

Agenda item 7

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 (RIS) 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, as well as the widening from the junction up to Cophall roundabout, commenced in Jun 2020 and will take around 10 months to complete. The capacity improvement at Berwick roundabout will commence later this year, with the remaining works at Wilmington crossroads and the construction of the shared use path programmed to start in 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 now that HE has recently announced their technical consultancy framework providers for the RIS2 period, we fully expect them to commence this further work in the coming months. The A27 Reference Group, which comprises MPs, local authorities and Local Enterprise Partnerships, along with the business community, 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.

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 in 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 highlighted above, as the HE's technical consultancy framework providers have now been announced, we expect this work to commence in the coming months. 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 follows on from the adoption of their Transport Strategy in Jul 2020.

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. The MRN comprises the most economically important 'A' class local authority managed roads, sitting between the HE-managed Strategic Road Network (SRN) and the local road network.
- 3.2. 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).
- 3.3. 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, junction improvements and new alignment.
- 3.4. 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.
- 3.5. 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

- 3.6. 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.
- 3.7. 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.
- 3.8. 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 early 2021. To support the development of the business case we are also looking to consult on the A22 junction proposals this Autumn. A full business case would then be submitted next year.

A259 South Coast Road Corridor

- 3.9. 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.
- 3.10. 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.
- 3.11. We have delayed commissioning a local study in order to follow on from the TfSE Outer Orbital Corridor Study which is due to commence this Autumn. 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 mins to Hastings and around 80 mins 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.

South Eastern franchise

- 4.8. The franchisees for the South Eastern franchise, which includes the Hastings–Tonbridge line, submitted their bids in Mar 2018 for evaluation by DfT. However, on 7 Aug 2019 DfT terminated the competition for the franchise saying it had “significant concerns that continuing with the process would lead to additional costs incurred to the taxpayer with no certainty that this would deliver envisaged benefits for passengers in a timely fashion.” There has been no further progress on the refranchising process due to the delay in publishing the Government’s review of the structure of the rail industry, undertaken by Keith Williams.
- 4.9. As a result, DfT exercised an option to extend incumbent Govia’s current directly-awarded contract until 1 Apr 2020. This was further extended in Mar 2020 when Govia were granted a [new Direct Award](#) until 16 Oct 2021, extendable to 31 Mar 2022.

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 has recently finished further consultation on their proposals for remodelling the Croydon bottleneck: 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. The key dates for the scheme are:
- Enabling work with track 6 closed which takes Platform 6 out of action: 26 Apr 2020
 - Stage 1, Platform 7 closed: 17 May 2020 – 1 Nov 2020
 - 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. The 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 to 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. Phase 3A is due to start on-site in autumn 2020 which will complete access to the last of the businesses with a frontage to QGR and completes the road to the boundary of the car showroom. This element of the road will then enable implementation of a temporary traffic solution to link to the A21; this will be completed by the end of 2020. Phase 3B will complete QGR, to commence once the land ownership issues have been resolved. These works are currently scheduled to commence in Summer 2021.

Newhaven Port Access Road (NPAR)

- 6.4. 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.
- 6.5. 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.
- 6.6. 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.
- 6.7. 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. Construction will take 19 months so is due to complete this Autumn.
- 6.8. Visit www.eastsussex.gov.uk/roadsandtransport/roads/roadschemes/newhaven-port-access-road for further information on the Port Access Road.

7. Local Transport Capital Programme

- 7.1. 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.
- 7.2. 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%202...pdf>.
- 7.3. 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 have been 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.
- 7.4. With lockdown restrictions now eased, some construction work has started 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.

8. Regenerating Town Centres

- 8.1. 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

- 8.2. 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.

8.3. The scheme was completed in Jan 2020.

Eastbourne Town Centre Improvements Phase 2

8.4. 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.

8.5. Consultation on the proposals was undertaken in Nov/Dec 2019. Following LMTE approval in Apr 2020, the detailed design commenced in Jun 2020 for completion by the end of 2020, with stakeholder update meetings scheduled for late-Sep, Oct and mid-Dec 2020. Construction is programmed to start late 2020/21 – early 2021/22.

Bexhill and Hastings

8.6. 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

8.7. 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.

8.8. 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.

8.9. 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 bid is expected later this year.

9. Town Deals

9.1. 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.

9.2. Both Hastings and Newhaven have been chosen for the opportunity to bid for up to £25m from this programme. Government will be working with Hastings BC and Lewes DC, along with other local stakeholders, to understand the respective towns' local assets, opportunities and challenges.

