

## Appendix 1

### **List of Infrastructure requirements for the CIL Preliminary Charging Schedule for Chiltern and South Bucks District Councils**

The list is wider than current IDP requirements shown on the website because CIL contributions can be applied for from a wide variety of infrastructure and service providers related to future growth. Therefore, it includes important capital projects for both Councils and other potential infrastructure requirements which are anticipated to be sought in association with the wider implications of growth in the Local Plan area up to 2036. It is also important that the list encapsulates the place-shaping role of the Local Plan in terms of securing sustainable development and the wider measures which can create better places for people to live and work.

The list is grouped according to four main infrastructure categories

- Health and well-being
- Community Cohesion and Education
- Town centres and economic development
- Movement and access

#### Further work

1. The list will need to be reviewed to resolve potential overlaps between the infrastructure which may be sought through Section 106 agreements as opposed to CIL. However, at this stage all requirements are included as it is not yet clear what the scope of s106 agreements will cover. This is especially relevant to the Green Belt options where delivery of site – specific infrastructure may need to be linked to section 106 agreements to ensure timely delivery alongside the associated new development.
2. There may be other requirements to add to this list in relation to the ongoing discussions on the delivery of Green Belt options but the list gives known information as at 22 10 2018
3. Note that the IDP does not include any measures which will be needed as a result of the Heathrow Expansion but the IPD can be used as an indicator for the infrastructure requirements emerging from the local plan growth scenario to be set alongside the consideration of opportunities emerging from the impacts of Heathrow to secure synergistic benefits to the local community and environment, such as the provision of green and blue infrastructure.

<b>List of Infrastructure requirements for the CIL Preliminary Charging Schedule for Chiltern and South Bucks District Councils</b>				
<b>Infrastructure Type</b>	<b>Requirement</b>	<b>Estimated Cost</b>	<b>Funding Source</b>	<b>Comments</b>
<b>Health and well-being</b>				
Leisure and recreation	Chiltern lifestyle centre and replacement community facilities	£34m	Public Works Loan Board/Sport England/CIL	Strategic facility to meet future leisure needs in CDC. Leisure centre cost £30m, community element cost £4m Current funding gap £2.3m
Leisure and recreation	Indoor gym facilities	£1m		Shortage identified in Leisure Needs study  Proposal to develop Sprinters in Prestwood which has planning approval however there is a funding gap of £1M
Other recreation	UK Softball HQ pavilion improvements at Farnham Park and improvement of the existing	£1m to 8.6m	TBC	Scoping of proposals subject of further work. Indicative costs referred to in the South Bucks Cabinet report 27 June 2018

	club houses at Farnham Park which are coming to the end of their useful lives			
Other recreation	Proposed country park at Stoke Poges	TBC	TBC	
Open Space and Outdoor Sports Facilities	Shortfalls identified through the Open Space and Outdoor Sports Facilities Assessment and the Playing Pitch Strategy	£9-£10.8m  (12 new 3G pitches at £750-900k each )	CIL/s106 pitch but part funding may be via Sport England and delivery at schools	In addition to the pitch costings from the Playing Pitch Strategy there are actions in Table 5.3. for selected pitches in the plan area which would have additional costs  Also from the Open space study there are other infrastructure requirements which are not all costed, i.e. – <ul style="list-style-type: none"> <li>• potential additional allotments,</li> <li>• an “iplay” playground, or introduce to an existing playground, and analyse usage ( Capital funding/ Sponsorship/Developer contributions of £30K),</li> </ul>

				<ul style="list-style-type: none"><li>• Renovation of existing playgrounds, or build new “green play” and “free play” areas,</li><li>• A programme for introduction or replacement of information signage, including QR codes, in open spaces,</li><li>• Selectively introduce areas of natural landscape to open spaces</li><li>• P4/5/6 Meet quantitative shortfall of open space:<ul style="list-style-type: none"><li>□ Provide Park and Gardens provision in south of Chiltern District by upgrading facilities in other types of open space</li><li>□ Provide Amenity Greenspace as required in areas where this is deficient, particularly in Chiltern District</li><li>□ Expand the size of Facilities for Young People and Children to allow more space for informal play</li></ul></li></ul> <p>P6 Conduct a strategic options appraisal of the provision of burial space throughout the District and adopt measures to increase the</p>
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				<p>general availability (see also P4 above) of burial space in accordance with strategic appraisal</p> <p>When more detailed cost information is available for the above it will be added to this infrastructure list</p>
Other environmental	Measures to improve Air Quality will be captured through green and blue infrastructure projects as part of securing multiple benefits from new development, e.g. tree planting, sustainable transport			
Other environmental	Iver - projects to address air quality	TBC	CIL/other	Linked to the Air Quality Monitoring Area in Iver and designated Air Quality Management Area. Costs and actions to be determined by the Air Quality Action Plan

