



Working in
partnership with

HS2



Business and Local Economy Fund (BLEF) **Frequently Asked Questions (FAQ)**

The following document provides additional information in support of the Business and Local Economy Fund and should be read in conjunction with the guidance document. This FAQ document applies to applicants based in both the Phase One area (London to Birmingham) and Phase 2a area (Birmingham to Crewe) as defined by HS2 Ltd.

Contents

1. What is the definition of Public Benefit?
2. What is your definition of a project?
3. What is your definition of the line of route?
4. How much can we apply for?
5. Is the full £45 million for both phases allocated to the BLEF?
6. For Phase One, why is £10 million unallocated to a specific geographical region?
7. Can you give more information on your security of tenure requirement?
8. Will you require grant security?
9. How will the Funds be governed and managed?
10. What is the Grant Management Body's role?
11. How can I ensure I submit a good quality application?
12. When will the funding be available and for how long?
13. I run my own business which will be disrupted by HS2, can I apply for funding?
14. Who is on the decision-making Panel and how were they appointed?
15. What other HS2 funding and support is available?
16. How can I get support with my application?
17. Why are broadband projects ineligible for funding?
18. Can I apply for a cycle route project?
19. What are the independent panel dates?
20. Is crowdfunding an eligible source of partnership funding?
21. Is land eligible as partnership (match) funding?
22. Is BLEF compensation for the impacts of Phase One of HS2?
23. How will the funding be managed to ensure a fair spread along the line of route?
24. What documents do we need to submit with our application?
25. What governing documents do you need?
26. What kind of accounts do you need?
27. How do I provide the additional documents you have requested?
28. What are the requirements when recruiting to BLEF funded staff posts?
29. Can BLEF funding be used for a road safety project?
30. Can BLEF funding be used for public realm improvement projects?
31. What type of In Kind match contributions will you consider?
32. Why can I no longer apply for over £250,000?
33. Why is there only £5m of funding for Phase 2a?
34. We have a potential project that is close to both HS2 Phase One and Phase 2a – which pot should we apply under?

1. What is the definition of Public Benefit?

1.1 In the context of the first question on the eligibility check and section 3 of the BLEF guidance document, we define organisations as being established for Public Benefit if they are set up for the following purposes:

- The prevention or relief of poverty;
- The advancement of education;
- The advancement of health or the saving of lives;
- The advancement of citizenship or community development, which includes: rural or urban regeneration; and the promotion of civic responsibility, volunteering, the voluntary sector or the effectiveness or efficiency of charities;
- The advancement of the arts, culture, heritage or science;
- The advancement of amateur sport;
- The advancement of human rights, conflict resolution or reconciliation, or the promotion of religious or racial harmony, or equality and diversity;
- The advancement of environmental protection or improvement;
- The relief of those in need by reason of youth, age, ill-health, disability, financial hardship or other disadvantage;

2. What is your definition of a project?

2.1 For the purposes of BLEF, a project is a planned piece of work that will be started and completed within a given timescale. It will produce specific outputs that enable the project to achieve the BLEF outcomes. Your project can be a stand-alone project or a discrete, self-contained part of a larger scheme or phased project. Please also note section 11.3 of the BLEF guidance document relating to direct project costs.

3. What is your definition of the line of route?

3.1 The line of route relates to the physical rail line being built for HS2 Phase One and Phase 2a as defined in the public domain by HS2 Ltd. This includes tunnels and viaducts where the line goes under or over ground. Any reference to the line of route in terms of metres, miles or kilometres or closeness to it therefore includes either side, above or below.

4. How much can we apply for?

4.1 Applications will be invited for capital or revenue grants from £10,000 up to £250,000. Through this funding, we are looking to fund interventions that will have a positive impact on local economies (this may include a number of small schemes that are brought together in a package of interventions). We are therefore unlikely to fund small one off events, but we are prepared to support kick start projects to enable market testing of ideas. Grants of between £10,000 and £75,000 will typically be for smaller scale and targeted interventions or pilot/kick-starter schemes. Projects and grants of between £75,001 - £250,000 will be typically be for longer term or larger scale interventions.