9.3. Government published its guidance to enable towns to develop their Town Deals in Jun 2020. Both Hastings and Lewes are working towards producing and submitting evidence-based Town Investment Plans by 31 Jan 2021.

10. Local Cycling and Walking Investment Plan

10.1. 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.

10.2. 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 will be undertaking a public consultation on the document from Oct 2020.

Transport for the South East (TfSE)

- On 16 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.

- The Transport Strategy was approved following public consultation. It will be used to inform a series of 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.
- Work has now commenced on the first 'outer orbital' area study, which will focus on east-west movement along on the A27/A259/A256 and the east and west coastway rail corridors.
- Other technical work is underway to consider the potential short-term implications of the recovery from the Covid-19 pandemic on transport investment needs, and also to assess the impact of the transport interventions identified as part of the area studies on carbon emissions.
- Both the Transport Strategy and the proposal to Government have been submitted to the Secretary of State for Transport.
- The proposal for statutory status has the backing of the South East's local authorities and the five Local Enterprise Partnerships (LEPs) within the TfSE geography. Chambers of Commerce, transport operators, ports, airports, protected landscapes and universities in the South East have also given their support, as have national organisations including the Confederation of British Industry and passenger watchdog Transport Focus.
- Government has a twelve-week period in which to make its initial response to the proposal. Should the Secretary of State be minded to grant TfSE statutory status, a legislative process will be commenced to enable Parliamentary approval to be sought.

Business East Sussex (BES)

BES Steering Group

- Since the beginning of the pandemic, the BES Steering Group has acted as a coordinating hub for the work of partners in response to Covid-19. Regular virtual meetings were held and have served to (i) identify support available and where there are gaps; (ii) share intelligence on the impact of the pandemic on local economies; and (iii) help set priorities for stakeholders to 'lobby' on behalf of East Sussex businesses.
- The group supported the development of a number of priorities within the Economy Recovery Plan and will have an important oversight function going forwards with the development of *Mission 1: Thinking Local, Acting Local*.

Business East Sussex Growth Hub

- Delivery of the Growth Hub was insourced within the County Council's Economic Development team as of 1 Apr 2020. In spite of the pandemic, the handover was smooth and the high volume of contacts from businesses during the early weeks and months of the lockdown was managed and dealt with consistently.
- In the period since Apr 2020, over 200 enquiries have been dealt with by the Growth Hub, which represents a 50% increase compared with the same period last year. The vast majority of enquiries have been Covid-related, and the team has been keeping abreast of the many schemes developed locally and nationally in response to Covid-19 in order to help businesses access the support they need.
- The Growth Hub has also dealt with over 200 enquiries for the soon-to-be-launched 'South East Business Covid-19 Recovery' (SEBCOR) grant, and is working with Southend on Sea Borough Council to deliver this programme locally.
- The team has worked with partners including Sussex University and the ERDF Transport and Logistical Efficiencies (TALE) programme to put on webinars and have worked with Better Business for All to create a toolkit for businesses to reopen.
- The team has ramped up communications through the Growth Hub using social media and regular newsletters to ensure key messages from Government are disseminated, as well as promoting local sources of support. At the beginning of the pandemic we worked with local diversity organisations to produce messages in 12 community languages in response to fears that language barriers could prevent eligible businesses from accessing support.

South East Business Boost (SEBB) 2

- Funding was secured pre-Covid for a second phase of the SEBB programme until the end of Dec 2022. In spite of a short delay to assess the impact of Covid-19, the procurement for the delivery of this programme locally was undertaken over the summer. We have worked with providers to ensure that all delivery is responsive to Covid-19 and will form a key part of the support businesses need as they recover and realign their businesses going forwards.
- Three new business support programmes have been procured and are up and running:
 1. Breakthrough – bespoke 1:1 and 1:many support aimed at women and BAME entrepreneurs;
 2. Big ambitions – 1:1 growth advice and specialist support for high growth ambitious SMEs; and
 3. Ready to grow – small group and 1:1 support for businesses under 3 years old.
- All three programmes can be accessed via www.digitalislands.co.uk/business-growth-support/
- The procurement of a delivery partner for the grants is underway and will launch in early-Oct 2020. In the meantime, the Growth Hub has managed delivery of the SEBB programme, with 5 businesses already approved since the programme launched in Jul 2020 and a further 23 applications progressing.

Scale Up / High Growth

- We have been awarded in principle £100k+ from SELEP from a historic SEEDA/ERDF funding source to run a successor to the East Sussex Scale Up pilot programme, which ran successfully in 2019. We are working with SELEP to agree a detailed proposal for this funding, which will focus on working with businesses looking to adapt and pivot their businesses in order to grow in light of Covid-19.