Other environmental	Chesham - projects to address air quality	TBC	CIL/other	Linked to the Air Quality Monitoring Area in Chesham and designated Air Quality Management Area. Costs and actions to be determined by the Air Quality Action Plan
Green Infrastructure	Measures to be identified in the Green Infrastructure Topic Paper and provision may arise through masterplanning process for Green Belt options or via the Open Space Strategy			
Green Infrastructure	Measures to mitigate impacts of additional visitors arising from development	TBC	CIL/S106/Other-TBC	At this point it is not possible to identify measures to mitigate impacts as the evidence work is on-going but the potential need for measures is included in this list as an advance marker of potential future requirements

	within 5km of Burnham Beeches			
Green Infrastructure	Measures to mitigate the impacts on air quality arising from additional traffic movements in the vicinity of Burnham Beeches	TBC	CIL/S106/Other-TBC	At this point it is not possible to identify measures to mitigate impacts as the evidence work is on-going but the potential need for measures is included in this list as an advance marker of potential future requirements
Green Infrastructure	Enhancements to facilities / other measures in the Colne Valley Regional Park where related to the growth in the new Local Plan	TBC	TBC	
Health – primary	New GP surgery in Beaconsfield to combine the two existing practices and to provide	£7.5m gross overall project cost Appropriate	NHS England / developer contributions/ local practices	

	<p>additional capacity. Overall project cost in the region of £7.5 million.</p>	<p>financial contribution from new development needed to support this project (CCG not requesting funding for whole cost)</p> <p>Developer contributions to relate to practice / CCG business case</p>		
<p>Health – primary</p>	<p>Review of room use with greater utilisation of space within Amersham Health Centre</p>	<p>£100k to relate to practice / CCG business case</p> <p>(appropriate financial contribution from new development needed, CCG not</p>	<p>NHS England / developer contributions</p>	<p>Developer contributions to relate to practice / CCG business case</p>



		requesting funding for whole cost)		
Health – primary	Little Chalfont possible extra surgery space	TBC	TBC	Developer contributions to relate to practice / CCG business case
Health – primary	Expansion / modification of existing primary care services in Chesham, particularly for the extension of the Chess Medical Centre and the Red Lion Street surgery. Appropriate financial contribution from new development needed.	£500k to relate to practice / CCG business case  (appropriate financial contribution from new development needed, CCG not requesting funding for whole cost)	NHS England / developer contributions	Developer contributions to relate to practice / CCG business case
Health – primary	New healthcare facilities on	TBA with Developer	NHS England / developer	Developer contributions to relate to practice / CCG business case

	National Epilepsy Centre option site 7 or contribution so that provision of services can be catered for elsewhere – see below.	according to site development proposals and to relate to practice / Bucks Healthcare NHS Trust / CCG business case	contributions	
Health – primary	Expansion / modification of existing primary care services in Chalfont St Peter and depending on the scale of development in Chalfont St Peter and Gerrards Cross this may require the expansion of the Calcott Medical Centre or relocation to the Gerrards Cross Memorial	£9 million (benchmark)  (appropriate financial contribution from new development needed, CCG not requesting funding for whole cost)	NHS England / developer contributions	Developer contributions to relate to practice / CCG business case

	<p>Hospital site. Appropriate financial contribution from new development needed. As a benchmark this is likely to cost £9 million but this needs to be subject to further work with the CCG and Bucks Healthcare NHS Trust and developers.</p>			
<p>Health – primary</p>	<p>Additional primary care facilities in the Iver area. Appropriate financial contribution from new development needed.</p>	<p>TBC Dependent upon availability of space within existing premises</p>	<p>NHS England / developer contributions</p>	<p>Developer contributions to relate to practice / CCG business case</p>