5. Is the full £45 million allocated to the BLEF?

- 5.1 The combined funding of £45 million has been allocated towards the Community and Environment Fund (CEF) and the Business and Local Economy Fund (BLEF) combined. There is no fixed allocation for each Fund. However, there is a fixed allocation between Phases with £40 million for Phase One and £5 million for Phase 2a.

6. For Phase One, why is £10 million unallocated to a specific geographical region?

- 6.1 This £10 million is part of the total £40 million available for the Funds for Phase One of HS2 and although not allocated to a specific geographical area in the same way as the remaining £30 million, it will be allocated through the same application process and in line with the same published guidance and criteria. It will fund projects that benefit disrupted communities in more than one of the geographical areas (i.e. Greater London, Central and West Midlands) or in other geographical areas that are demonstrably disrupted by construction of Phase One of HS2. Having this unallocated £10 million is to allow for flexibility, for example, where there are communities which are considered 'off-route,' but are nonetheless affected by the High Speed Rail Act. Any application needs to be able to demonstrate the level of disruption from the construction of HS2 on the community that will benefit from their project. Funds are targeted at communities most affected by the construction of the railway.

7. Can you give more information on your security of tenure requirement?

- 7.1 Whether you own the freehold or have a lease, the name that appears on the document must be the same as that appears on your governing documents.
- 7.2 Please be aware of the distinction between a lease and a license. This programme requires that applicants have the ability to exclude all others from the land (even a freeholder) for the duration of the grant. A lease will achieve this, but a license will not. Look in your documents for words to the effect that "the tenant will enjoy quiet enjoyment" or "exclusive possession" of the land. These words generally indicate a lease. The absence of such words may indicate a license.
- 7.3 The ability to exclude all others must remain for the duration of the grant. Sometimes leases contain what are known as "break clauses" which allow either the landlord or the tenant to terminate the lease for an agreed reason prior to the otherwise agreed end of the lease. Break clauses that allow a lease to be terminated before the end of the grant term fall foul of the programme's requirements and should therefore be removed prior to an application being made.

8. Will you require grant security?

- 8.1 Through the award conditions attached to any capital funding, you will require approval from HS2 Ltd (or an organisation that has been given delegated responsibility on their behalf) in the event of any changes being proposed to the

ownership/design of the asset, for a period of up to 21 years from the date of the award agreement.

- 8.2 For capital projects over the value of £200,001, HS2 Ltd may also request additional security over any investment in the form of a legal charge or restriction on title being placed with Land Registry.

9. How will the Funds be governed and managed?

- 9.1 The governance and management arrangements for the Funds have been developed following consultation with local authorities, local enterprise partnerships and environmental NGOs. Through this consultation, selecting an independent organisation to manage the funds was identified as an important element in achieving objectivity and impartiality in the assessment and decision making process.
- 9.2 The management of the Funds has been outsourced to a Grant Management Body Groundwork UK, who have been selected through a competitive tender process.
- 9.3 CEF & BLEF is a national stand-alone HS2 funding stream that aligns to other HS2 and/or DfT national schemes for the HS2 project, such as the Woodland Fund, Road Safety Fund, geographical Additional Mitigation/enhancement funds and the Community Investment Programme. Therefore the only alignment CEF & BLEF has is with other HS2 and DfT schemes to ensure co-ordination and to avoid duplication of funding.
- 9.4 Groundwork UK will lead on the promotion of the Fund, and work with bidders and potential bidders to develop applications. They will undertake the assessment of bids against the published criteria and will be responsible for making awards of £75,000 or less. For decisions on grant awards between £75,001 and £250,000, the Grant Management body will receive the applications and put these to an Independent Panel, appointed by HS2 Ltd through an open recruitment process. Groundwork UK will also be responsible for overseeing the payment of grants and monitoring the progress of successful projects.
- 9.5 The Independent Panel will make recommendations to the Secretary of State on whether applications should be approved. The final decision will be made by either the Minister or a senior civil servant in the Department for Transport with delegated authority from the Secretary of State.

