

Agenda item 10

Additional updates & stakeholder reports

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Strategic Economic Infrastructure

1. Introduction

- 1.1. This note provides an update on the progress of a number of strategic and local transport infrastructure projects reported previously to Team East Sussex.

2. Strategic Road Network (SRN)

A27 smaller scale interventions

- 2.1 Highways England (HE) announced a package of smaller scale interventions for the A27 east of Lewes in Sep 2017 following the inclusion of the scheme in the Government's Roads Investment Strategy 2015–20. These interventions comprised:
- capacity improvements at Polegate comprising two lanes in both directions from Cophall to an enhanced A27/A2270 traffic signal junction;
 - improved capacity at Drusillas roundabout;
 - safety improvements at Wilmington crossroads;
 - new shared use path along the A27;
 - a new path from Drusillas to Berwick station, new/upgraded crossings at Wilmington, Selmeston and Firle.
- 2.2 Construction of the improvements at the A27/A2270 junction, which also includes changes to the A27 junctions with Brown Jack Avenue and Gainsborough Lane, as well as the widening from the junction up to Cophall roundabout, commenced in Jun 2020 and is currently programmed for completion in summer 2021. Overall, the package of smaller scale interventions will be completed in 2022. Visit highwaysengland.co.uk/projects/a27-east-of-lewes for more information on the package of smaller scale interventions.

A27 East of Lewes Study

- 2.3 Although the smaller scale improvements address some of the existing issues on the A27 between Lewes and Polegate in the short to medium term, they don't address these and future issues in the long term, particularly with significant housing and employment growth planned in the South Wealden area. Accordingly, funding from the Roads Investment Strategy (RIS) allocation was secured in May 2017 by the A27 Reference Group, which comprises local MPs, local authority leaders and the LEPS, for a study to look at a new dual carriageway route between Lewes and Polegate. The HE-commissioned study looking at these potential new route options was completed in May 2018.
- 2.4 The study, which was an early stage investigation, recognised that there is a strong strategic case for an off-line improvement between Lewes and Polegate to address current problems and to facilitate housing and economic growth in the area. It identified that all the route options considered would bring significant economic benefits outweighing the dis-benefits.
- 2.5 The outcomes of the final study fed into the Department for Transport (DfT) as part of the development of the Roads Investment Strategy 2 (RIS2) which sets out the investment that Government will be

making in the Strategic Road network (SRN) and that HE will be expected to deliver during the second road period between 2020 and 2025.

- 2.6 RIS2 was published in Mar 2020 and identifies further work to be undertaken on developing proposals for the A27 between Lewes and Polegate as a potential pipeline scheme for construction between 2025 and 2030. This further work will be managed by HE and we are awaiting further information from them on the timescales for when this work will commence. The A27 Reference Group will play an important part in providing that single voice to HE and Government on the case for this much needed investment in a more comprehensive solution for the A27 to Lewes that improves the economic connectivity of Eastbourne and south Wealden. It will equally be important to ensure the scheme is also included in the recommended interventions identified through the Transport for the South East (TfSE) Outer Orbital Study which is currently being undertaken.

A21

- 2.7 Improvements to the A21 Kippings Cross to Lamberhurst, Flimwell and Hurst Green sections were identified in our submission to Government as priorities for inclusion HE's second RIS. None of these projects were eventually included, but the RIS did identify the development of a package of road safety improvements for the A21 corridor. As with the A27, we are still awaiting details from HE on the timescales for progressing this work. Despite not being included in RIS2, we will continue to develop the case for further improvements to the A21 with Transport for the South East (TfSE) through their South Eastern radial corridor study, which will commence in mid-2021.

3. Major Road Network (MRN)

- 3.1 Following a Government consultation in early 2018, Government announced its final Major Road Network (MRN) in Dec 2018, comprising the most economically important 'A' class local authority managed roads, sitting between the HE-managed Strategic Road Network (SRN) and the local road network. In East Sussex the following roads have been included in the MRN:

- A22 Eastbourne to Forest Row (including Golden Jubilee Way);
- A26 Lewes to edge of Tunbridge Wells;
- A259 Eastbourne to county boundary with Brighton & Hove;
- A272 edge of Haywards Heath to Maresfield;
- A259 Glyne Gap to Batchelors Bump; A21 Baldslow to Hastings seafront and A2102 Silverhill to St Leonards seafront (Hastings);
- A2270/A2021 Polegate to Eastbourne town centre; A2280 Cross Levels Way and A2290 Lottbridge Drove (Eastbourne/South Wealden).

- 3.2 Funding is available for the MRN through the National Roads Fund from the early 2020s and DfT guidance identifies the types of schemes that are eligible for funding:

- Bypasses or new alignments;
- Missing Links between existing stretches of the MRN or SRN;
- Widening of existing MRN roads;
- Major structural renewals on roads, bridges, tunnels and viaducts on MRN roads;
- Major junction improvements (e.g. grade separation);
- Variable Message Signs (VMS), traffic management and the use of smart technology and data to raise network performance;
- Packages of improvements which may include elements of safety, widening, new alignment and junction improvements.

- 3.3 DfT will provide funding between £20m and £50m, although the lower threshold will not be applied rigidly, and there is an expectation of a local contribution of at least 15% towards the scheme.

- 3.4 Transport for the South East (TfSE) was asked to coordinate with its constituent local transport authorities on potential MRN schemes across their geography that could come forward as 'early entry' MRN schemes, commencing before Apr 2023 or for delivery between 2023 and 2025. TfSE assessed all the schemes put forward across their geography against the MRN criteria as set out by DfT, as well as TfSE's strategic objectives for the region which focus on sustainable economic growth, improved quality of life and the environment. Following this assessment TfSE identified the A22 Corridor Package and A259 South Coast Road Corridor as two of their ten priority MRN schemes for submission to Government.

A22 Corridor Package

- 3.5 East Sussex has developed a £35m outline business case, including a 15% local contribution from development contributions and CIL monies, relating to a package of junction improvements on the A22 Corridor in South Wealden. This is an early entry MRN scheme for commencement before Apr 2023.
- 3.6 This package of improvements has been identified in the Wealden Local Transport Plan Study (2018) as infrastructure required to support the current and planned housing and employment growth in the Wealden Local Plan; it includes:
- Boship roundabout;
 - Hempstead Lane;
 - A295 (Eagles) South Road roundabout;
 - A27/A22 roundabout;
 - A22 Golden Jubilee Way/Dittons Road roundabout.
- 3.7 The outline business case (OBC) was sent to DfT at the end of Jul 2019. Following feedback from DfT earlier this year, we are currently undertaking further transport modelling work to inform a revised OBC for submission in May 2021. A full business case would then be submitted in early 2022.

A259 South Coast Road Corridor

- 3.8 East Sussex put forward a pre-strategic outline business case relating to the A259 East Sussex South Coast Corridor Package, focussed on the section of the road between Eastbourne and Brighton, as a potential MRN scheme for delivery between 2023 and 2025.
- 3.9 It is anticipated that the package will focus on delivering measures to enhance access to public transport and to enable people to cycle or walk for all or part of their journeys, alongside localised road and junction capacity improvements, highways structural maintenance and safety improvements, and the potential use of smart technology. This will provide a balanced package of measures by improving the efficiency, effectiveness and resilience of this key corridor of movement that will be fundamental for both existing and future users.
- 3.10 We have delayed commissioning a local study in order to follow on from the TfSE Outer Orbital Corridor Study which is due to commence Autumn 2020. Therefore, the detail of the package will be informed by the TfSE study, which will look at strategic interventions, and our own study, which will look at more localised interventions; the ESCC commissioned study will commence in 2021/22.

4. Rail

High Speed Rail

Economic Impact

- 4.1 A 2017 study into the economic impact of High Speed rail into East Sussex, commissioned by East Sussex, Hastings, Rother and Eastbourne, identified that High Speed rail would be a potential game changer for the local economy and will:
- transform the connectivity and image of the area with reduced journey times;
 - support growth in London and the South East with improved connectivity with the capital critical to economic prosperity;
 - act as a catalyst for economic growth attracting investment and ensuring the area is a more desirable place to live and work leading to lower out-migration of skilled labour and in-migration of higher earners.
- 4.2 Taking into account all benefits assessed for East Sussex, the High Speed rail service could provide economic benefits in the range of £711.2m of GVA (£459.9m for East Sussex and £285.6m nationally in total over a 30 year horizon) and 1,290 jobs per annum once all benefits are realised. Visit www.eastsussex.gov.uk/roadsandtransport/roads/roadschemes/bexhill-hastings-high-speed-rail for a copy of the Economic Impact Study.

Ashford West Junction and Timetable Study

- 4.3 Network Rail (NR) has previously identified an incremental approach to bringing forward the infrastructure work required to enable High Speed Rail into East Sussex. The first phase has focused on the physical changes needed at Ashford to enable the High Speed trains to run from the High Speed Rail link onto the Marshlink. The second phase has involved a timetable study on what changes would

be required to the Marshlink and High Speed Rail service timetables as well as the infrastructure necessary on the Marshlink to facilitate this.

- 4.4 This work, funded by DfT and ESCC, identified a technically feasible option for the new platform and track layout changes at Ashford East junction. Working on the assumption of splitting/joining High Speed services at Ashford, with changes to the Marshlink and HS1 timetable and double tracking through Ore Tunnel and line speed improvements, the timetabling study identified that journey times could be reduced to around 70 minutes to Hastings and around 80 minutes to Bexhill.

Kent and East Sussex Rail Connectivity pre-GRIP study

- 4.5 Network Rail announced in Feb 2020 that they would be undertaking the Kent and East Sussex Rail Connectivity pre-GRIP study. The study is looking at four options to potentially improve rail connectivity to the Kent and East Sussex coast – two in East Sussex relating to Hastings/Bexhill/Eastbourne (one with the HS1/Marshlink line through Ashford station, line speed improvements and electrification of Marshlink taking account of the Government’s decarbonisation agenda, and one without the electrification element), one for Thanet and one for Dover/Folkestone.

- 4.6 The study, funded by DfT and ESCC, commenced in Sep 2020 and will be completed in Apr 2021. The outputs from the study are:

- the pre-GRIP level of design work required to produce the order of magnitude costs that Network Rail can include within a Strategic Outline Business Case (SOBC);
- economic analysis of the options;
- a Strategic Outline Business Case (SOBC);
- a funding request for further design work which would be submitted with the SOBC to DfT.

- 4.7 On completion of the study, the SOBC and Funding Request to progress to the next development stage will be submitted to Government in Apr/May 2021 for their consideration.