Developers East Sussex (DES)

- The DES group has met virtually several times since the start of the pandemic, with all meetings focusing on the impact of Covid-19 on development.
- The DES Chair Jonathan Buckwell, along with Brian Horton and Nick Fenton, have been keeping in regular contact with officials from the Ministry of Housing, Communities and Local Government (MHCLG) via weekly conference calls. To date there have been eleven weekly calls and they've been very effective – the most recent call concentrated on issues with SMEs (with discussions on them allowing grants on all S106 sites under 70 units and on any scheme that overperforms by 30%+ to help with deliverability and viability).
- In Apr 2020 a joint letter was sent from the Chairs of the East Sussex, Essex and Kent Developer Groups to the Secretary of State for Housing, Communities and Local Government, with recommendations on how to help get Britain building again and to support the housing industry. A comprehensive and positive response was received from Rt Hon Robert Jenrick MP in Jul 2020 – in particular the Secretary of State asked the Developer groups to speak to his officials regarding Help to Buy, Affordable Housing Investment and Homes England support. This could provide a great opportunity to further inform national policy, and DES members will be engaged in providing specific points/ideas to help shape these discussions.
- An action from a previous DES meeting was to arrange a training session on the development process for Councillors at Rother DC. That training session took place earlier this year as a virtual workshop. It went extremely well, with developers and Registered Providers joining the call to provide input from their perspective, all contributing to a very productive discussion. All of the Members were much better informed by the end of the session. The feedback was overwhelmingly positive, with colleagues at Rother DC recommending this kind of training session to other authorities.
- Moving forward, DES will be involved in delivering some of the actions of the Economy Recovery Plan, specifically *Mission 4: Better Places, Fuller Lives*.

Environment East Sussex (EES)

- The current focus is on supporting the delivery of the Economy Recovery Plan and maximising the amount of funding drawn into East Sussex.
- We are chasing MHCLG for a decision on LoCASE 2, which will support SMEs to cut carbon emissions and costs by providing energy audits and grants over the next 3 years. The SELEP-wide budget is £13.96m.

- A consortium bid has been submitted to the Green Homes Grant Local Authority Delivery Fund for £1.35m to improve the energy efficiency of privately owned and social rented housing.
- The Sussex Solar Together project will be launched in Sep 2020 to enable the group-purchase of solar panels by residents and businesses.
- A bid is being worked up for submission to the Government's Green Recovery Challenge Fund to help manage publicly-owned green spaces, which have been essential community assets during the pandemic.
- Going forwards EES will be involved in delivering some of the actions of the Economy Recovery Plan, specifically *Mission 5: Cleaner energy, greener transport*.

Skills East Sussex (SES)

Skills East Sussex Board and Sector Task Groups

- The SES Board and Sector Task Groups held extraordinary meetings in addition to the scheduled meetings during Apr–Jul 2020 in order to develop '*Mission 2: Building Skills, creating jobs*' of the East Sussex Economy Recovery Plan (ERP) and develop an Action Plan to enable the skills infrastructure to support and create employment and build workforce resilience.
- The next SES Board meeting will take place on 1 Oct 2020 and will be the first opportunity for members to update on the activities agreed within the ERP Action Plan. There will be a focus on developing a collaborative approach to Government funding streams and SELEP's £2m Skills funding framework.
- Sussex Chamber of Commerce (SES member) is leading on the [Kickstart scheme](#) as an intermediary to enable SMEs to provide 6-month paid work placements for young people aged 16-24 on Universal Credit. They will work with East Sussex College Group and Plumpton College, plus other local training providers, to ensure appropriate wrap-around support and access to technical skills and training.

Apprenticeships East Sussex (AES)

- AES has committed to a coordinated approach to communicating the Government's [Plan for Jobs](#) employment incentives, including [Apprenticeship incentives](#) and [Apprenticeship redundancy scheme](#) to businesses across the county.
- Apprenticeship Roadshows for young people, parents and adults in Eastbourne and Hastings planned for Jun 2020 have been postponed until 2021, as has the Apprenticeship Graduation event which was scheduled for Oct 2020.
- The County Council's Employability and Skills Team and Sussex Council of Training Providers (SCTP) have been successful in their partnership bid for £600K (50% matched by ESCC Levy underspend) to fund a skills and apprenticeship broker to handhold SMEs over 3 years to access apprenticeship training, unspent Apprenticeship Levy and Government incentives. This funding, known as the TRANSFORM project, 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.