10. What is the Grant Management Body's role?

- 10.1 Groundwork UK is an independent and impartial non-governmental organisation, separately registered and governed to HS2 Ltd and the Department for Transport. Funds distributed by the body will aim to ensure the greatest public benefit for communities and economic benefit for the business community in Phase One and Phase 2a.

11. How can I ensure I submit a good quality application?

- 11.1 Your project's outcomes will have to match the Fund criteria and applicants that can provide better evidence that the outcomes will be achieved will score higher. Applicants will have to provide a plan of how the project will be monitored and demonstrate value for money.
- 11.2 You may also wish to consider applying as a partnership, involving the wider business community and providing evidence of a comprehensive consultation about the need for the project.

12. When will the funding be available and for how long?

- 12.1 Phase One funding was launched following Royal Assent, in February 2017 and opened for applications to both CEF and BLEF from 8th March 2017. Phase 2a funding was launched following Royal Assent in January 2021 and will open for applications on the 1st April 2021. Funding will be available for bids during the construction period and for the first year of operation of HS2 services. The programme operates on a rolling basis and has no formal deadlines. The timing of any committed investment may however need to be linked to the timing of the construction programme and therefore some applications may be paused or deferred depending on the annual funding allocations available. Priority will be given to the geographical areas experiencing the highest disruption from the construction of HS2, areas that have so far not received any funds at all or received very limited funds from HS2 Ltd, and high quality bids that meet the Fund criteria.

13. I run my own business which will be disrupted by HS2, can I apply for money to the Fund?

- 13.1 This Fund is not for individual businesses, but organisations that are set up as not for profit and for public benefit who support the development of local businesses. For more information on HS2 compensation schemes, please visit the following websites:

Phase One – <https://www.gov.uk/government/publications/hs2-information-papers-property-and-compensation>

Phase 2a - <https://www.gov.uk/government/publications/property-compensation-and-funding-hs2-phase-2a-information-papers>

- 13.2 You can find more information about the support services HS2 offer to the business community, including how to get HS2 ready, opportunities to get involved in the project and becoming part of HS2's supply chain, at <https://www.hs2.org.uk/in-your-area/hs2-and-your-business/>

14. Who is on the decision-making Panel and how were they appointed?

- 14.1 The four independent members of the Panel were appointed by HS2 Ltd in December 2016 then, following a further recruitment process at the end 2019 the following Panel members were appointed; Lisa Smart, John Roseveare, Talbinder

Kaur and Karen McArthur. They have experience in the delivery of successful community-led environmental projects, a track record in providing advice and support to small and medium size businesses and experience of managing local government or third sector grant programmes. These four individuals have been recruited to sit alongside Cathy Elliott, who has been the Independent Chair of the Fund since January 2016. Peter Miller, Environment and Town Planning Director for HS2 joins the Panel as HS2's representative. Further information about the Independent Panel members can be found here:

<https://hs2funds.org.uk/about/community-and-business-funds-independent-panel-members/>