Rail Franchises

- 4.8 On 21 Sep 2020 Government announced that the franchising system will be replaced with more demanding Emergency Recovery Measures Agreements (ERMAs). These address the continuing impact of the pandemic on the railway over the next 18 months, with tougher performance targets and lower management fees.

- 4.9 These ERMA’s will then pave the way for wider rail industry reform and is a prelude to a white paper which will respond to the [Keith Williams review of the rail industry](#) and his recommendations. The white paper will be published when the course of the Covid-19 pandemic becomes clearer.

Brighton Mainline – Croydon remodelling

- 4.10 Network Rail has been developing proposals to remove the bottleneck located in the ‘Selhurst triangle’, the junctions north of East Croydon and through East Croydon station. As the main route connecting the capital with Gatwick Airport and the south coast via the Brighton Main Line, the removal of this bottleneck will provide a significant boost to the regional and national economy, speeding up services through the area and improving punctuality and reliability in train services.

- 4.11 Following initial public consultation in 2018, Network Rail completed further consultation on their proposals for remodeling the Croydon bottleneck in Sep 2020: www.networkrail.co.uk/running-the-railway/our-routes/sussex/upgrading-the-brighton-main-line/unblocking-the-croydon-bottleneck.

- 4.12 To deliver their proposals, Network Rail will need to obtain powers to work outside the railway boundary through a Transport and Works Act Order (TWAO) and are currently in the process of preparing an application for these powers to the Secretary of State for Transport.

Uckfield Line

- 4.13 The Uckfield line is currently unelectrified south of Hurst Green, meaning that a fleet of diesel trains is utilised on the line. Network Rail has been asked by DfT to explore future power solutions for the line.

5. Aviation

Gatwick

- 5.1 The consultation on Gatwick’s Masterplan closed in Jan 2019, which included proposals for the potential use of the standby runway by smaller aircraft for departures (e.g. A321s, 737s, with larger

aircraft departing from the main runway and all aircraft arriving on the main runway) to increase the overall capacity of the airport.

- 5.2 Gatwick commenced the Development Consent Order (DCO) process, which follows a six-stage process, in 2019 to enable the use of the standby runway to happen. This will involve adjusting the distance between the standby and main airfield taxiway by 12m, which will require a new pier location, hangar and ancillary development and assessments of impacts including flood risk, surface access improvements and car parking.
- 5.3 Gatwick submitted an Environmental Impact Assessment (EIA) scoping report to the Planning Inspectorate (PINS) in Sep 2019 who subsequently consulted key stakeholders, including the County Council, on what should be included in the EIA. Gatwick had proposed to undertake a more detailed consultation with local authorities, lasting several months, from Mar 2020 as part of the pre-application stage of the DCO. However, in Mar 2020 Gatwick announced that the DCO process would pause owing to the Covid-19 pandemic and the consultation would be delayed until further notice.

Gatwick Rail Station

- 5.4 A £150m upgrade to Gatwick Airport station to increase capacity, improve accessibility, provide a better journey experience and improve train performance started in May 2020.
- 5.5 The project is being managed by Network Rail in partnership with DfT and Govia Thameslink Railway (GTR). Gatwick Airport Ltd and Coast to Capital Local Enterprise Partnership are co-funding the project with £37m and £10m respectively. GTR, the train company that operates Gatwick Express, Thameslink and Southern services, will operate a dedicated timetable during the project. The project is being delivered by Costain.
- 5.6 Following the closure of Platform 7 between May and Nov 2020 for Stage 1 works, the platform has now reopened. The key remaining dates for the scheme are:
 - Stage 2, Platforms 5 & 6 closed: 1 Nov 2020 – May 2022
 - Stage 3, Platforms 3 & 4 lift and staircase installed: 29 Sep 2020 – Mar 2023
 - Stage 4, concourse work: Sep 2021 – Mar 2023
 - Completion of remainder of the work: Sep 2023
- 5.7 Updates on the progression of the scheme are available at www.networkrail.co.uk/running-the-railway/our-routes/sussex/upgrading-the-brighton-main-line/gatwick-airport-station-upgrade.

6. Infrastructure to Unlock Jobs and Homes

North Bexhill Access Road (NBAR)

- 6.1 NBAR is a new road from Combe Valley Way (the Bexhill Hastings Link Road) to the A269 north of Sidley. Funded using Local Growth Fund (LGF) monies secured through the South East Local Enterprise Partnership (SELEP), the access road will unlock 28,000sqm of employment space and 500 new homes in the Rother District Local Plan. The road opened to traffic on 11 Mar 2019.

Queensway Gateway Road (QGR)

- 6.2 QGR is a new link-road between Queensway and the A21 in north Hastings which will unlock 12,000sqm of employment space as identified in the Hastings Local Plan. Also funded by LGF monies, the first phase of the road between Queensway and the intermediate roundabout was completed in late 2018, whilst construction of Phase 2 (intermediate roundabout to Ramblers Coaches entrance) was completed in Jul 2019.
- 6.3 At present the next phase of the permanent connection is being constructed and will provide access to the remaining businesses which have a frontage on QGR. However, in light of the delays that have been encountered with the required acquisition of the land for the final section of the road, a temporary connection to the A21 is being considered to enable vehicles to use the road for access to the A21 as an interim solution until the permanent connection can be delivered. Sea Change Sussex, the scheme promoter, has appointed a contractor to commence delivery of the temporary connection with the A21.
- 6.4 The final elements of the temporary traffic solution will involve the installation of traffic lights at the junction between the A21 and Junction Road, and securing a temporary Traffic Regulation Order (TRO) and a stopping-up order for the section of road between Junction Road and The Ridge. In doing so, Sea Change Sussex needs to demonstrate to the County Council and Highways England, who are

responsible for the A21 north on Junction Road, that the temporary scheme will work satisfactorily and will not have a wider detrimental impact on the strategic and local road networks, including Harrow Lane.

- 6.5 Subject to this technical approval being given, it is expected that the temporary connection will be delivered and fully open to traffic in the early part of 2021.

7. Newhaven

Newhaven Port Access Road (NPAR)

- 7.1 NPAR is an integral part of Newhaven Enterprise Zone which came into effect in Apr 2017 and is identified within the ESCC Council Plan as a key priority for driving sustainable economic growth.
- 7.2 Development within East Quay is constrained by the current poor access to the site, and the impacts from the unsuitable traffic along Railway and Beach Road adversely affect the viability of developments (particularly residential) in this part of the town. NPAR provides a new direct access into the East Quay area of Newhaven Port, alleviating traffic (particularly HGVs) away from the existing route along Railway Road and Beach Road, which are residential roads unsuitable for this use.
- 7.3 The first phase of the road was completed by a developer in 2015 and the County Council is completing the route with a bridge over the Newhaven–Seaford railway line and Mill Creek, taking the road into port land to the south and ultimately linking into the East Quay area.
- 7.4 The total cost of the scheme is £23.2m (£13.2m from ESCC and £10m LGF). Contractor BAM Nutall started work onsite in Jan 2019, and following a 20-month construction period, the scheme was completed in Oct 2020.
- 7.5 Visit www.eastsussex.gov.uk/roadsandtransport/roads/roadschemes/newhaven-port-access-road for further information on the Port Access Road. A time lapse video of the construction of the Port Access Road is also available at <https://vimeo.com/470233741/17c6ef63ba>.

Newhaven – Dieppe Ferry

- 7.6 In Oct 2020 the Newhaven to Dieppe ferry was one of nine routes serving eight ports in the country to receive a Government freight contract aimed at increasing the country's import and export capacity during the Brexit transition period. The route will receive part of the £77.6m national contract with Brittany Ferries, DFDS, P&O and Stena, thereby securing its future. A third daily freight-only crossing is planned to start in early 2021.

8. Local Transport

Local Transport Capital Programme

- 8.1 The 2020/21 local transport capital programme was approved by the Lead Member for Transport and Environment in Mar 2020. The £9.167m programme included a broad mix in scale/value of over 90 schemes funded through LGF monies, development contributions and funding allocated in ESCC's capital programme.
- 8.2 The 2020/21 capital programme for local transport improvements is available to view via <https://democracy.eastsussex.gov.uk/documents/s29512/LMTE%2016%20March%202020%20Capital%20Programme%20for%20Local%20Transport%20Improvements%20...pdf>.
- 8.3 As a result of the Covid-19 pandemic, we have been regularly reviewing the programme over the last six months to ensure we can continue the development and design of schemes where possible. However, a number of the schemes were paused which has impacted on our ability to meaningfully consult on scheme proposals, advertise traffic regulation orders, undertake road safety audits and in some cases undertake construction.
- 8.4 With lockdown restrictions now eased, some construction work has started and recommenced on some of the paused projects, and we are exploring ways in which we can undertake scheme consultations online rather than through exhibitions, but also still enable those without access to the intranet to engage in the process. Within this, priority is being given to expediting the development and delivery of LGF funded projects.

Emergency Active Travel Fund tranche 2

- 8.5 A bid for £1.6m (£1.3m capital and £0.3m revenue) was submitted to Government in Aug 2020. We received confirmation that we would receive £1.8m (£1,456,160 capital and £364,040 revenue) on 13 Nov 2020. There is an expectation that the majority of funding needs to be spent by the end of Mar 2021, or at least committed for delivery early in 2021/22.
- 8.6 There are additional requirements from DfT in relation to tranche 2, and we are currently working through these and developing the workplan for the delivery of the tranche 2 measures.

9. Regenerating Town Centres

- 9.1 Across the county there have been various regeneration schemes delivered by the County Council focussed on our town centres, including most recently in Uckfield (2014-16) and Hailsham (2016-17). There are a number of town centre schemes currently under development as outlined below.

Eastbourne Town Centre Improvements Phase 1

- 9.2 Phase 1 of the package, costing £8.25m with £5m coming from LGF, was developed to support the extension of the town centre's Arndale (now renamed 'Beacon') shopping centre. The scheme focussed on:
- improving the pedestrian environment and public realm on Terminus Road between Station roundabout and Bankers Corner, Gildredge Road and Cornfield Road;
 - the relocation of the bus stops into Cornfield Road and Gildredge Road with a one-way bus lane through Terminus Road from its Ashford Road junction to Bankers Corner.

- 9.3 The scheme was completed in Jan 2020.

Eastbourne Town Centre Improvements Phase 2

- 9.4 Since early 2018 we have been engaging with stakeholders from across the community in Eastbourne to identify priorities for better movement and access in and around Eastbourne's town centre. A package for Phase 2 was identified through a series of stakeholder workshops, with priority given to developing proposals for the section of Terminus Road between Bankers Corner and Langney Road which will utilise the £3m of LGF monies approved by SELEP in Feb 2019 for improving movement and access in Eastbourne town centre.

