our intent and to include street lighting, was sent to her on February 21th.

The letter is included as an addendum to the end of this report.

SEE ADDENDUM – ITEM

Please Note: These discussions at the HS2 Liaison meeting took place before FOB were aware of the HEAVE test and the proposed daily forecast of 20-30 construction lorries a day on the Banbury

Road, Lower Boddington starting in May 2018. **It is now a matter of urgency that the PC address the installation of speed restrictions and parking issues on the Banbury Road.**

Following my discussions with Esme Cushing regarding our application to include streetlighting, she has emailed confirming that she has asked HS2 Ltd whether street lighting comes under the road safety fund. On Monday 26th, I received an email with a letter attached confirming the street lighting can be included in the application.

A victory for FOB

SEE ADDENDUM ITEM 1B

CEF application

The CEF fund has been created to add benefit over and above committed mitigation and statutory compensation to communities along the route that are demonstrably disrupted by the construction of Phase One of HS2 from London to West Midlands.

There are two types of CEF grant:

CEF Local up to £75,000 and will focus on quality of life and environment in individual communities. There are two levels;

£10k and below a low level approval is needed;

Up to £75k a stricter assessment procedure;

CEF Strategic from £75,000 up to a maximum £1 million and will focus on large projects across several communities and address strategic rather than purely local concerns. Projects may cross a number of local authority areas. Bids that can be replicated in other areas are preferred. Grant bids have two levels, up to £250,000 and up to a maximum £1,000,000.

Groundwork promote the CEF, work with bidders to develop applications, and monitor the progress of projects. For decisions on grant awards under £75,000, Groundwork assesses bids against the published criteria.

For decisions on grant awards above £75,000, Groundwork passes applications to an independent panel appointed by HS2 Limited. This panel makes recommendations to the Secretary of State and the Department of Transport.

Wherever possible, the CEF fund aims to leave a sustainable legacy.

Note; Groundwork want to assure potential applicants that rigorous management of the funding available will ensure that money is available throughout the construction of Phase One, and there will be no advantages of submitting early or disadvantages of submitting them later during the construction period.

The 2018 independent panel dates for 2018 for CEF applications are confirmed as:

Thursday 15th. March

Wednesday 20th. June

Thursday 13th. September

Thursday 6th, December

FOR FURTHER INFORMATION ON CEF – ADDENDUM - ITEM 2

CEF FUND INFORMATION PROVIDED BY GROUNDWORK:

I attended a meeting of the Boddington CEF Working Group on Tuesday 20th February and, after analysing all the information on CEF and discussions with Groundwork, and recommended that:

- **A CEF application up to £75,000 be submitted before Thursday 15th March.**

Parish Plan

FOB wish to thank the PC for providing a copy of the Parish Plan. This will be very advantageous in future discussions and as a reference document to help deliver the wishes of residents of the parish.

FOB continues to work for the wellbeing of every resident of the Boddington parish.

Philip Freer

Chairman, Friends of Boddington

ADDENDUM:

ITEM 1:

Letter to Esme Cushing:

Re: HS2 Road Safety Fund

I was present at the meeting of the HS2 liaison group on 9th February when the HS2 Road Fund of £1.65m funding for our section was discussed. I understand that this fund is now held by SNC who will decide the allocation. Boddington Parish was not listed in the application for funding. This letter is to register our urgent need for this parish to be included in the deliberations.

I had an onsite meeting with Steven Barber (SNC Highways) and Dennis Burton regarding the Road Safety Fund on January 8 January 2018 We inspected and discussed traffic calming possibilities, for example the installation of rumble strips and two-sided flashing signs with speed displays, on the Banbury Road, Lower Boddington and the Warwick Road, Upper Boddington. Parking issues were highlighted on the Banbury Road including the section along Millers Close.

On Hill Road, Lower Boddington, the possibility of moving the 30 mph sign to beyond the corner for safety reasons was proposed. Steven Barber expressed his concern regarding the width of the road on The Buckle as it could be classified as single track and if so appropriate signage could be considered.

In addition, street lighting should be included within the funding application. The school children in Lower Boddington walk along the footpath on Banbury Road to catch the school bus at the junction with Owl End Lane. The road has minimal lighting and during the winter months the children are not in a safe and secure environment. In addition, when the construction of HS2 begins the Banbury Road will have a substantial increase in construction traffic. The wellbeing and safety of the children will therefore be greatly increased by this exposure. Safety, especially of children, is a prime focus of the HS2 Road Safety Fund, therefore adding the cost of lighting to the application has a significant merit.