15. What other funding and support is available?

- 15.1 Road Safety Fund: On 23rd November 2017, the Transport Secretary confirmed an allocation of £30 million to improve road and cycle safety in towns and villages along the HS2 route between London and the West Midlands. This funding has been allocated to 16 Local Authorities along the line of route for Phase One with the aim of improving road and cycle safety. On the 25th June 2018 the Transport Secretary also confirmed an allocation of £6.5 million to improve road and cycle safety in towns and villages along the Phase 2a HS2 route between Fradley and Crewe. Authorities can use the funding for measures such as traffic calming, safer pedestrian crossings or safer junctions for cyclists, pedestrians and drivers. Potential projects focused on road and cycle safety should therefore be discussed first with your Local Authority. Please also refer to FAQs 18, 29 and 30.
- 15.2 Woodland Fund: On the 9th November 2017, the Transport Secretary confirmed that £5 million will be invested in woodlands through the spine of England, from London to the West Midlands. On the 25th June 2018 the Transport Secretary also confirmed a further allocation of £2 million for the Phase 2a HS2 route between Fradley and Crewe. As part of the construction of Britain's new high speed railway, HS2 Ltd is creating a network of new wildlife habitats along the route. This includes the planting of millions of new trees and shrubs along both phases. In addition to this extensive tree planting programme, the Woodland Fund has been established to help local landowners create new native, broadleaf woodlands and restore existing ancient woodland sites. The Woodland Fund is being managed by the Forestry Commission on behalf of HS2 Ltd. It is encouraging applications from landowners located up to 25 miles from the line of route.
- 15.2.1 Further information on the Woodland Fund and funding linked to Phase 2a can be found at <https://www.gov.uk/guidance/hs2-woodland-fund> and <https://www.forestry.gov.uk/england-hs2>.
- 15.2.2 Potential projects focused on woodland creation or restoration should therefore be discussed first with the Forestry Commission as the Woodland Fund should be investigated before applying for CEF & BLEF funding.
- 15.3 Biodiversity Investment Fund (BIF): In November 2020, the HS2 Lords Select Committee announced that £2 million has been allocated to fund Biodiversity specific projects along the Phase 2a line of route. The primary purpose of BIF is to improve quality of biodiversity along the line of the Phase 2a route by the

restoration of existing habitat and the creation of new high-quality habitat. Bidders for the Fund will be encouraged to include mechanisms within their proposals which will enable the project to measure the ecological values for these areas to be included within future No Net Loss (NNL) Biodiversity calculations. This funding will be launched in April 2021.

16. How can I get support with my application?

- 16.1 Groundwork UK can provide support to applicants, but this will be in the form of advice and guidance, not a financial contribution. If you need help with an application, please contact Groundwork UK on 0121 237 5880 or via email on HS2funds@groundwork.org.uk

17. Why are broadband projects ineligible for funding?

- 17.1 Projects to fund broadband connection/access are not eligible for funding through the BLEF funding programme. There are two reasons for this;

1). Existing Broadband commitments, Broadband Delivery UK

BLEF cannot be used to replace funding that the UK Government has already committed to providing as this would be seen as double funding.

The UK Government, through Broadband Delivery UK (BDUK) (who are part of the Department for Culture, Media and Sport) are committed to delivering superfast broadband and better mobile connectivity to the nation.

The Government is supporting investment to:

- Provide superfast broadband coverage to 95% of the UK
- Provide access to basic broadband for all
- Stimulate private investment in full fibre connections by 2021

For further information on this scheme, please visit the following website:

<https://www.gov.uk/guidance/broadband-delivery-uk>

With regards to the Phase One and Phase 2a route, the following dedicated websites also provide additional information and support:

Buckinghamshire and Hertfordshire

http://www.connectedcounties.org/?utm_source=dcmscampaign

Coventry, Warwickshire and Solihull

<http://www.cswbroadband.org.uk/>

Staffordshire

<http://www.superfaststaffordshire.co.uk/>

Cheshire

<http://www.connectingcheshire.org.uk/>

2). State Aid rules

Funding broadband access/connection would be against State Aid rules.

State Aid rules cover the Broadband connection/access market and BLEF funding cannot therefore be used to provide funding for any projects that would contravene these rules.

18. Can I apply for a cycle route project?

- 18.1 If your project involves the creation of cycling paths or networks, please read the following information and discuss with relevant partners before progressing with an application to CEF or BLEF.

In particular, you are advised to discuss your proposed project with the relevant Local Authority in the first instance. This will help to establish if there are any links or overlaps with relevant schemes already planned as part of their Local Cycling and Walking Infrastructure Plans (LCWIPs). Local Authorities were also engaged with as part of a Department for Transport study into potential cycle routes close to the HS2 line of route and may therefore have relevant information about any routes that were explored in your area as part of that exercise.