- 9.5 Consultation on the proposals was undertaken in Nov/Dec 2019. Following LMTE approval in Apr 2020, detailed design commenced in Jun 2020 for completion by the end of 2020, with stakeholder update meetings scheduled for Sep, Oct and Dec 2020. Construction is programmed to start early 2021/22.

Bexhill and Hastings

- 9.6 We are developing proposals for London Road in Bexhill and for improving connectivity between the rail station and seafront in Hastings. Both will be funded through the LGF monies secured for the area with an additional Community Infrastructure Levy (CIL) contribution towards the London Road scheme.

Future High Streets Fund

- 9.7 Recognising the importance of ensuring the vitality of our town centres, both now and in the future, the Government announced its £650m Future High Streets Fund in late-Dec 2018.
- 9.8 The Fund, which would support and fund local areas' plans to make their high streets and town centres fit for the future, is expecting any potential investment bids to fall under a number of themes, including improvements to transport access, traffic flow and circulation, public realm improvements and supporting adaptation of the high street in response to changing technology.
- 9.9 Following a call for expressions of interest, all our Borough and District Councils submitted EOIs to the Government in Mar 2019. It was announced in Jul 2019 that Lewes DC, with their EOI related to Newhaven town centre, had been successful in progressing to the next stage where applicants need to develop a business case. Lewes DC submitted their business case in Jun 2020 and a decision on the £7.2m bid is expected later this year.

10. Town Deals

- 10.1 On 6 Sep 2019 the Government announced that it will invite 100 places to develop proposals for 'Town Deals' to transform their town's economic growth prospects with a focus on improved transport, broadband connectivity, skills and culture.

- 10.2 Both Hastings and Newhaven have been chosen for the opportunity to bid for up to £25m from this programme. Government will be working with both Hastings BC and Lewes DC, along with other local stakeholders, to understand the respective town's local assets, opportunities and challenges.
- 10.3 Government published its guidance to enable towns to develop their Towns Deals in Jun 2020. Both Hastings and Lewes are working towards producing and submitting evidence-based Town Investment Plans by 31 Jan 2021.

11. Local Cycling and Walking Investment Plan and Active Access for Growth Programme

Local Cycling and Walking Investment Plan

- 11.1 In Mar 2016 DfT published a national Cycling and Walking Investment Plan (CWIP). The key objectives are to double levels of cycling and reverse the decline in walking, reduce the rate of cyclists killed or seriously injured on England's roads, and increase the percentage of children aged 5 to 10 that usually walk to school.
- 11.2 The CWIP encourages local authorities to develop their own *Local* Cycling and Walking Investment Plans (LCWIP). Following a stakeholder consultation on our draft LCWIP in Apr 2020, we are currently undertaking a public consultation until 11 Dec 2020: [East Sussex Local Cycling & Walking Infrastructure Plan Public Consultation 2020 - East Sussex - Citizen Space](#).

Transport for the South East (TfSE)

- In Jul 2020 the Transport for the South East (TfSE) Shadow Partnership approved both the final version of the Transport Strategy and the proposal to Government to secure 'statutory status' for TfSE. Both of these documents were submitted to the Secretary of State for Transport for consideration, and a response has been received stating that the Government has decided not to progress with the initial request for statutory status at this time.
- On the Transport Strategy, the Government has confirmed that they will have due regard to this when making their own policy decisions, and in addition have provided TfSE with £1.225m of grant funding to enable the technical work programme to be progressed.
- Work is progressing on a series of five area studies which will determine packages of investment to improve north-south and east-west travel in the South East region. Taken together, these investment packages will form a regional strategic investment plan which TfSE plans to publish in 2022.
- The first 'outer orbital' area study is currently underway, which is focussing on east-west movement along on the A27/A259/A256 and the east and west coastway rail corridors. The next two area studies will commence in late Nov 2020, covering east-west movement in the 'inner orbital' area immediately adjacent to London and the 'south central' area focusing on the A22/M23/A23/A24/Brighton mainline corridor.
- Other technical work has recently been completed involving an examination of the potential short-term implications of the recovery from the Covid-19 pandemic on transport investment needs, and also an assessment of the impact of the transport interventions identified as part of the area studies on carbon emissions. Work on a freight logistics and Gateways strategy is due to commence in Jan 2021.

Culture East Sussex (CES) – annual report

Introduction

- Culture East Sussex (CES) supports the delivery of the East Sussex Cultural Strategy (2013-23) and Mission 3 of the Team East Sussex Economy Recovery Plan. In Mar 2020, following the first national lockdown, all CES-related work was paused whilst the impact of the pandemic began to be understood and the relevance of current plans could be tested.

Strategic context

- East Sussex Cultural Strategy 2013-23
- TES Economy Recovery Plan
- SELEP Economic Strategy Statement 2019

- SELEP Local Industrial Strategy
- South East Creative Economy Network (SECEN) Prospectus (currently being revised)
- Arts Council England's 10 Year Strategy: Let's Create 2020-30
- East Sussex Growth Strategy 2014-20

The impact of Covid-19 on the cultural sector

- In Jun 2020 The Creative Industries Federation published *The Projected Economic Impact of Covid-19 on the UK Creative Industries* from Oxford Economics. The UK's creative sector was previously growing at five times the rate of the wider economy, employing over 2 million people and contributing £111.7 billion to the economy – more than the automotive, aerospace, life sciences and oil and gas industries combined. The report predicted that the creative sector would be hit twice as hard as the wider economy in 2020, with a projected GVA shortfall of £29 billion. Many creative sub-sectors are expected to lose more than half their revenue and over half of their workforce. Despite the Job Retention Scheme, the report projects that 122,000 permanent creative workers will be made redundant by the end of the year. The impact on employment was set to be felt twice as hard by creative freelancers with 287,000 freelance roles expected to be terminated by the end of 2020.
- The arts, entertainment and recreation industry along with the accommodation and food service activities industry had the highest proportions of their workforce on partial or full furlough under the terms of the UK Government's Coronavirus Job Retention Scheme (CJRS), at 27% and 18% respectively.
- UK Music represents the commercial music industry in the UK. Its Music by Numbers report indicates that the industry grew by 11% in 2019 to be worth £5.8 billion to the UK economy. It contributed £5.8 billion a year to the economy, generating £2.9 billion in exports and supports almost 200,000 jobs. However, it is predicted that the music industry's contribution to the wider UK economy, spanning music sales and licensing to stadium tours, gigs in grass roots venues and merchandise, is likely to fall to approximately £3 billion this year with the music industry set to halve in size and live music being the hardest hit.
- High numbers of businesses in the sector are reporting dramatic turnover decreases, potential insolvency and dwindling reserves. In order to continue trading legally, cultural businesses need to be able to produce a viable business plan. Covid-19 has presented significant challenges to doing this.
- Prior to Covid-19, the Sussex Modern partners alone had an annual turnover of £87.8 million. The impact has been particularly devastating given the creative and cultural sector has been increasingly encouraged by funders to diversify its income sources and rely less on the public purse. This had seen creative and cultural organisations maximise income generation through the visitor economy, capitalising on domestic and inbound tourism, and these income streams are now interrupted, reduced or no longer possible.
- Although visitors returned to some creative and cultural venues in the period between the two national lockdowns, venues could only operate at significantly reduced capacity compared to the same period last year with destinations operating at between 25% and 35% of 'normal' visitor numbers in 2019 to comply with social distancing measures. Although there were reports of increased secondary spend per head among some organisations, set against reduced visitor numbers these figures do not compensate for loss of visitors.
- Key challenges ahead include:
 - Reduction in consumer confidence.
 - Organisations have fundraising targets to meet in an arena which is untested and already considerably stretched.
 - Uncertainty presented by spikes in infections, tiers and lockdowns means that organisations are reprogramming and rescheduling, tasks which do not earn income and which have to be done on reduced staffing numbers.
 - There is significant reduction in available volunteers who are often in the age ranges most vulnerable to Covid-19.
 - The supply chain of film makers, performers, artists, food and drink, shop stock and technicians are all severely impacted. Many are considering or already have left the industry, obliged to seek alternative employment, raising concerns about future recovery.

- Cultural organisations have strong engagement programmes either as central to their programmes or as part of education and learning. Organisations often target vulnerable communities in East Sussex and provide vital resources. Their funding streams have been impacted by Covid-19 and they have not been able to access government recovery schemes because they have had to maintain connection with their communities and therefore could not furlough staff or close. These organisations do not fit the visitor economy model but are central to cultural production and employment of creative freelancers.
- The sector’s ethnic diversity in employment has deteriorated as many BAME employees are in more junior roles which have been made redundant.
- Covid-19 restrictions risk overlooking disability legislation. Cultural organisations must strive to maintain the quality of experience which ensures their customer base whilst remaining financially accessible.

The impact of Covid-19 on domestic and inbound tourism

- There are significant interdependencies for the cultural sector and visitor economy in East Sussex. Many of our leading cultural organisations are visitor destinations. Throughout the pandemic, 1066 Country, Visit Eastbourne and Sussex Modern have worked tirelessly to support the visitor economy and promote the national ‘Protect, Respect, Enjoy’ campaign to increase consumer confidence.
- Visit Britain has revised their inbound and domestic tourism forecasts for 2020. Their forecast central scenario for Britain of £46.8 billion in domestic tourism spending in 2020 is down 49% compared to 2019 when spending by domestic tourists in Britain was £91.6 billion. This comprises £12.6 billion from overnight tourism, down from £24.7 billion in 2019, and £34.2 billion from day trips, down from £67.0 billion in 2019. This is a decline of 49% for both overnights and leisure day trips, although the pattern of the recovery will be different. While some categories of day trips started to recover first, others will be very limited for some months to come. This represents an overall loss of £44.9 billion – greater than the loss from inbound tourism in absolute value terms, although lower in percentage terms.
- Their central scenario forecast for inbound tourism to the UK in 2020, as of 12 Oct 2020, is for a decline of 74% in visits to 10.6 million and a decline of 79% in spending to £6.1 billion. This would represent a loss compared with the pre-Covid forecast of 31.1 million visits and £23.8 billion spending. This central scenario assumes that a vaccine will not be widely available during 2020. It assumes that the UK will not go back to the Apr-Jun 2020 situation of a full national lockdown and near-zero international travel, although it is consistent with local lockdowns being imposed.
- Since the initial lockdown on 23 Mar 2020, the National Coastal Tourism Academy has been undertaking regular business and industry surveys as well as gathering research and data from external sources on the impact of Covid-19 to Coastal Tourism. Pre-Covid, Coastal Tourism was valued at £13.7 billion in England and £17.1 billion for Great Britain. 32% of all visits take place in Jul and Aug, and 84% between Mar and Oct. As such, the Covid-19 outbreak happened at the worst possible time for Coastal Tourism. To date at least 7% of businesses have already permanently closed on the coast and the economic impact for 2020 is forecast to be a cut in tourism spend of £7.96 billion in England (£10.3 billion GB). 62.5% of Coastal Tourism businesses say it will take more than a year before they can return to a profit and 33.8% of businesses are unsure about their survival until Mar 2021. A wide range of independent reports have also highlighted the vulnerability of coastal communities to the economic and health impacts of Covid-19.