Adult Careers Campaign

- The steering group met in Jul 2020 to discuss the Careers East Sussex campaign and its new approach given the impact of the pandemic on the economy and employment. Instead of promoting the careers previously identified as most in demand during a period of economic stability, the focus will now be on developing initiatives and programmes to support job seekers, with a focus on information about careers where there is still currently scope to find work.
- One of the main vehicles for the group will be the [Careers East Sussex](#) website, which is accessible to jobseekers, career changers and school and college students. The site will include adult learning courses, information about the different economic sectors in East Sussex, links to jobs boards and specific sector careers information. There are also plans for the creation of online careers events and the development of a learning and careers search tool. This work will be developed during this quarter.

Careers Hub East Sussex

- The Careers Hub has continued to work with all secondary schools, special schools and colleges, and their Enterprise Advisers throughout the pandemic and subsequent lockdown. Significant progress has been made against the national Gatsby Benchmarks. The focus since Mar 2020 has been on delivering

online training and support for schools on labour market information and supporting young people in their transitions to the next stage of education or employment.

- The [Careers Hub YouTube](#) channel hosts resources for schools, including ‘virtual employer encounters’ with local businesses talking about their sectors, how they use English, maths and employability skills in the workplace.
- [Careers East Sussex](#) has been updated with a digital careers programme resource for Careers Leaders and a home learning resource pack for young people and parents/carers, including Special Educational Needs & Disability (SEND), on careers, choices and transitions.
- The Hub has now published a [Case Studies booklet](#) detailing initiatives from 2018-2020.
- The [Primary Careers Hub pilot](#) with 23 schools came to an end in Jul 2020, with a range of resources, films, case studies and an evaluation report published. The pilot sought to test and evaluate a range of approaches to raising aspirations from a young age by embedding careers and employability skills in the curriculum, challenging gender stereotypes and developing approaches to parental engagement. The secondary Careers Hub will now lead on sharing practice from the pilot with primaries across the county in 2020/21.

Social and Temporary Housing pilot project

- Public Health, Adult Social Care and the Employability and Skills Team at the County Council have developed a new joint scheme to broker those in temporary and supported housing at the current time into learning and work support. Employment Brokers for Housing will sit with the County Council’s Employability and Skills Team and will work with housing providers to build capacity in providers about learning and employment and to signpost those in housing to the wide variety of training and work support programmes currently available in East Sussex that are DWP/ESF/Lottery/Chart funded. Staff will be appointed in Sep 2020 with a rollout in the autumn. The project will run for two years and the impact will be monitored and evaluated.

European Funding

- SELEP currently has no open calls for ERDF or ESF programmes. The most recent call (reissued ESF Wheels to Work & Training) was extended due to the Covid-19 pandemic and closed on 30 Jun 2020.
- There is a *national* digital ESF call, which is for *ESF participants only* and enables the loan of equipment. Local bids are possible and details have been sent to all SELEP area ESF programmes. Further information at www.gov.uk/european-structural-investment-funds/lump-sum-digital-interventions-rc00s20x1772.
- MHCLG, as Managing Authority for ERDF, is currently reviewing plans for utilising remaining unallocated ERDF funding, including the ERDF Reserve Fund. There has been no confirmation that any further ERDF open calls will be launched before the programme ends in Dec 2020.
- To date, remaining unallocated ERDF has 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, and LEP-wide 100% SME Grant Schemes for the Visitor and Wider Economy, for which SELEP received an allocation of £880,960. This scheme is due to be launched in SELEP in Sep/Oct 2020 via the South East Business Boost programme.
- All ERDF, ESF and EAFRD calls across all LEP areas can be viewed at www.gov.uk/european-structural-investment-funds.

Economic Profile

- The Economic Profile report is attached as a separate document, with a particular focus on changes due to the Covid-19 crisis. The document is also available to view on the East Sussex in Figures website: <https://tinyurl.com/y5g2zuds>