Health – primary	Provision relating to the option at Holmer Green – appropriate financial contribution from new development needed	TBC	NHS England / developer contributions	Developer contributions to relate to practice / CCG business case
Health – primary	Burnham Health centre – extension and additional parking spaces	£1.5 million	Capital funding expected from NHS England	
Health – primary	The Chalfont St Giles Surgery – extension	TBC	TBC	
Health – primary	Threeways Surgery Stoke Poges – modification of existing premises	£500k  (appropriate financial contribution from new development needed, CCG not	Capital funding expected from NHS England / Developer contributions	

		requesting funding for whole cost)		
Flood alleviation	Chesham Flood alleviation scheme – town centre proposals, potentially including de-culverting the River Chess along St Mary’s Way and measures to improve flood water storage on the periphery of the town. CDC in discussion with EA at present in relation to options for the town centre route	£7m to £20m	EA/Other Contributions	Options for the route still under discussion with the Environment Agency
Flood alleviation	Pednormead End Chesham – river restoration risk /	£3.2 m	BCC, Flood Defence Grant in Aid, Local	Project partly implemented.

	natural flood management and property level protection and culvert improvement		Levy (Linked to FDGiA) and private individuals and local businesses to be secured	
<b>Community Cohesion and Education</b>				
Cultural / social facilities	Chalfont St Peter Community Association buildings	TBC	TBC	Community association seeking to replace ageing community building and a funding gap identified
Cultural / social facilities	Community centre / facility improvements and new provision on four Green Belt options (Chesham, Beaconsfield, Little Chalfont and Land north of Iver Station)e.g.	TBC	TBC	Provision could help meet the needs of community – based services, Thames Valley Police, etc e.g, for touchdown services

	creating hubs			
Primary Education	New 1 FE <sup>1</sup> school, including 52 place pre-school, on a 1ha site within Green Belt Option 2 (Holmer Green) or adjacent development site within Wycombe District OR Expansion of existing schools in Holmer Green or Hazlemere by 1FE	£5-6m	S106 / joint funding across both districts / other	<p>Note that WDC refer to on-site provision or contributions to give flexibility for delivery as the timing of the WDC site is ahead of the Holmer Green site.</p> <p>New school to be developed as part of a community hub with sole school access during school hours. Community access to be provided at weekends, in evenings and outside school term to enable access to key facilities e.g. school halls and playing fields.</p> <p>Expansion of existing schools to provide opportunities for community use of facilities.</p> <p>Note that sports pitch requirements are referred to in the health and wellbeing section of this table.</p>
Primary Education	New 1-2FE School including pre-school, on a site up to 1.7ha within Green Belt Option 9	£5-12m  (includes 1.7ha serviced site for the	S106/ other	New school to be developed as part of a community hub with sole school access during school hours. Community access to be provided at weekends, in evenings and outside school term to enable access to key facilities e.g. school halls and playing fields.

<sup>1</sup> FE = form of entry

	(Beaconsfield)	school plus identified cost of construction)		Note that sports pitch requirements are referred to in the health and wellbeing section of this table.
Primary Education	1FE Expansion of Holtspur School (Beaconsfield) OR 1FE expansion of New 1-2FE School	£5-6m	S106 /other	<p>New school to be developed as part of a community hub with sole school access during school hours. Community access to be provided at weekends, in evenings and outside school term to enable access to key facilities e.g. school halls and playing fields.</p> <p>Expansion of existing schools to provide opportunities for community use of facilities.</p> <p>Note that sports pitch requirements are referred to in the health and wellbeing section of this table.</p>
Primary Education	New 1 FE School including 52 place pre-school, on a 1ha site within Green Belt Option 6 (Little Chalfont) OR Expansion of Little Chalfont	£5-6m	S106 / other	<p>New school to be developed as part of a community hub with sole school access during school hours. Community access to be provided at weekends, in evenings and outside school term to enable access to key facilities e.g. school halls and playing fields.</p> <p>Expansion of existing schools to provide opportunities for community use of facilities.</p> <p>Note that sports pitch requirements are referred to in the</p>



	School on a 1ha site within Green Belt Option 6 (Little Chalfont)			health and wellbeing section of this table.
Primary Education	Expansion of St Mary's CE School (Amersham) by 0.5FE OR Expansion of Chalfont Valley (Little Chalfont ) by 1FE	£2.5-6m	S106/ other	Expansion of existing schools to provide opportunities for community use of facilities.  Note that sports pitch requirements are referred to in the health and wellbeing section of this table.
Primary Education	Expansion of an existing school in Chalfont St Peter or Denham by 0.5-1FE	£2.5-6m	S106 / other	Expansion of existing schools to provide opportunities for community use of facilities.  Note that sports pitch requirements are referred to in the health and wellbeing section of this table.
Primary Education	2FE School including pre-school, on a 1.7ha site within either Green Belt	£12m	S106 / other	New school to be developed as part of a community hub with sole school access during school hours. Community access to be provided at weekends, in evenings and outside school term to enable access to key facilities e.g. school halls and playing fields.