Government financial support received by the East Sussex cultural sector

- Emergency Lottery funding Mar/Apr 2020 (data to follow from 360 giving).
- 31 organisations have received a total of £6.5 million of Arts Council England and National Lottery Heritage Cultural Recovery Funds.
- 8 organisations have received a total of £1,029,400 of Heritage England Fund Cultural Recovery Funds.
- We have so far identified 1 organisation which received Theatres Trust funding £5k.
- Philanthropic giving, trusts and foundations and crowdfunding is not captured here but is likely to at least match the figures above.

Culture East Sussex response to the impact of the pandemic

- Despite financial and logistical challenges, the East Sussex cultural sector has continued to deliver cultural programmes throughout the pandemic, reassuring communities and visitors and supporting the vulnerable. Many venues reopened during the summer, providing entertainment and a sense of community and hope whilst attracting visitor economy spend. Examples include but are not limited to:
 - Ditchling Museum of Art+Craft's Create To Relate programme, a digital programme designed to maintain and build on community relationships through craft, which was used as a case study by Art Fund, and an element of which through the Virtual Museum Club won an award from Kids In Museums for best use of social media.
 - Towner and Artswork have been providing art packs to communities via the local foodbank in Eastbourne.
 - Applause, as part of Inn Crowd, has commissioned ten 'remote writers in residence', each attached to a pub across the country. With additional support from Pub is the Hub, they have also commissioned six regional and one national Winter Warmer poems as part of a campaign celebrating pubs, landlords and communities (to be released in Jan 2021). In partnership with SDNPA, Applause created a serialisation of Cherry Soup, an audio play which was aired on BBC Radio Sussex and Surrey.
 - Project Art Works has continued to sustain its delivery to adults with complex needs throughout the Pandemic.
 - Glyndebourne produced a programme of outdoor events in Jul and Aug 2020 and their first ever outside opera. Following this, having cancelled the Tour, they staged a "staycation" at Glyndebourne in the auditorium, bringing the Offenbach opera inside to a socially distanced audience of 350 (vs 1,200 capacity) and a semi-staged Magic Flute. The premiere of Magic Flute was the day after the second national lockdown was announced, so only three out of a scheduled ten performances were able to take place. Six more concerts are scheduled for Dec 2020 post-lockdown.
 - The De La Warr Pavilion joined Plus Tate: www.dlwp.com/dlwp-joins-plus-tate-network.
 - University College London (UCL) Innovation and Enterprise funded 'Art & Aphasia' project continued in lockdown. The project aims to develop UCL's Better Conversations with Aphasia conversation therapy, shifting from a traditional sickness-and-cure model of stroke healthcare into a creative wellbeing project embedded in an arts and culture setting: www.dlwp.com/art-aphasia-in-isolation.
 - Art Lab began in Feb 2020, co-produced by the De La Warr Pavilion and Sussex Discovery College. The weekly sessions were designed for young people aged 14-19 experiencing social, emotional or mental health challenges. When we went into lockdown Art Lab was thankfully able to continue providing weekly workshops via video conferencing: www.dlwp.com/18727-2.
 - DLWP co-produced 39 socially distanced shows (mostly outside) with Eddie Izzard across Bexhill and Eastbourne, kickstarting their live programme and getting the live team back to work over the summer months.
 - Farley House and Gallery piloted wellbeing activities during the summer such as yoga in the Sculpture garden with a view to doing further activities next year, including forest bathing and other activities that engage with the local landscape and mindfulness/wellbeing.
 - They created a series of free online live lectures and talks on Farleys and their artists during the first lockdown that will continue throughout the winter. They will also be sharing free video content on Farleys online.
 - With a view to being more robust next year Farleys has just started an online membership club which gives special access to the collection, house and archives, www.patron.com/leemillerarchives. All of the subscriptions go towards keeping Farleys and the archives going.
 - Culture Shift and Public Health's Everyday Creativity (a collaboration between Public Health and cultural practitioners led by Culture Shift) is a programme designed to explore how participation in creative activities can improve the mental health and wellbeing of the population in East Sussex during the pandemic. The programme will build on the creative activities that the local population has used to manage their mental health and wellbeing during lockdown, and implement creative activity-based interventions aiming to improve mental health and wellbeing for five discrete populations (selected by the Public Health team based on risk of adverse outcomes during the pandemic), and then produce a bank of resources based on the interventions to enable a wider population to benefit in the future.

- Artswork has funded Towner to deliver creative art packs to vulnerable families across Eastbourne and East Sussex and connected the scheme to Arts Council England’s Lets Create initiative. They have supported a network of schools in Hastings led by the ARK Alexandra Academy to deliver a blended Shakespeare Festival for children and young people, achieving Artsmark for all participating schools and developing an onward plan for Arts Award delivery in the 2020/21 academic year. Artswork has also established a regional Kickstart programme, which will be employing up to 30 young people as Youth Consultants across south east England open to employers in East Sussex. Young people will work both within Artswork and with external partner organisations, providing insight and focus around Youth Voice in policies and practice. This scheme also includes Artswork acting as a gateway organisation providing wraparound support for young people entering the scheme. They have also commissioned the Eastbourne Schools Partnership to develop an Artsmark mentoring, practice and support network of schools, embedding cultural education into the school development plans of secondary schools in Hailsham and the surrounding area, and supported the Future Creators Programme in Brighton to embed cultural education into the school development plans of primary and secondary schools, through Artsmark, in Newhaven and Lewes through a Literacy and Performance programme. Artswork has worked with the De La Warr Pavilion, Skills East Sussex and partners to reconfigure the Talent Accelerator Programme with reference where applicable to new and emerging government skills recovery programmes, the East Sussex Economy Recovery Plan and T levels. They have also delivered ‘Supporting Pupil Wellbeing & Reconnecting with Learning through Creativity’ teachers CPDL webinar to over 180 teachers across the region including from East Sussex.
- The East Sussex Arts Partnership is preparing a freelance support programme for the winter period.

South East Creative Economy Network (SECEN)

- SECEN is the sector-led Creative, Cultural and Digital subgroup of SELEP. This network is delivering a number of high-profile work packages which inform, complement and require the engagement of CES membership:
 - England’s Creative Coast was due to be launched in Jun 2020; this has now been delayed to Jun 2021 but promotion continues. National Geographic has recently named it in an article featuring 25 amazing destinations on the rise including England’s Coastal Path, with England’s Creative Coast specifically referenced.
 - South East Creatives (SEC) extended to May 2021, continuing to offer a grants programme. To date £183.7k of grants have been approved and 687.5 hours of business support delivered, in total engaging 133 companies in the programme.
 - ‘We Made That’ has been commissioned to undertake the SECEN Creative Open Workspace programme. In the face of the pandemic, the project has added relevance – creating tools to support revitalising and reimagining of high streets, supporting the shift towards working closer to home, re-appropriation of redundant buildings, encouraging inward investment from businesses and workforce looking to leave cities in search of a better work/life balance, and tracking at-risk premises and converting these into opportunities.
 - The project will deliver a cultural infrastructure toolkit that will help expedite development of creative workspace, provide specialist support for the realisation of at least three creative workspace sites, and produce a Creative Workspace Masterplan for the SELEP region alongside scoping and testing the opportunities and challenges of introducing ‘Creative Opportunity Zones’ in the region. To underpin these projects, the team will explore the value of creating a Cultural Infrastructure Map for the SELEP region. SECEN is an open network which invites creative businesses, freelancers, education and local authority representatives to work together to address barriers to the growth of the Creative Industries in the SELEP region. This project is funded by the [South East Local Enterprise Partnership](#), [Arts Council England](#), [Creative Estuary](#), East Sussex County Council, Kent County Council and Essex County Council.
 - Marlowe Theatre has applied to SELEP for Sector Support Funding to support theatre related activity across the SELEP region in partnership with Glyndebourne.
 - SECEN is also seeking Sector Support Funds for its Creative High Streets project. The aim of this project is to develop and test methodologies for creative use of both meanwhile and long-term creative space in high streets and help to develop understanding and economic modelling.
 - Current refresh of the SECEN Prospectus supported by SELEP Sector Support Funds.

Cultural Investment Framework pipeline projects

- CES has a number of work packages that it aims to develop over the next ten years. These include but are not limited to:
 - Refocusing Talent Accelerator to support young people into work post-Covid-19. Talent Accelerator is a new framework through which education settings and creative/cultural industry employers can co-design new learning and real-world skills programmes.
 - Work is in hand to commission a review of Culture East Sussex and develop of a Cultural Investment Framework.
 - Commission East Sussex specific research to understand the sector's current performance and future needs in collaboration with University of Sussex (delayed as dependent on ONS data).
 - Grow creative businesses through business support initiatives (legacy of South East Creatives).

Visitor Economy Recovery

- The Sussex Resilience Forum has established a pan-Sussex Tourism and Culture Subgroup. Initial actions will be to commission collation of existing national and local research to assess the current visitor economy. This will provide the foundation for attracting investment and prioritising effort, cognisant of a possible Visit England Tourism Zone opportunity in the future and preparing the groundwork to position Sussex to bid.
- A Pan-Sussex webinar programme continues to be delivered over the winter period to support the Visitor Economy.
- In addition, £200k SELEP Sector Support Funding was secured to support Sussex Modern, Visit Kent and Visit Essex to develop winter campaigns and spring re-launch. Visit Kent will also deliver a business support programme.