Finally, if your project is very close to the line of route - it may be advisable to discuss it with HS2 Ltd, who are also planning to include a number of cycle ways and cycling facilities as part of the detailed design of the railway.

19. What are the Independent Panel dates?

- 19.1 In relation to the BLEF funding programme, the Independent Panel meets quarterly, usually in March, June, September and December each year. Please visit the following website to find confirmed dates:
<https://hs2funds.org.uk/home/community-environment-fund/the-application-process/>
- 19.2 The Independent Panel review BLEF applications with recommendations for funding of between £75,001 and £250,000. There are no formal deadlines for the submission of applications but please bear in mind that for Stage 2 applications, we have published an approximate 16 week turnaround time (dependant on internal decision making process, including with government departments). This does not include the time taken to assess and make a decision on your Stage One application which will take up to 16 weeks from submission. You therefore need to factor this time in, together with the Panel dates as a guide for when to submit your application.

20. Is crowdfunding an eligible source of partnership funding?

- 20.1 Crowdfunding could be an eligible source of partnership funding and will be reviewed by Groundwork UK on a case by case basis. For crowdfunding to be considered eligible, the motive for investing should not be purely for profit/financial gain. Instead, the investment should be in the form of community/collective social investment/donations or community share offer where it aims to provide a

community benefit and any payback to members or potential investors (if any) would be minimal and/or focused on a social dividend.

- 20.2 Documents in relation to community shares need to clearly state that the shares are withdrawable and cannot be sold, traded or transferred between members, unlike shares in a typical company and that we would expect this social investment behaviour for CEF and BLEF grantees, demonstrating that the share offer is not primarily for private gain and therefore not trade-able.
- 20.3 If crowdfunding is a potential source of match funding for your project, please contact Groundwork UK to discuss before submitting an application.

21. Is land eligible as partnership funding?

- 21.1 To be eligible, a donation of freehold land or property must be from a genuine third party, provided that it constitutes added value through the transfer of ownership and control. Land must be given freehold, and the value needs to be independently and professionally verified and reflect any existing planning consent or restrictions. It must also relate directly to the project for which you are seeking funding.
- 21.2 The value of any land, facilities, equipment or other assets already owned by an organisation or that is based on potential development permission (e.g. hope value) or that doesn't relate to the project for which you are seeking funding is not eligible.

22. Is BLEF compensation for the impacts of Phase One of HS2?

- 22.1 The aim of BLEF is to add benefit over and above committed mitigation and statutory compensation to support local economies along the route that are demonstrably disrupted by the construction of Phase One and Phase 2a of HS2 from London to Crewe. The Funds are not therefore classed as compensation packages for HS2.
- 22.2 BLEF is not a compensation scheme for individual businesses.
- 22.3 For details of the existing compensation schemes, please see section 13 of this document.

23. How will the funding be managed to ensure a fair spread of investments along the line of route?

- 23.1 To ensure a fair spread of investments along the line of Phase One and Phase 2a route, we will keep track of applications received/grants approved and undertake targeted promotion of the Funds in priority locations if required. Please be assured that rigorous management of the funding available will ensure that money is available throughout the construction of both phases, and there will be no advantages in submitting early or disadvantages of submitting applications later during the construction period. There will also be considered management of the regional funding allocations for Phase One to ensure that all areas receive their fair share in accordance with the level of disruption they experience.

24. What documents do we need to submit with our application?

24.1 The following table confirms which documents you need to submit based on the type of organisation you are;

Organisation Type	Governing Document	Previous Years Accounts	Copies of last 3 months Bank Statements	Lease / Freehold (if a capital project over £10,000)	Evidence of Partnership Funding - if being provided
Fully constituted organisation, association or trust	Yes	Yes	Requested at Groundwork UK's discretion	Yes	Yes
Community Interest Company (CIC) or Industrial Provident Society (IPS)	Yes	Yes	Requested at Groundwork UK's discretion	Yes	Yes
Local Authorities (county councils, metropolitan district councils, unitary authorities, district council and the London boroughs) and other public sector statutory bodies (parish and town councils)	No	No	No	Yes	Yes

24.2 Governing documents, accounts, bank statements and leasehold/freehold documents need to be in the same organisation name.