	Option 13 or Green Belt Option 14 (Iver) OR 2FE expansion of Iver Village and Iver Heath schools.			Expansion of existing schools to provide opportunities for community use of facilities.  Note that sports pitch requirements are referred to in the health and wellbeing section of this table.
Primary Education	Depending on scale of development, a site for a new 1FE primary school and provision of land within Green Belt Option 1 (Chesham),	TBC	S106 / other	New school to be developed as part of a community hub with sole school access during school hours. Community access to be provided at weekends, in evenings and outside school term to enable access to key facilities e.g. school halls and playing fields.  Expansion of existing schools to provide opportunities for community use of facilities.  Note that sports pitch requirements are referred to in the health and wellbeing section of this table.  The design of the school to be future proofed to allow for further expansion to 2FE should there be a need
Secondary Education <sup>2</sup>	Expansion of an existing	TBC	S106/CIL	BCC CIL formula for secondary school funding includes costs per dwelling dependent upon the no. of bedrooms

<sup>2</sup> Bucks CC Planning Contributions for Education Provision includes cost estimates for upper and grammar school places in Table 3 of this link – dependent up dwelling size

	secondary school to serve the Wycombe School Planning Area (including Holmer Green)			Expansion of existing schools to provide opportunities for community use of facilities.
Secondary Education	Expansion of Misbourne School (Great Missenden) by 1FE	TBC	S106/CIL	Expansion of existing schools to provide opportunities for community use of facilities.
Secondary Education	Expansion of Amersham School by 1FE	TBC	S106/CIL	Expansion of existing schools to provide opportunities for community use of facilities.
Secondary Education	Expansion of Chiltern Hills Academy (Chesham) by 1-2FE	TBC	S106/CIL	Expansion of existing schools to provide opportunities for community use of facilities.
Secondary Education	Expansion of Chalfont	TBC	S106/CIL	Expansion of existing schools to provide opportunities for community use of facilities.

<https://www.buckscc.gov.uk/media/1317/education-s106-policy-effective-8-june-2010.pdf> e.g. It includes a contribution of £2,201 cost per dwelling for 2 bed houses for upper schools.

	Community College (Chalfont St Peter) by up to 2FE			
Secondary Education	Expansion Chesham Gmr School	£2m	S106/CIL	Expansion of existing schools to provide opportunities for community use of facilities.
<b>Town centres and economic development</b>				
Infrastructure Type	Requirement	Estimated Cost	Funding Source	Comments
Town centres	Investment to enhance useage and attractiveness of the Districts' shopping centres, e.g. public realm improvements, public art, additional parking, CCTV, etc	TBC	TBC	

Economic development	Incubator space / growth space for new and fledgling businesses	TBC	TBC	
Economic development	Support training opportunities for young people living locally in the construction industry	TBC	TBC	<p>Based on experience with other LPAs where section 106 agreements used to fund work experience / apprenticeships for students in local colleges</p> <p>Potential linkages with the Bucks College Group which offers training in construction skills</p> <p>Indicative cost information from the Construction Industry Training Board<sup>3</sup> toolkit as a guide to potential costs has been requested and is awaited.</p>
<b>Movement and access</b>				

<sup>3</sup> <https://www.citb.co.uk/national-skills-academy-for-construction/what-is-the-national-skills-academy-for-construction/client-based-approach/>

Transport – Road	Potential improvements to specific motorway junctions on the strategic highway network relevant to Chiltern and South Bucks	TBC	Bids for GIF,HIF funding, etc supported by HE, section 278 and 106 funding, CIL (if ring fenced)	Scale and need for potential mitigations not yet known as work with Highways England on this project is ongoing but it is important to highlight this as a potential cost.
Transport – Road	Iver Relief Road, as referred to in the Iver Traffic and Transport Study to reduce HGV traffic through Iver Village	Draft business case estimated cost - £33m for main east-west link road (covering the full length between Thorney Lane South and Langley Park Road)	S106/Direct Provision//Major Infrastructure Project contacts (WRATH, HS2, HAL) Thorney Business Park /TBC  Needs to be part of a holistic transport and environmental improvement strategy for the area	(Relates to route option 3b as set out in the mitigations for the phase 2b local transport modelling report)
Transport – Road	Beaconsfield Link Road (from Pyebush Roundabout to A355), to relieve pressure on distributor road	£11m (from Minerva Way to A355)  (From Pyebush Roundabout to Minerva Way, part built)	S106/Direct Provision/HIF/Growth Fund/TBC	Part of the route constructed, part under construction and part of the route subject to delivery as part of the Wilton Park development  Note HIF bid funding approved