Developers East Sussex (DES)

- The DES group has continued to hold more frequent virtual meetings, with an ongoing focus on the impact of Covid-19 on development. The most recent DES meeting in Oct 2020 also included information/updates from Highways England, the I-Construct supply chain development project, and a presentation from Dissideo on their new model of residential care.
- The DES Chair Jonathan Buckwell, along with Brian Horton and Nick Fenton, have continued to engage with officials from the Ministry of Housing, Communities and Local Government (MHCLG) via monthly conference calls and letters. The most recent correspondence sent jointly from the East Sussex, Essex and Kent developer groups to Robert Jenrick MP (Secretary of State) focused on issues of 'confidence' and presented our top five proposals for helping to accelerate recovery. The Chairs of the three developer groups are also setting up a meeting with Christopher Pincher MP (Minister for Housing).
- The annual 'DES Dinner with the Leader' will not be able to go ahead in the new year quite as planned, so arrangements are being made to hold a *Virtual Audience with the Leader* instead. Tentatively scheduled for 19 Jan 2021, full details and invitations will be sent to DES members in due course.
- The next DES meeting in Dec 2020 will again include a discussion with Highways England on their work in the south east, plus a discussion on EU Exit Transition and the overall preparedness of the housing development sector.

Environment East Sussex (EES)

- LoCASE 2, which will support SMEs to cut carbon emissions and costs by providing energy audits and grants over the next 3 years, has been approved by MHCLG and commenced on 1 Oct 2020.
- A consortium bid to BEIS's Green Homes Grant Local Authority Delivery Fund for £908K has also been successful. Delivery of energy efficiency improvements in privately owned and social rented housing will need to be completed by the end of Mar 2021.
- A county climate emergency road map is being prepared, taking into account existing district and borough climate emergency plans.

- The Sussex Solar Together project, which provides for the group purchase of solar photovoltaic (PV) panels by residents and businesses, received over 1,700 registrations in East Sussex (more than 5,900 across Sussex). Installations will start from mid-Dec 2020.
- Work has been commissioned to map the organisations that deal with surplus food in East Sussex to understand the support they need to expand the amounts of food that are redistributed.

Skills East Sussex (SES)

Skills East Sussex Board and Sector Task Groups

- The SES Board met on 1 Oct 2020 and received an overview of the Economy Recovery Plan (ERP) and agreed a monitoring/updating framework for the detailed ERP Action Plan. Louise Aitkin provided an update on SELEP's £2m Skills fund and members discussed collaborative approaches to government funding streams, such as Kickstart. The next SES Board meeting will take place on 12 Jan 2021.
- SES Task Groups for Construction, Engineering, Health and Social Care, Visitor Economy and Creative and Digital continue to meet quarterly, with businesses, stakeholders and education providers collaborating on government funded initiatives for their sectors, such as the Sector-based Work Academies Programme (SWAP) with the DWP to support individuals with work-readiness preparation and employment opportunities.

Apprenticeships East Sussex (AES)

- AES met on 1 Oct 2020 and agreed/updated actions in the ERP. This included updates on the ASK programme to promote apprenticeships to young people, Youth Hub for 18-24s seeking employment in Hastings, SWAPs linking into apprenticeship recruitment, and promotion of Kickstart and Apprenticeship incentives.
- AES received a presentation on the ESF-funded TRANSFORM programme to support SMEs to access apprenticeship training, unspent apprenticeship Levy and government incentives. This funding will also provide ongoing funding for the Apprenticeship Roadshows and training for business support organisations on apprenticeships. It will work closely with the Growth Hub. The programme will launch by Jan 2021.

Adult Careers Campaign

- The Adult Careers Campaign met in Nov 2020 and discussed the wide range of careers interventions currently underway in the county. DWP updated on the Kickstart, JETs and SWAPs programmes in detail. Sector Based Work Academies are underway in a range of areas from railway engineering to customer service and viticulture, and these programmes move people who are newly unemployed into jobs.
- The group reviewed the Careers East Sussex web pages and identified a number of new sections that need to be added that focus on the Plan for Jobs. They also agreed to list career related events on the site and upload information about their provision.
- The group agreed to shape up a series of virtual online careers events focusing on key sectors in East Sussex and a subgroup will meet to discuss the shape and content of these. They will be promoted via partners to those that they support and via JCP to those being supported by job coaches.

Careers Hub East Sussex

- The Careers Hub continues to work with all secondary schools, special schools and colleges, and their Enterprise Advisers to drive up understanding of careers, the labour market and enterprise, and transition support for young people. The East Sussex Careers Hub is now one of the top performing Hubs in the country as measured against the national Gatsby Benchmarks.
- Since Sep 2020 the Hub has commissioned the MY Trust's Youth Employability Service, who work with all NEET young people in East Sussex, to extend their offer and start working with year 11s at risk of NEET in 2021 from Sep 2020.
- The Hub has continued to develop online and virtual resources for educators, employers, parents/carers and young people on [Careers East Sussex](#), including an Employability Passport to help young people reflect on their skills. Virtual [Open Doors](#) and Work Experience opportunities are due to be launched between Nov 2020 and Mar 2021 to give students the opportunity to continue to visit workplaces despite the Covid restrictions.

- The Hub delivered a highly successful virtual Post-16 Options event, [What's Next Sussex](#), in Nov 2020 aimed at students and parents, with more than 10,600 live views, as well as whole classrooms tuning in.
- Learning from the [Primary Careers Hub pilot](#) in academic year 2019/20 is being rolled out to other primaries in the county in 2020/21.

Social and Temporary Housing pilot project

- Three new staff have joined the Employability and Skills Team as Employment Coordinators, delivering a new programme funded by Public Health, Adult Social Care to broker those in temporary and supported housing at the current time into learning and work support. They are mapping the range of interventions and support available to those in housing across the county and will work with housing providers to build capacity about learning and employment. Following this they will develop pathways to signpost residents to the wide variety of training and work support programmes currently available in East Sussex that are DWP/ESF/Lottery/Chart-funded. The project will run for two years and the impact will be monitored and evaluated.

Locate East Sussex (LES)

- This period marks the first full quarter's reporting for the new three-year contract for the delivery of the Locate East Sussex programme. The project closure letter from MHCLG for the previous contract stated "We consider this one of our best performing projects."
- From May to Sep 2020, Locate East Sussex supported five companies in their moves into East Sussex and a further six East Sussex businesses were supported to grow their premises locally. The team dealt with 669 enquiries from companies and provided clear information and signposted support to assist companies through the Covid-19 crisis.
- Activity levels have been maintained with support for companies increasing as the economy emerged from lockdown from the beginning of Jul 2020. As business activity levels increased there was a steady rise in enquiries resulting in a range of ongoing assignments.
- The team was reduced in size to match the structure in the tender response. Stacey Pretty was recruited to the position of Marketing Manager to replace Beth King who left to take up a position at St Michael's Hospice.
- Locate East Sussex responded positively to requests for contribution to the East Sussex Economy Recovery Plan and supported the editorial and design development of the East Sussex Reset document. Locate East Sussex will deliver an inward investment strategy as set out in Mission 1.
- A programme of webinars was held under the 'Reset' banner covering issues including financial planning, human resources, communications and branding. Locate East Sussex also partnered with Sussex Chamber and Wealden District Council to deliver 'Future Fit', a programme of three webinars promoting best practice across a number of key business areas.
- The Locate East Sussex newsletter has continued to be published throughout the period. It is circulated to 660 subscribers and published across Locate East Sussex's social media platforms.
- The Land and Premises Supply Study – Market Assessment for East Sussex was completed, examining demand for commercial property with availability of commercial units and new sites in development. A monthly bulleting is being produced and circulated looking at the impact that Covid-19 is having on the market for commercial property.

European Funding

- SELEP currently has no open calls for any of its European Structural & Investment Funds (ESIF) programmes. All historic ERDF, ESF and EAFRD calls across all LEP areas can be viewed at www.gov.uk/european-structuralinvestment-funds.
- To date, any remaining unallocated ESIF funds have been made available nationally in response to the impacts of Covid-19 through two routes – the [Reopening High Streets Safely Fund](#) which is open to all local authorities until the end of Mar 2021, and 'SME Grant Schemes for the Visitor and Wider Economy', which was launched locally in Sep 2020 by the South East Business Boost (SEBB) programme and was

immediately oversubscribed through Expressions of Interest; SELEP received an allocation of £880,960 for this scheme.

- SELEP is considering issuing an ESF call to support young people get into training, apprenticeships or employment (priority 1.2) as this has been raised as an area of need by a number of partners. A proposal will therefore be submitted to DWP to utilise some of the national reserve funding.

Economic Profile

- The Economic Profile report is attached as a separate document. It's also available to view on the East Sussex in Figures website: <https://tinyurl.com/yysorfh8>.
- Note that ONS has announced that due to the pressure of other work during the pandemic they'll be delaying publication of the County and District level GVA data for 2019 until May 2021. All other products based on these (productivity, household income etc) will be similarly delayed.

Dashboard of SELEP funded projects (LGF/GPF/GBF/SSF)