Within the Road Safety Fund will be an allocated amount for EK to attend Boddington School to educate and teach awareness to the school children on road safety issues associated with the movement of construction lorries in the parish.

The Boddingtons, particularly Lower, will bear the brunt of a massive level of disruption throughout the whole process of HS2 build, starting, we now understand, as soon as May of this year when the HEAVE test cutting will be created. The volume of heavy traffic through this small parish which has narrow roads, little or no street lighting and already has significant traffic at peak times, is set to increase immeasurably. Because of its size and the distribution of housing along the (only) through roads, almost every single parishioner will be affected by this.

Boddington Parish needs to be able to access funds to have this need created into reality. Lower Boddington is one of the most blighted villages in our section.

I trust you will now be able to include Boddington Parish in the list of communities for whom funding will take priority.

Philip Freer

Friends of Boddington

ITEM 1B

FROM ESME CUSHING

February 26th, 2018

Dear Philip,

Re: Road Safety Fund

Thank you for your letter dated 16th. February 2018 which has been passed onto me by my colleagues at South Northamptonshire Council.

Northamptonshire County council has been awarded £1.65m by the Department for Transport for the Road Safety Fund for communities affected along the route in south Northamptonshire. HS2 Ltd are administering the fund on the Department's behalf, however it is up to local authorities to decide what the local road safety priorities are and how we wish to spend the money available.

To draw down the funds from HS2 Ltd, we have to submit a short application form for each project and as part of this demonstrate how any projects align with the objectives of the Road Safety Fund which are to:

- Support traffic calming, safer junctions or better pedestrian crossings;
- Help improve road and cycle safety;
- Implement traffic calming measures, safer pedestrian crossings or safer junctions for cyclists, pedestrians and drivers;
- Create a legacy of road and cycle safety improvements for people who live and work along HS2 route between London and the West Midlands;
- Provide high quality road and cycle safety projects; and
- Leave a positive local legacy of improved safety for communities once HS2 is complete

We will also have to agree with HS2 Ltd a timing schedule for releasing the funds, and we understand that the funds will be available until the end of 2026.

As you are aware, we are currently in the process of gathering potential schemes through HS2 Liaison Group. With regards to your specific requests in Boddington I have checked and they are already included in the list of potential schemes.

HS2 Ltd have confirmed to me that street lighting is certainly something that can be applied for, provided that it can be demonstrated that it mitigates the effects of the HS2 construction traffic on local communities. They have also suggested that the application would be strengthened if we can demonstrate through the analysis of accident data that accidents are more likely during hours of darkness. Therefore I will speak to Steve Barber to have a look at the accident data at this location. As you are in a Parish Lighting Area the responsibility for installation and any ongoing maintenance would be the responsibility of the Parish Council which would need to be explained in the application for funding that we submit.

As I explained on 9th. February we have a certain amount of the funding available and therefore we need to understand how much all the schemes that are put forward cost. We are therefore

planning to draw down a small amount of funding early in the new financial year to do some feasibility work on the potential schemes. There is no minimum limit on the amount of funding that can be applied for, however it may make sense to group certain projects (installing VAS's for example) into one application rather than individually by parish.

Please rest assured that your projects are included in the potential list and that no decisions have been taken at this stage regarding the projects that will be applied for as part of the fund. If the value of the projects put forward exceed the funding that we hold, we will look to use a criteria to establish the highest priority schemes.

Yours sincerely

Esme Cushing

Principle Transport Partner - Northamptonshire County Council

ITEM 2:

CEF FUND

CEF Strategic will fund larger projects (from £75,000 up to a maximum of £1 million per project) Strategic fund will provide a legacy by supporting projects which benefit multiple communities along the Phase One route.

- either by benefiting people from disrupted communities who travel across community boundaries to visit and will be involved in it, and/or by delivering a project across multiple geographies of disrupted communities.
- For projects above £250,000, we encourage applications from strategic organisations or organisations who are working in partnership on their application and the planning of the delivery of their project.
- In all applications we expect strong evidence of support from strategic partners to be provided, to demonstrate that the project is a priority for the area. Evidence will also need to be provided to show that the project is a priority within local and/or regional strategies.
- due to the higher value of the CEF Strategic grants, a limited number of awards will be made against regional allocations of Phase One funding, and only the strongest, most strategic projects will be supported that have the support and involvement of multiple communities and stakeholders.