	network through Beaconsfield Old Town			in principle and subject to detailed consideration
Transport – Road	Taplow Station – Additional eastbound traffic lane on Bath Road and a right turn ban into Berry Hill (see local transport modelling report, July 2017)	£500k - £1m	S106/CIL/Other-TBC	Taken from the list of mitigations in the Phase2B local transport modelling report <sup>4</sup> with indicative costs provided by Bucks CC Growth and Strategy. Costs are subject to change and further assessment and will be updated
Transport – Road	Gore Hill Roundabout improvements, Amersham (see local transport modelling report, July 2017)	TBC	Growth Fund / other	As above
Transport – Road	A412 Improvements at the Five Points Roundabout, Iver (see countywide	TBC	S106 funding provided as part of the Pinewood Studios planning approval	Not implemented and included as it is part of baseline for the local transport modelling work, but may not be a funding gap (covered by existing s106)

<sup>4</sup> [http://www.chiltern.gov.uk/media/11565/Chiltern-and-South-Bucks-Local-Plan-Modelling-Support-Phase-2B-July-2017-/pdf/Chiltern\\_and\\_South\\_Bucks\\_Local\\_Plan\\_Modelling\\_Support\\_Phase\\_2B\\_Final.pdf?m=636427275854970000](http://www.chiltern.gov.uk/media/11565/Chiltern-and-South-Bucks-Local-Plan-Modelling-Support-Phase-2B-July-2017-/pdf/Chiltern_and_South_Bucks_Local_Plan_Modelling_Support_Phase_2B_Final.pdf?m=636427275854970000)

	transport modelling report, Feb 2017)			
Transport – Road	A412/Bangors Road North, Iver - capacity improvements (see local transport modelling report, July 2017)	TBC	S106/CIL/Other-TBC	Taken from the list of mitigations in the Phase2B local transport modelling report <sup>5</sup> with indicative costs provided by Bucks CC Growth and Strategy. Costs are subject to change and further assessment and will be updated
Transport – Road	Measures outlined in the Beaconsfield Transport Strategy (see local transport modelling report, July 2017)	TBC	S106/CIL/Other-TBC	As above
Transport – Road	Berry Hill Junction, Taplow – signal timing	£50k - £75k	S106/CIL/Other-TBC	As above

<sup>5</sup> [http://www.chiltern.gov.uk/media/11565/Chiltern-and-South-Bucks-Local-Plan-Modelling-Support-Phase-2B-July-2017-/pdf/Chiltern\\_and\\_South\\_Bucks\\_Local\\_Plan\\_Modelling\\_Support\\_Phase\\_2B\\_Final.pdf?m=636427275854970000](http://www.chiltern.gov.uk/media/11565/Chiltern-and-South-Bucks-Local-Plan-Modelling-Support-Phase-2B-July-2017-/pdf/Chiltern_and_South_Bucks_Local_Plan_Modelling_Support_Phase_2B_Final.pdf?m=636427275854970000)



	optimisation, (see local transport modelling report, July 2017)			
Transport – Road	Signalisation of the A413/Gravel Hill Junction, Chalfont St Peter, (see local transport modelling report, July 2017)	£300k - £1m	S106/CIL/Other-TBC	As above
Transport – Road	Additional capacity at the A413 joiners lane roundabout Chalfont St Peter, (see local transport modelling report, July 2017)	£400k-£750k	S106/CIL/Other-TBC	As above
Transport – Road	Improvements to Ledborough Lane/Longbottom Lane Junctions, Beaconsfield (see local transport	TBC	S106/CIL/Other-TBC	As above

	modelling report July 2017)			
Transport – Road	Capacity Improvements to Pyebush Roundabout, Beaconsfield (see local transport modelling report, July 2017 )	TBC	S106/CIL/Other-TBC	As above
Transport – Road	White Lion Road/Stanley Hill Roundabout Improvements, Amersham (see local transport modelling report, July 2017)	£500k - £1m	S106/CIL/Other-TBC	As above
Transport – Road	A413/Stanley Hill/A355 Roundabout Improvements, Amersham (see local transport modelling report, July 2017)	TBC	S106/CIL/Other-TBC	As above
Transport – Road	Signalisation of	£1.2m - £2.6m	S106/CIL/Other-TBC	