| Project Category | Scheme Name | Start Date | End Date | LGF Spend Profile | | | | | | | Progress Update | | |
|--|---|------------|----------|-------------------|----------------|----------------|----------------|----------------|---------|-----------|--|--|--|
| | | | | 2015/16 Actual | 2016/17 Actual | 2017/18 Actual | 2018/19 Actual | 2019/20 Actual | 2020/21 | Post 2021 | | | |
| A21/A259 Hastings/Bexhill Growth Corridor | | | | | | | | | | | | | |
| LGF Transport | Queensway Gateway Road | 2015/16 | 2021/22 | 1.419 | 1.121 | 5.000 | 0.89 | 1.57 | | | 10 | 1. QGR provides a new road between Queensway and A21 in north Hastings; 2. Additional £4m LGF reallocated plus additional £2m Sea Change Sussex (SCS) funding in Feb 2018; 3. First phase of the road to the mid-roundabout opened Dec 2018; 4. Phase 2a (intermediate roundabout to Ramblers Coaches entrance) completed mid-2019; 5. A temporary traffic solution to provide a link between the completed road and the A21 will be completed by end 2020; 6. Phase 3A due to start onsite autumn 2020, completing access to the last of the businesses with a QGR frontage and completing the road to the boundary of the car showroom - this element will enable the above temporary solution to be implemented; 7. Phase 3B to complete QGR will commence once land ownership issues are resolved, currently scheduled to commence summer 2021; 8. Regular updates are being provided to the SELEP Accountability Board, with the next update due in Feb 2020. | |
| LGF Transport | North Bexhill Access Road | 2015/16 | 2018/19 | 6.41 | 4.6 | 5.590 | 2 | | | 18.6 | 1. NBAR runs from a roundabout on the BHLR to the A269 north of Sidley; 2. Business case approved Nov 2015, planning permission granted by Rother DC Feb 2016; 3. The full length of NBAR was completed and opened to traffic in Mar 2019; 4. There remains a delay in the formal adoption of the road until after the Stage 3 road safety audit is completed. | | |
| LGF Transport | Hastings and Bexhill Movement and Access Package | 2015/16 | 2022/23 | | | 0.345 | 0.796 | 1.476 | 1.98 | 4.403 | 9 | 1. Package of walking & cycling infrastructure improvements & junction capacity improvements identified in Local Plan Infrastructure Delivery Plans to support housing and employment; 2. Business case approved by SELEP Accountability Board Feb 2018 with budget reduced by £3m to £9m; 3. The schemes have continued to be progressed through their respective design and delivery stages through the East Sussex capital programme of local transport improvements; 4. Varying slippage and delays experienced across the package as a result of Covid-19 - consultations have had to be delayed which has knock-on impacts on schemes progressing through to construction; 5. Additional drop in spend of £448k against the MARS Rail Station to Seafront scheme as additional junction modelling is required which will now move construction for Station Approach into 2021/22; 6. Construction of elements of the package likely to slip into 2022; 7. Delayed spend (for LGF spend beyond the growth deal period) will be considered for approval by the SELEP Strategic Board in Dec 2020. | |
| LGF Infrastructure | Bexhill Enterprise Park North | 2019/20 | 2021/22 | | | | | 0.44 | 1.1 | 0.4 | 1.94 | 1. Site and servicing infrastructure to provide full access to the individual development plots within the Bexhill Enterprise Park North business park from the North Bexhill Access Road; 2. LGF-3B allocation agreed by Investment Panel Mar 2019; 3. Business Case approved by SELEP Accountability Board Jun 2019; 4. Grant agreement drafted to transfer funding to SCS, awaiting agreement in Q4 2019/20; 5. Initial Reserved Matters application was rejected in Oct 2019 (RR/2017/2181/P) resulting in delay to programme but still within funding period; 6. A planning appeal was submitted Dec 2019, appeal scheduled for Jan 2021; 7. SCS has submitted a separate planning application for the Site Access Road to progress site enabling works; 8. The SELEP Accountability Board received a further update on the delivery of the project in Sep 2020 where it was agreed that the project remains on hold until the planning appeal has been concluded; 9. The Planning Appeal Hearing is expected to commence on 19 Jan 2021 and be held over two days, with the outcome expected late-Feb 2021. | |
| LGF Infrastructure | Churchfields Business Centre (formerly Sidney Little Road Incubator Hub) | 2019/20 | 2020/21 | | | | | 0.192 | 0.208 | 0.1 | 0.5 | 1. LGF-3B allocation agreed by Investment Panel Mar 2019; 2. Business Case approved by SELEP Accountability Board Jun 2019 and grant agreement to transfer funding to Hastings BC completed Nov 2019; 3. Planning application submitted Oct 2019, consent obtained 3 Jun 2020; 4. Delay has had a knock-on effect on the programme with tendering process now on hold - HBC are currently considering how to approach the build phase given the potential impact of Covid-19 on the construction industry; 5. Construction RIBA Stage 5, appointment of contractor, build tender documents published Jun 2020; 6. Tenders came back higher than expected creating a £0.7m funding gap, so selection and appointment of the construction contractor to be agreed if the funding gap can be closed; 7. Construction works were due to commence in Nov/Dec 2020 with completion of the build estimated for end of Aug 2021; 8. Letting of the incubator units expected to commence Aug/Sep 2021; 9. Waiting for an updated programme to be shared by the scheme promoter following HBC Cabinet consideration of the £0.76m funding gap. | |

| | | | | | | | | | | | | |
|--------------------|--------------------------------------|---------|---------|--|--|-------|-----|------|------|--|-------------|---|
| LGF Infrastructure | East Sussex Strategic Growth Package | 2016/17 | 2020/21 | | | 3.550 | 4.3 | 0.35 | | | 8.2 | 1. Funding approved by SELEP Accountability Board Jan 2017; 2. Work on the road extension at Bexhill Enterprise Park completed Sep 2017; 3. Construction of High Weald House at Bexhill completed Apr 2019; 4. SCS will look to refinance against the property and utilise the funding to commence construction of further employment space at Sovereign Harbour. |
| LGF Infrastructure | Bexhill Creative Workspace | 2019/20 | 2020/21 | | | | | 0.7 | 0.26 | | 0.96 | 1. LGF 3B allocation agreed by Investment Panel Jun 2019, business case approved by Accountability Board Sep 2019; 2. Spend commenced Q4 2019/20; 3. Building contractors BD Harris onsite Oct 2020 for Phase 1 (external envelope) to be completed Jan 2021; 4. Bexhill College employer at site and drawing up Phase 2 (internal fit out) to go out to tender Nov 2020 - contract to run straight after end of Phase 1; 5. Potential tenants being directed to the College for occupation of studios Spring 2021. |
| TOTAL | | | | | | | | | | | 49.2 | |

A22/A27 Eastbourne/South Wealden Growth Corridor

| | | | | | | | | | | | | |
|--------------------|---|---------|---------|-------|-------|-------|-------|-------|-------|-------|------|---|
| LGF Transport | Hailsham / Polegate / Eastbourne Movement and Access corridor | 2015/16 | 2016/17 | | | 0.254 | 0.664 | 0.471 | 0.001 | 0.72 | 2.11 | 1. Sustainable Transport Corridor between Hailsham, Polegate & Eastbourne, part of strategic transport improvements identified to support planned housing & employment growth within the Wealden & Eastbourne Local Plans; 2. Includes improvements for buses to/from Hailsham accessing Polegate Station, the DGH/East Sussex College & Eastbourne Town Centre, plus walking & cycling improvements along the corridor for more local journeys; 3. Business case approved by Feb 2017 Accountability Board; 4. Consultation on Phase 1 proposals Sep 2017, results reported to LMTE Jun 2018; 5. Detailed design completed for Victoria Drive bus lane and progressing for other approved schemes - A2270/Wannock Road/Polegate High Street junction & Eastbourne Road bus lane; 6. Delivery in 2021/22 and 2022/23 following completion of the A27/A2270 junction improvement as part of HE's A27 smaller scale interventions package; 7. Approval for revised programme and spend beyond growth deal period being sought at the SELEP Strategic Board meeting on 11 Dec 2020. |
| LGF Transport | Eastbourne and South Wealden LSTF walking & cycling package | 2015/16 | 2020/21 | 0.6 | 0.37 | 1.63 | 0.498 | 0.949 | 0.677 | 1.876 | 6.6 | 1. Package of walking & cycling schemes identified in Eastbourne & Wealden Cycle Strategies to support housing & employment growth in these areas; 2. Business case for extension of first tranche of schemes (£2.6m) approved by SELEP Accountability Board Nov 2015 with spend focussed on Phase 3 of Horsey Way cycle route; 3. Spend in 2018/19 related to design of a number of schemes and the construction of Meads pedestrian improvements (completed); 4. Business case for the remaining £4m approved by Accountability Board Feb 2019; 5. Design work and delivery progressing for this package of schemes, including various cycle routes (Station to seafront & Stone Cross to seafront) and improvements for pedestrians through ESCC's capital programme for local transport improvements - consultation planned for 2020/21 to enable construction in 2021/22; 6. Received approval at the Oct 2020 SELEP Strategic Board meeting for revised programme to spend LGF beyond growth deal period. |
| LGF Transport | Eastbourne town centre LSTF access & improvement package | 2015/16 | 2020/21 | | 0.55 | 0.245 | 3.7 | 0.6 | 0.3 | 2.605 | 8 | <u>Phase 1:</u> 1. Business case developed for £3m funding for Terminus Road improvements associated with Arndale Centre (The Beacon) extension, approved by SELEP Accountability Board Apr 2016; 2. Additional £2m LGF allocated to ensure completion of this phase; 3. Works started Mar 2018 with Mildren Construction; 4. Construction completed Jan 2020. <u>Phase 2:</u> 1. Following transport study, designs are being developed for next phase of the scheme; 2. Business case for £3m approved at Feb 2019 Accountability Board; 3. Preliminary design work completed and consultation on Phase 2a (Terminus Road: Bankers Corner to Langney Road) held in autumn 2019; 4. Following LMTE approval in Apr 2020, inception meeting for detailed design held on 1 Jun 2020, for completion by end 2020; 5. Stakeholder's detailed design update meetings scheduled for Sep, Oct & Dec 2020, with construction programmed to start late 2020/21 - early 2021/22; 6. Received approval at the Oct 2020 SELEP Strategic Board meeting for revised programme to spend LGF beyond growth deal period. |
| LGF Infrastructure | Swallow Business Park | 2015/16 | 2018/19 | 0.505 | 0.895 | | | | | | 1.4 | 1. Planning permission granted for northern & southern parts of site; 2. Business case approved by SELEP Accountability Board Feb 2016; 3. Ground works continue to be progressed, onsite sewerage treatment is being installed and the road through to the far end of the site has been completed; 4. The site's first tenant (VACGEN) has taken possession of the building and is installing production facilities; 5. Construction of the starter units completed and ready for tenants - My Life Bathrooms has occupied Block E; 6. Overall the business park has generated 60 FTE jobs to date and there has been great interest in the units; 7. ESCC continues to monitor project outcomes as part of the SELEP Benefits Realisation reporting. |