Project examples;

- Pedestrian, equestrian, cycle routes
- Landscape & Nature Conservation
- Sports and recreational facilities;
- Public open spaces
- Community facilities
- Historic buildings and monuments. Activities to improve the quality of life /wellbeing of disrupted communities

CEF Assessment Process:

Applications are scored on the information provided on the following criteria;

1. Need
2. Planning
3. Disruption
4. Sustainability/Legacy

Evidence of Need

Why is the project needed in the local community?

- How is the community demonstrably disrupted by the construction of HS2?
- How have local people been involved in the project's development e.g. through community consultation?
- What support does the project have from the local community What support does the project have from other public bodies
- local authority
- environment agency
- wildlife trust

Evidence of Planning

- How have you planned your activity to be successful?
- to gain a full picture of what will happen and assurance that everything has been planned thoroughly, provide information such as;

Revenue Activities

- Who will take part? When ?Where will the activities take place?

Capital projects

- Who will oversee the project?
- How long it will take?
- Is planning permission required/in place?
- How will the risks be managed?
- How will you monitor the project and evaluate its success?

Demonstrating Disruption

Applicants need to demonstrate the level of disruption from construction of HS2 on the community or communities that will benefit from the project.

Two potential types of disruption:

- **Recognised effects** within Environmental Statements, but not addressed through formal mitigation.
- **Perceived disruption** not identified within the Environmental Statements
 - community and local economy effects
 - unforeseen effects which emerge through the course of the construction period.

Evidence of Sustainability/Legacy

- How will the project be sustainable or leave a sustainable legacy?
- If a capital project, will sufficient revenue be generated to keep the facility running and well-maintained for years to come (e.g. setting up a long term replacement fund) and who will be responsible for its long term operation maintenance?
- If it is a revenue project, how will it continue post any investment?
- Is the project innovative and can it be replicated?

Evidence should be provided to support statements in the application.

Applicants will also have to demonstrate;

- how the project will be monitored
- value for money.
- evidence of a need through community consultation.

ADDITIONAL INFORMATION:

- Priority will be given to projects within 1km of the route
- Partnership applicants must have a lead applicant
- One application can be submitted every six months
- Applicants are able to apply more than once, priority given to organisations that have not received funding
- Funding available for capital or revenue funding or blend
- Security of tenure required for capital requests over £10,000

The following costs/projects are not eligible for CEF funding;

- Purchasing vehicles, Personal equipment and clothing
- **Buying land or facilities for future use**
- Projects intended primarily for private gain
- Projects that contribute directly to a company's distributable profits
- To help with budget shortfalls, debt repayments or endowments (including funds to build up a reserve or surplus and loan repayments)
- **Retrospective funding-** we will not reimburse costs already incurred
- Projects or activities that are primarily for the promotion of religion or religious belief. Whilst religious organisations may be able to apply for funding, the project must deliver wider community or public benefits to be eligible
- **Promotion of politics or political beliefs**
- Projects that do not meet the 'Additionality' principle
- Projects used solely for delivering curriculum activity
- Fundraising
- **Any project where funding will given out as grants to other organisations**
- Organisational overheads or running costs
- **Campaigning or lobbying projects**
- **Feasibility studies**
- Overseas trips
- Any activity that would be in breach of State Aid rules

Broadband projects

CEF

How are Grants awarded?

No deadlines for submission as this is a rolling funding programme

Under £75,000

Assessed every two weeks by an internal panel

Over £75,000

Quarterly Independent Panel meetings

The Panel will make recommendations to the Secretary of State on whether applications should be approved.

The final decision will be made by a senior civil servant in the Department for Transport with delegated authority from the Secretary of State.

Awarded to Date:

First round of CEF and BLEF funding announced on 25th January 2018

- 60+ received (apps & EOIs), 300+ in progress
- £245,000, awarded to six projects based across Buckinghamshire, Greater London, Northamptonshire and Warwickshire
- £746,000 of funding in the pipeline for projects whose applications are going through due diligence
- Total of £991,000 awarded to date
- Regional split is as follows
 - Interactive map located on Groundwork UK website shows project location and detail <https://www.groundwork.org.uk/Sites/hs2funds/pages/hs2-community-and-business-funds-project-map>