24.3 If your organisation works with children, young people or vulnerable adults you will need to provide a copy of your organisation's safeguarding policy with your application.

24.4 We reserve the right to request further documents or information if required to fully assess your project.

25. What governing documents do you need?

25.1 A governing document is a legal document which represents the rule book for the way in which your organisation will operate.

25.2 There are a number of different types of governing documents, including constitutions for an association, a trust deed for a trust, a will for a will trust, articles of association for a company and rules for an Industrial and Provident Society. You should submit the document which formally governs the running of your organisation.

26. What kind of accounts do you need?

26.1 The type of accounts we need will depend on the type of organisation you are;

- A new organisation may only be able to provide a basic document showing projected income and expenditure. This is appropriate for a new organisation and shows planning. It should demonstrate how you expect the organisation and the project to grow over the next year.
- From an organisation with income less than £25,000 we would expect to receive a basic document highlighting income and expenditure and any balance sheet items.
- From an organisation with income over £25,000, but less than £1 million we would expect to receive accounts that have been reviewed by an appropriately qualified person (this is not deemed an audit). We would expect this to be a slimmed down version, but still similar to the accounts that a large organisation produces. Audited accounts will be needed if total assets (before liabilities) exceed £3.26 million and the organisation's gross income is more than £250,000.
- From an organisation with income over £1 million we would expect to receive externally audited accounts. This is likely to be a reasonable-sized document with a detailed Trustee or Directors report and notes to accounts.

27. How do I provide the additional documents you have requested?

27.1 The additional information can be uploaded directly with your application. You will need to scan any documents you only have in hard copy.

28. What are the requirements when recruiting to BLEF funded staff posts?

28.1 If your application includes the employment of a part or full time role to support the delivery of the project, you need to confirm that you have followed or will follow an open and fair recruitment process to ensure that the right candidate is selected for the role. Reasonable recruitment costs can be included in the BLEF grant request.

29. Can BLEF funding be used for a road safety project?

29.1 Projects which include enhancements to roads or highways for the purposes of road safety or the maintenance/upkeep of existing public access are considered ineligible under this funding programme.

Examples of works which are ineligible under this scheme include;

- Installation of speed cameras or vehicle activated signs
- Installation of speed bumps or other speed reduction measures such as speed tables, speed cushions, priority narrowing or chicanes
- Junction improvements or changes to road layouts

- Maintenance/upkeep of pavements, public rights of way or public footpaths
- Pedestrian crossings

29.2 If such works are a priority for road safety in your area then they should be funded by your local highways authority through their normal budgets or through HS2 Road Safety Fund (RSF) monies which have been allocated to each Local Authority along the line of route for both phases of HS2. RSF monies can be used towards traffic calming measures, safer pedestrian crossings or safer junctions for cyclists, pedestrians and drivers. It is for each Local Authority to decide how to spend its allocation, so you may wish to contact your authority to find out what their plans are for using their government allocation of the RSF.

29.3 In light of this alternative HS2 funding stream targeted specifically at road safety, we do not consider it appropriate to also fund such schemes through CEF & BLEF. If you are considering applying for funding to the CEF & BLEF programme and your project includes road safety related elements that are not covered in the above list, please contact Groundwork UK to discuss your project before applying.