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|--------------------|---|---------|---------|------|------|---|--|--|------|------|--------------|------|---|
| LGF Transport | A22/A27 Junction improvements | 2016/17 | 2017/18 | | | | | | | | | | 1. Since the £4m LGF allocation was initially made in 2014, delivery of a number of the junction improvements was successfully secured from different match funding sources (HE's smaller scale interventions & the HPEMAC); 2. As a consequence and in light of other funding pressures in the overall East Sussex LGF programme, £3m of the £4m was reallocated to other LGF projects in late-2017/early-2018 with TES approval, leaving £1m available for remaining junctions in this package; 3. Designs were progressed for the two junctions in Stone Cross as part of the wider package of junction improvements in South Wealden in order to support planned housing growth set out in the Wealden Local Plan, but it became clear that the £1m available was <u>not</u> sufficient to deliver of any of the junctions without significant additional monies being allocated; 4. SELEP advised it wasn't possible to reallocate the £1m to other projects in the East Sussex LGF programme, so the £1m was instead made available for the LGF Round 3B pot; 5. A Major Roads Network outline business case for £35m was submitted to DfT in Jul 2019 in relation to a package of junction improvements on the A22 corridor, which includes these and other junction improvements in the area. |
| LGF Infrastructure | Strategic Site Investment Package (formerly Sovereign Harbour Innovation Park) | 2015/16 | 2021/22 | 0.53 | 1.17 | | | | | | | 1.7 | 1. Review of projected costs originally allocated to site infrastructure at Sovereign Harbour resulted in a broadening of the scope to also include North Queensway and North Bexhill Business Parks, so investment will enable site infrastructure to be delivered across the three sites; 2. Revised scope approved by Government & the revised full business case approved by SELEP Accountability Board Feb 2016; 3. Works related to this scheme have now been completed at all sites. |
| LGF Infrastructure | Devonshire Park Quarter Redevelopment | 2017/18 | 2019/20 | | | 5 | | | | | | 5 | 1. Scheme approved by SELEP Accountability Board Mar 2017; 2. Accelerated spend approved by Accountability Board Nov 2017 and it was allocated £5m for 2017/18; 3. Congress Theatre completed and opened Mar 2019 with an inaugural concert by the London Philharmonic Orchestra; 4. Welcome Building construction also complete; 5. Site open Jun 2019 with first conferences from Oct 2019. |
| LGF Infrastructure | Eastbourne Fisherman Quayside and Infrastructure Development project (LGF) | 2020/21 | 2021/22 | | | | | | 0.72 | 0.36 | | 1.08 | 1. Provisional LGF 3B allocation agreed by Investment Panel Jun 2019; 2. Scheme is already utilising GPF allocation (£1.15m, see below) and EMFF grant funding (£1m) to deliver Phase 1 of the scheme; 3. Phases 2 & 3 can now be completed collectively with Phase 1; 4. Business Case approved by SELEP Accountability Board Jul 2020; 5. Construction now commenced on site for GPF Phase 1 elements; 6. Following review of costing in light of the pandemic, the project identified a funding gap of £0.36m and has applied for additional funding from the LGF Covid Response Fund; 7. The additional ask has been endorsed by TES as a high priority project for prioritisation on the LGF pipeline, to be considered at the 11 Dec 2020 SELEP Strategic Board meeting. |
| TOTAL | | | | | | | | | | | 25.89 | | |

Newhaven Maritime and Clean Tech Growth Corridor

| | | | | | | | | | | | | | |
|---|---|---------|---------|-----|-----|-----|-----|-----|--|--|-------------|-----|---|
| LGF Infrastructure (C2C funded) | Newhaven Port Access Road | 2015/16 | 2020/21 | | | | 7.5 | 2.5 | | | | 10 | 1. Identified by DfT as one of their 'portfolio' schemes meaning they retain overall decision-making responsibilities for approving the release of LGF monies; 2. £13m also allocated in ESCC's capital programme towards scheme; 3. First phase completed as part of the Eastside development; 4. Tender completed, BAM Nutall identified as preferred contractor; 5. Value engineering exercise undertaken, scheme including ancillary costs can be funded within overall £23.2m budget; 6. Business case for £10m approved by DfT Aug 2018; 7. Construction started Jan 2019 and was completed in Oct 2020. |
| LGF Infrastructure (SELEP & C2C funded) | Newhaven Flood Alleviation Scheme | 2016/17 | 2017/18 | 0.3 | 0.8 | 0.4 | | | | | | 1.5 | 1. Environment Agency led scheme to reduce flood risk in Newhaven and recognise wider benefits in encouraging regeneration in the town; 2. £10m from EA and £1.5m from C2C as well as SELEP funding; 3. Contracts signed Mar 2016; 4. EA appointed main contractor Jackson Hyder to produce detailed designs and construct flood defences; 5. Construction started Nov 2016, scheduled to be completed late-2019/early-2020; 6. Area 1 embankments & tie-ins and areas 2, 3, 4 & 5 complete; 7. Only substantive work remaining is completion of rail flood barrier infrastructure in Area 1 - whilst the appropriate outline design approvals have not been received from Network Rail, verbal confirmation that they have been agreed in principal has been provided; 8. Rail possessions booked in Dec 2020 and Mar 2021, with some civils works being undertaken in Nov 2020. |
| LGF Infrastructure | Exceat Bridge (removed from LGF programme) | | | | | | | | | | | 0 | 1. £2.6m secured from ESCC capital programme plus £2.1m LGF 3B funding (business case approved by SELEP Jul 2020), however further funding required to plug a funding gap of approx £3m; 2. Project unable to plug funding gap so does not meet LGF funding conditions; 3. LGF allocated to the scheme has now been returned to the LGF pipeline, confirmed at the Sep 2020 Accountability Board meeting. |
| TOTAL | | | | | | | | | | | 11.5 | | |

| Pan LEP | | | | | | | | | | | | |
|---|---|---------|---------|--|--|-------|--|-------|-------|--------------|--|---|
| LGF Pan-LEP | Housing Regeneration Project (Hastings) | 2016/17 | 2017/18 | | | 0.667 | | | | 0.667 | 1. Offer of £2m LGF from original £10m ask was made as part of the Growth Deal 'expansion' in Jan 2015; 2. Pan-LEP project includes Hastings, Thanet & Tendring so the East Sussex share of the £2m is approx £666k; 3. Bid documents recast to reflect £2m offer, revised business case approved at Feb 2017 Accountability Board; 4. Hastings BC partnered with Amicus Horizon in a major intervention programme, 'CoastalSpace', involving acquisition & refurbishment of properties in St. Leonards; 5. A new property was selected following the destruction of the property originally identified in the business case, approved by Sep 2017 Accountability Board; 6. Grant agreement between ESCC & HBC signed Nov 2017 and the property purchased; 7. All LGF funds have now been defrayed to the project partner; 8. Housing association Optivo has taken possession of the property and is developing a plan for full refurbishment to create 16 social housing units as part of the CoastalSpace programme. | |
| TOTAL | | | | | | | | | | 0.667 | | |
| LGF Skills / Skills Capital and Equipment Funds | | | | | | | | | | | | |
| Plumpton College | Skills for Rural Business post-Brexit | 2019/20 | 2020/21 | | | | | 0.384 | 1.034 | 1.5 | 2.918 | 1. LGF-3B allocation agreed by Investment Panel Mar 2019 and Business Case approved by SELEP Accountability Board Jun 2019; 2. Issued a 6-month LGF extension so the project has continued to work towards 'scenario B', as set out in the Covid-19 impact assessment submitted May 2020; 3. Progress against the main elements is as follows: (a) Finance: the college financial year ended on 31 Jul 2020 and a small operating surplus was made; this is highly significant and ensures a wider opportunity of choice for borrowing requirements; (b) Planning permission: obtained full planning permission with SDNPA planning committee voting unanimously in favour of the application and several members expressing very complimentary views of the scheme and the benefits; the process undertaken will significantly reduce risk by bringing forward many of the preliminary elements such as archaeology survey works ahead of main contractor procurement; (c) Main contractor procurement: almost finalised full QS cost plan against which the tender will be set; work underway to align the specification with the budget and so far remains within budget; Plumpton are appraising a local development framework as a potential source of procurement; 4. The project has experienced a degree of cost escalation as procurement work continues, identifying a funding gap of £1.4m, so has applied for additional funding from the LGF Covid Response Fund; 5. The additional ask has been endorsed by TES as a high priority project for prioritisation on the LGF pipeline, to be considered at the 11 Dec 2020 SELEP Strategic Board meeting. |
| East Sussex College Group | Specialist Equipment for STEM Centre | 2016/17 | 2017/18 | | | 0.075 | | | | | 0.075 | 1. Specialist industry-relevant equipment supporting a new STEM Centre enabling delivery of 35 new apprentices per annum in Laboratory Technician, Science Manufacturing Technician, Laboratory Scientist and Science Industry Maintenance Technician qualifications from 2017/18; 2. East Sussex College has now made the final claims for this scheme. |
| East Sussex College Group | Refurbished Science Facilities | 2016/17 | 2017/18 | | | 0.16 | | | | | 0.16 | 1. East Sussex College awarded £159,400 towards total project costs of £478,320 (33%) in Round 1 for refurbishing the reception/hub of the new STEM Centre and an alteration to the existing Science Laboratory at their Lewes campus; 2. Work completed so now in delivery; 3. Due to negotiations with builders/subcontractors, overall costs reduced, so SELEP's 33% contribution also reduced to £80k resulting in a surplus of £79,440; 4. SELEP Accountability Board agreed Jan 2017 that the college could utilise the £79k underspend for their broader project, enhancing the first floor laboratory, subject to full application and approval by the Board; 5. Application for £39,515 approved by Accountability Board May 2017, with remaining unused funds returned to LGF programme for later allocation. |
| Plumpton College | Science & Engineering for Tree Management | 2016/17 | 2017/18 | | | 0.14 | | | | | 0.14 | 1. Scheme complete and fully claimed. |
| Plumpton College | Growing Apprenticeship & Skills Training in Engineering | 2016/17 | 2017/18 | | | 0.088 | | | | | 0.088 | 1. Scheme complete and fully claimed. |
| TOTAL | | | | | | | | | | 3.38 | | |