	Junctions on A416, Chesham (see local transport modelling report, July 2017)			As above
Transport – Road	Capacity Improvements to A4 Bath Road and Signal Optimisation of A4/Huntercombe Junction Improvements, Slough (see local transport modelling report, July 2017)	£650k-£1m	S106/CIL/Other-TBC	As above
Transport – Road	Capacity Improvements to A413/Joiners Lane Roundabout, Chalfont St Peter (see local transport modelling report, July 2017)	£250k - £600k	S106/CIL/Other-TBC	As above

Transport – Road	Signalisation of Potkiln Lane/ A40 junction, Beaconsfield (see local transport modelling report, July 2017)	TBC	S106/CIL/Other –TBC	As above
Transport – road	Gerrards Cross car park Station Road	£13, 051,000	SBDC capital fund/TBC	
Transport – Sustainable	Taplow Station access improvements – new footbridge with lift access, refurbishment of the station and resurfacing of the car park	TBC	TfL/Other-TBC	This was suggested by TfL in its comments on the IDP
Transport – Sustainable	Improvements to Iver Rail Station – new station building, lifts added to the existing footbridge  Provision of a car	TBC	TfL/Other –TBC	Based on the Iver Traffic and Transport Study, TfL responses and is an opportunity related to option 13  Some enhancements are due to be carried out by TfL  Car park is due to be delivered

	park to serve the station.			<p>on the Thorney Business Park in the long term but this depends on availability in relation to WRATH use of part of the site beforehand.</p> <p>For the avoidance of doubt this reference to a car park does not relate to the planning application for a temporary car part in the Green Belt on land east of the station</p>
Transport – Sustainable	Improvements to pedestrian, cycling and bus infrastructure in the Iver area	TBC	CIL/S106/Bus Operators/HAL/Other-TBC	(Iver Traffic and Transport Study)
Transport – Sustainable	New or extended Bus services to serve new development sites	£2,450,000 to £2,520,000	CIL/S106/Bus Operators/Other-TBC	Based on cost information from Bucks CC and is as at Sept 2017. It is subject to change.
Transport - sustainable	Provision of bus service	£403,000 to £418,000	CIL/S106/Bus Operators/Other-TBC	Based on cost information from Bucks CC and is as at Sept 2017.

	infrastructure such as stops, shelters and Real Time Passenger Information, including specific requirements for Green Belt options			It is subject to change.
Transport – Sustainable	Improvements to public transport/walking and cycling links to increase sustainable transport options between employment, services, housing and onward travel options	TBC	CIL/Bus Operators/Other-TBC	Could apply across the plan area, need to provide opportunities to encourage healthy communities
Transport - Sustainable	Capacity and access improvements to railway stations including	TBC	CIL/TfL/Chiltern Railways/TfL/ Network Rail/MTR Crossrail/ Other-TBC	To include better level access opportunities to stations for people with disabilities

	measures to enhance links to other sustainable transport			
Transport – Sustainable	Improvements to parking facilities at Gerrards Cross and Beaconsfield Stations	TBC	Chiltern Railways/Network Rail/ Other-TBC	
Transport – Sustainable	Chesham Station Interchange to improve sustainable transport options	TBC	TBC	Part of CIC Masterplan
Transport – Sustainable	Charging points and infrastructure for electric vehicles	£440-600k	S106/CIL/BCC/ Other – TBC	<p>To be provided in locations accessible to the public</p> <p>Estimated costs are provided at this point. They relate to a rapid / ultra-fast charger (£11 - 150, 000 per charging point).. These costs are likely to change as technology changes and as production of electric vehicles increases in response to the</p>

				phasing out of petrol and diesel engines by 2040. Costs are based on the provision of 10 new points in the four main centres in the plan area by 2036. This is an estimate and is subject to change.
<b>TOTAL COSTS as at 22.10.2018</b>				
<b>c£177m - £222m</b>				
<b>Midpoint of total costs = c£199.5m</b>				