30. Can BLEF funding be used for public realm improvement projects?

30.1 Guidance in FAQ 29 on road safety projects is not intended to exclude enhancements to the public realm.

30.2 CEF & BLEF will typically consider quality funding applications for projects which encourage tourism and community cohesion, improve the local rural or urban environment, and/or support the maintenance of local economic activity for groups of businesses. Examples of public realm improvements against CEF & BLEF criteria which may be eligible under this CEF & BLEF scheme include:

- Landscape and nature conservation enhancement projects
- Improved access and enhancements to public open space
- Street furniture, such as seating, bins and hanging basket stands
- Providing public art which reflects the history and personality of the area
- Planting trees, shrubs and flowers
- Creating or improving facilities such as multi-use games areas or play parks
- Security fencing and cameras as part of wider improvement projects
- Sign entry treatments / wooden gates
- Improved lighting and signage
- Enhancements to pavements, public rights of way, public footpaths, public bridleways or restricted byways where projects are designed to meet the outcomes of the CEF & BLEF funding programme, are additional to statutory responsibilities and provide wide public benefit.

30.3 If you are considering applying for funding to the CEF & BLEF programme and your project includes public realm improvement works, please contact Groundwork UK to discuss your project before applying.

31 What type of In Kind match contributions will you consider?

31.1 The following table explains in more detail which In Kind contributions we deem eligible towards your project;

Category	Eligible	Ineligible
Partnership Funding in the Form of Land	Donation of freehold land or property from a genuine third party, provided that it constitutes added value through the transfer of ownership and control. Land must be given freehold, and value needs to be independently and professionally verified and reflect any existing planning consent or restrictions.	Value of any land, facilities, equipment or other assets already owned by an organisation that is based on potential development permission - 'Hope value'
Services / Materials In Kind	Independently validated voluntary labour, professional fees or donations of materials. For example, the provision of professional services, such as architect, construction management, or legal services; or materials such as bricks, tiles and sanitary ware. These services may be offered either free of charge or at significantly reduced rates, perhaps by a member of your organisation or partnership.	Services or materials not independently validated or directly linked to the project
Voluntary effort	This is usually labour which is committed or received as an In Kind value that would otherwise be paid from the project budget. It must genuinely constitute added value, not something that would be undertaken anyway. Health and safety legislation determines that many elements of construction must be carried out by suitably qualified people to reduce the risk of accidents on site and to ensure that the finished work is carried out in accordance with statutory requirements such as building regulations. Work In Kind involving specialist trades such as electricians, plumbing, and heating must be undertaken by an authorised contractor	Activities or tasks that would be done anyway such as general maintenance

	with appropriate certification and professional indemnity. We may ask for evidence of this certification if you are successful.	
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32. Why can I no longer apply for over £250,000?

- 32.1 Since the launch of the Funds in 2017 there has been a commitment to a continuous learning approach to improve the delivery of the Funds. The Funds will no longer typically accept CEF Strategic or large BLEF applications for more than £250,000 to ensure the funding is available over the extended construction period and will seek to prioritise lower value awards for greater social impact from the budget available.
- 32.2 Requests for funding over £250,000 will be considered only in exceptional circumstances, where you evidence a combination of some or all the following;
 - 1) route-wide geographical benefit and partnerships across multiple communities;
 - 2) a wide-ranging partnership approach to their project with high levels of match funding to benefit high numbers of beneficiaries;
 - 3) that you have been working on an application for over £250,000 for a considerable period of time and it will deliver a significant impact.

33 Why is there only £5m of funding for Phase 2a?

- 33.1 Population density and route length were considerations in determining the level of funding to be allocated for the Funds for Phase 2a in comparison to the £40 million allocation for Phase One. This level of funding was approved by HS2 Ltd and the Department for Transport and was subsequently agreed by the Phase 2a Select Committee.

As described in Section 15, an additional £2 million has been allocated for biodiversity enhancement projects along the line of route for Phase 2a.

34 We have a potential project that is close to both HS2 Phase One and Phase 2a – which pot should we apply under?

- 34.1 There are four criteria which applications will be reviewed against. Need, Planning, Disruption and Sustainability. In order to prove disruption an applicant must refer to the relevant environmental statement information from their area. We recommend deciding which pot of funding to apply for (Phase One or Phase 2a) based on where there is most evidence of disruption in the environmental statement. Part of Groundwork UK’s assessment will include checking that the applicant has applied for the right funding pot based on evidence in the environmental statements.