| Getting Building Fund - July 2020 | | | | | | | | | | | |
|-----------------------------------|---|---------|---------|--|--|--|--|--|--|--------------|--|
| GBF | Charleston Access Road | 2020/21 | 2021/22 | | | | | | | 0.0893 | 1. Business case submitted Sep 2020, approved by Accountability Board on 20 Nov 2020; 2. Awaiting outcomes of MHCLG GBF outputs review to confirm funding approval in Nov 2020; 3. Legal/finance and governance items to manage the funding are being finalised with scheme promoters in Nov/Dec 2020 to commence defraying GBF funds. |
| GBF | Creative Hub - Fisher St, Lewes | 2020/21 | 2021/22 | | | | | | | 0.25 | 1. Business case submitted Sep 2020, approved by Accountability Board on 20 Nov 2020; 2. Awaiting outcomes of MHCLG GBF outputs review to confirm funding approval in Nov 2020; 3. Legal/finance and governance items to manage the funding are being finalised with scheme promoters in Nov/Dec 2020 to commence defraying GBF funds. |
| GBF | Fast Track Business Solutions for the Hastings Manufacturing Sector | 2020/21 | 2021/22 | | | | | | | 3.5 | 1. Business case submitted Aug 2020, approved by Accountability Board on 16 Oct 2020; 2. Awaiting outcomes of MHCLG GBF outputs review to confirm funding approval in Nov 2020; 3. Legal/finance and governance items to manage the funding are being finalised with scheme promoters in Nov/Dec 2020 to commence defraying GBF funds. |
| GBF | Observer Building, Hastings (Phase 1b) | 2020/21 | 2021/22 | | | | | | | 1.713 | 1. Business case submitted Aug 2020, approved by Accountability Board on 16 Oct 2020; 2. Awaiting outcomes of MHCLG GBF outputs review to confirm funding approval in Nov 2020; 3. Legal/finance and governance items to manage the funding are being finalised with scheme promoters in Nov/Dec 2020 to commence defraying GBF funds. |
| GBF | Delivering the Glory of the Winter Garden | 2020/21 | 2021/22 | | | | | | | 1.6 | 1. Business case submitted Aug 2020, approved by Accountability Board on 16 Oct 2020; 2. Awaiting outcomes of MHCLG GBF outputs review to confirm funding approval in Nov 2020; 3. Legal/finance and governance items to manage the funding are being finalised with scheme promoters in Nov/Dec 2020 to commence defraying GBF funds. |
| GBF | Riding Sunbeams | 2020/21 | 2021/22 | | | | | | | 2.528 | 1. Business case submitted Sep 2020, approved by Accountability Board on 20 Nov 2020; 2. Awaiting outcomes of MHCLG GBF outputs review to confirm funding approval in Nov 2020; 3. Legal/finance and governance items to manage the funding are being finalised with scheme promoters in Nov/Dec 2020 to commence defraying GBF funds. |
| GBF | Sussex Innovation Falmer | 2020/21 | 2021/22 | | | | | | | 0.2 | 1. Business case submitted Sep 2020, approved by Accountability Board on 20 Nov 2020; 2. Awaiting outcomes of MHCLG GBF outputs review to confirm funding approval in Nov 2020; 3. Legal/finance and governance items to manage the funding are being finalised with scheme promoters in Nov/Dec 2020 to commence defraying GBF funds. |
| GBF | UTC Maritime and Sustainable TechHub | 2020/21 | 2021/22 | | | | | | | 1.3 | 1. Business case submitted Sep 2020, approved by Accountability Board on 20 Nov 2020; 2. Awaiting outcomes of MHCLG GBF outputs review to confirm funding approval in Nov 2020; 3. Legal/finance and governance items to manage the funding are being finalised with scheme promoters in Nov/Dec 2020 to commence defraying GBF funds. |
| | | | | | | | | | | TOTAL | 11.18 |

| Growing Places Fund - loan funding | | | | | | | | | | | |
|------------------------------------|----------------------|---------|---------|--|--|--|------|--|--|------|--|
| GPF (Round 2) | Charleston Centenary | 2017/18 | 2018/19 | | | | 0.12 | | | 0.12 | 1. Physical outputs comprise a new café-restaurant facility in the converted Threshing Barn with more than twice the covers of the previous café, an auditorium and education space in the adjoining converted Hay Barn and completely new Wolfson gallery spaces with retail foyer; 2. To support these developments there is improved separate access to the Charleston site and a significantly enlarged and improved car park with landscaping; 3. GPF elements of scheme complete - Charleston Centenary has met forecast jobs figure for the project and monitoring continues for post-delivery benefits realisation; 4. Project updates indicate that completion of the project has enhanced the potential for secondary spend and offers a new attraction to the Charleston site which is independent of the house, potentially appealing to a wider market; 5. Total loan is £0.12m, with repayment schedule of £0.02m in 2021/22, £0.02m in 2022/23, £0.04m in 2023/24 and £0.04m in 2024/25; 6. Due to the substantial financial impact of Covid-19 to the charity, the project was granted flexibility on the GPF loan repayments, and a revised repayment schedule was approved at the Jul 2020 Accountability Board meeting. |

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|---------------|---|---------|---------|--|--|--|--|-------|-------|-------------|---|
| GPF (Round 2) | Eastbourne Fishermen's Quay (GPF) | 2017/18 | 2018/19 | | | | | 0.575 | 0.575 | 1.15 | 1. Project approved at Dec 2017 Accountability Board; 2. Before land purchase could be completed Carillion went into administration and Administrators sold the freehold to Premier Marinas who were not willing to sell it on; 3. As an alternative the lease of the land over 75 years with peppercorn rent was offered, presenting a feasible option to enable delivery of the project; 4. Change from land-purchase to long-lease will not impact outcomes nor the cost of delivery; 5. Change of scope noted at Sep 2018 Accountability Board; 6. Contractor procured and costs rose slightly from original contractor's bid, but EU10CIC has secured increased grant from EMFF to cover the difference; 7. Premier Marinas lease signed Mar 2020; 8. Construction started on site; 9. Total loan is £1.15m, with repayments rescheduled to £0.225m in 2019/20, £0.675m in 2020/21 and £0.250m in 2021/22. |
| GPF (Round 3) | Observer Building, (Phase 1a) Hastings | 2020/21 | | | | | | | 1.75 | 1.75 | 1. £1.75m loan to fund delivery of the Observer Building (Phase 1) project in Hastings; 2. LMSMED approval given Jul 2020 to enter into loan agreement with White Rock Neighbourhood Ventures Ltd; 3. Business case approved at Sep 2020 Accountability Board; 4. Loan agreement now being finalised for the project to draw down the loan funding. |
| GPF (Round 3) | Barnhorn Green, Bexhill | 2020/21 | | | | | | | 1.75 | 1.75 | 1. £1.75m loan to fund delivery of Commercial and Healthcare Development project (Phase 1) at Barnhorn Green in Bexhill; 2. LMSMED approval given Jul 2020 to enter into loan agreement with RDC; 3. Business case submitted to SELEP ITE for Gate 1 review in Nov 2020, to go to the Feb 2021 Accountability Board. |
| TOTAL | | | | | | | | | | 4.77 | |

Other: Coast to Capital LEP Funded Schemes

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|--------------|--------------------------------|---------|---------|--|-----|-----|--|--|--|----------|---|
| C2C LGF | Newhaven Eastside South | 2016/17 | 2020/21 | | 0.4 | 1.2 | | | | 1.6 | 1. Work on Eastside South is complete and fully let, despite the impact of Covid-19. |
| C2C LGF | Railway Quay | 2016/17 | 2020/21 | | 1.5 | | | | | 1.5 | 1. Purchase of Railway Quay completed by Lewes DC Apr 2017; 2. Market Demand Study undertaken by Cushman & Wakefield to look at development options for the site, with a report produced Jun 2017; 3. Lewes DC is now considering which development plan option to take forward, although this was delayed by ongoing discussions with the Department for Education over the future of UTC; 4. LDC pursuing a 'meanwhile' use for Railway Quay, having secured Towns Funding for a scheme that will be delivered by Apr 2021; 5. LDC also in negotiations with DfE regarding the former UTC building (which adjoins the site) and has secured Getting Building Funding (GBF) for the refurbishment, enabling delivery of more than 3,000sqm of refurbished commercial and education space. |
| C2C LGF | Springman House | 2016/17 | 2019/20 | | 2 | | | | | 2 | 1. Lewes DC completed purchase of Springman House Mar 2017, and LDC Cabinet authorised the design and construction of the new fire station in Jun 2017; 2. Corstophine & Wright architects appointed Jan 2018 to design the blue light facility; 3. Fire station proposals approved by East Sussex Fire & Rescue Service (ESFRS) Policy & Resources Panel Jan 2019 subject to detailed design and planning - once the new fire station is complete, ESFRS will transfer freehold of their existing fire station site to LDC to allow for delivery of the North Street Quarter (NSQ) scheme; 4. The majority landowner at the NSQ concluded marketing for a developer for the wider NSQ regeneration scheme in Dec 2019, and the majority landowner (NSQL), Council and the prospective developer are in the process of agreeing terms; 5. The appointment of the NSQ developer is critical to delivering the fire station relocation, and the Springman scheme cannot move forward until the developer is appointed; 6. LDC is currently preparing an application to demolish the Springman House building, allowing for further intrusive site investigations to be carried out meaning that development of the site can progress quicker once planning permission is secured. |
| C2C LGF | Charleston Centenary | 2017/18 | 2018/19 | | | 0.4 | | | | 0.4 | 1. The grant has supported the various parts of the Centenary project including facilities for the barn renovation, specialist catering and exhibition equipment and landscaping of the grounds to help attract over 50,000 visitors per year and introduce them to Charleston's cultural offer. |
| TOTAL | | | | | | | | | | 6 | |

Revenue Funds - SELEP Sector Support Fund

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|-----|---|---------|---------|--|--|--|--|-------|--|-------|---|
| SSF | Creative Open Workspace Masterplan and Prospectus (Lead: East Sussex County Council) | 2019/20 | 2020/21 | | | | | 0.049 | | 0.049 | <u>SECEN Prospectus</u> : 1. A holding draft version is currently in design phase; 2. content will reflect the period of uncertainty in the face of the pandemic and will be revisited in the future. <u>SECEN Creative Open Workspace</u> : 1. A steering group has been formed, and after a competitive procurement process 'We Made That', in collaboration with Tom Fleming Creative Consultancy and PRD, have been appointed; 2. Project Inception is in progress alongside contractual arrangements; 3. Gathering and mapping of stakeholder data has commenced. |
|-----|---|---------|---------|--|--|--|--|-------|--|-------|---|

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|--------------|--|---------|---------|--|--|--|--|-------|-------|-------------|---|
| SSF | Planning and prioritising future skills, training and business support needs for rural businesses across SELEP (Lead: Plumpton College) | 2019/20 | 2020/21 | | | | | 0.096 | | 0.096 | 1. All outputs have been delivered; 2. Executive summary completed and due for publication shortly, with the final report to be completed by early Dec 2020. |
| SSF | Coastal Communities Supplement to the SELEP Strategic Economic Plan (Lead: Hastings Borough Council) | 2019/20 | 2020/21 | | | | | 0.04 | | 0.04 | 1. Project complete. |
| SSF | Accelerating Opportunities Within the Newhaven Enterprise Zone (Lead: Lewes District Council) | 2019/20 | 2020/21 | | | | | | 0.115 | 0.115 | <u>Avis Way</u> : 1. Scoping study, Transport & Access Review, and spatial audit & analysis of the Estate all completed; 2. Survey of all businesses on Avis Way undertaken with a 50% response rate; 3. Placemaking & wayfinding design strategy in development; 4. Next stage is preparation of a costed 3-year Improvement Plan for the Estate, which will be presented to the NEZ Board in Dec 2020. <u>Marketing of Newhaven EZ</u> : 1. Strategic Marketing & Communications Plan in development (building on the thinking places narrative); 2. Commissioning of NEZ Investment Pack. |
| TOTAL | | | | | | | | | | 0.30 | |