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

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. The first phase of the road to the mid-roundabout opened Dec 2018 with barrier & street lighting works completed Feb 2019; 4. Phase 2a (intermediate roundabout to Ramblers Coaches entrance) completed mid-2019; 5. A temporary traffic solution will provide a link between the completed road and the A21 and will be completed by end 2020; 6. Phase 3A is due to start on-site autumn 2020 which will complete access to the last of the businesses with a frontage to QGR and completes the road to the boundary of the car showroom - this element of the road will enable the above temporary traffic solution to be implemented; 7. Phase 3B will complete QGR and will commence once the land ownership issues have been resolved, currently scheduled to commence in Summer 2021.
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.
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 and appeal scheduled for Jan 2021 with Inspector's decision expected March 2021; 7. SCS have submitted a separate planning application for the Site Access Road to progress site enabling works; 8. An update will be provided to the Sep 2020 SELEP Accountability Board to decide on the funding allocation to the project.
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 and consent obtained on 3 Jun 2020; 4. Delay has had a knock-on effect on the programme with tendering process now put 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 expected Sep 2020, handover RIBA Stage 6 expected Jul 2021, and commence letting of incubator units expected Aug 2021.
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 and Business Case approved by SELEP Accountability Board Sep 2019; 2. Spend commenced Q4 2019/20; 3. Building constructors appointed and started on site for 12 week Stage 1 build, due to finish end Oct 2020; 4. Second phase building work to be put out to tender through the procurement hub Sep 2020 and phase 2 building work to run on from phase 1, to finish Jan 2021; 5. Phase 1 is for external envelope: roof, exterior walls, roller shutter doors, and phase 2 will be for internal fit out; 6. Building operator to be on board by end Sep 2020 and feed into internal design specification - interviews held w/c 17 Aug 2020 with 3 potential operators interviewed.
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 Accountability Board Feb 2017; 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 following completion of the A27/A2270 junction improvement as part of HE's A27 smaller scale interventions package.
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.
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 which will be completed by end 2020; 5. Stakeholders detailed design update meetings scheduled for late-Sep, late-Oct and mid-Dec 2020; 6. Construction programmed to start late 2020/21 - early 2021/22.
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.
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. Construction of the Welcome Building is now complete; 5. Site open Jun 2019 with first conferences from Oct 2019.

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 has been successfully secured from different match funding sources (HE's smaller scale interventions and 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 only £1m available for remaining junctions in this proposed package; 3. Designs have been progressed for the two junctions in Stone Cross as part of the wider package of junction improvements in the South Wealden area in order to support the planned housing growth as set out in the Wealden Local Plan; 4. It became clear from going through design and costing that the £1m available was <u>not</u> sufficient to enable the delivery of any of the junctions within the package without significant additional monies being allocated, and as a consequence East Sussex would not be able to submit a compliant business case that would be accepted by the SELEP ITE within the timescales required for it to be considered by the Apr 2019 Accountability Board; 5. SELEP advised it's not possible to reallocate the £1m to other projects in the East Sussex LGF programme and therefore the £1m was made available for the LGF Round 3B pot; 6. 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. 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	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 of £1.15m (see below) and EMFF grant funding of £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.
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 with a 19 month construction period (due for completion Autumn 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, so this currently remains on track for construction start in Sep 2020.
LGF Infrastructure	Exceat Bridge											0	1. £2.6m of funding within ESCC capital programme for the Exceat Bridge scheme; 2. Business case approved by SELEP for £2.1m of LGF 3B funding in Jul 2020, however further funding required to plug funding gap (approx £3m); 3. Project unable to plug funding gap and therefore does not meet funding conditions for LGF; 4. LGF update report going to Sep 2020 Accountability Board meeting for funding decision.
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 and the revised business case approved by Accountability Board Feb 2017; 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 Accountability Board Sep 2017; 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 our borrowing requirements. (b) Planning permission – this has been devolved to the Head of Planning who confirmed approval in May 2020; since then we have been working to resolve various planning conditions, all of which will shorten the lead-in time for the main contractor; we expect to obtain sign off of these conditions and overall approval on 13 Aug 2020; much of this work has been centred around ecology and this has triggered additional surveys which are now complete. (c) Main contractor procurement – we expect to have a full QS cost plan by the end of Aug 2020 against which the tender will be set; work has been employed to align the specification with the budget and so far we remain within budget.
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 for SELEP ITE Gate 1 assessment; 2. Programmed to go to SELEP Accountability Board for approval in Nov 2020.
GBF	Creative Hub - Fisher St, Lewes	2020/21	2021/22							0.25	1. Business case submitted Sep 2020 for SELEP ITE Gate 1 assessment; 2. Programmed to go to SELEP Accountability Board for approval in Nov 2020.
GBF	Fast Track Business Solutions for the Hastings Manufacturing Sector	2020/21	2021/22							3.5	1. Business case submitted Aug 2020 for SELEP ITE Gate 1 assessment, and Gate 2 assessment in Sep 2020; 2. Programmed to go to SELEP Accountability Board for approval in Oct 2020.
GBF	Observer Building, Hastings (Phase 1b)	2020/21	2021/22							1.713	1. Business case submitted Aug 2020 for SELEP ITE Gate 1 assessment, and Gate 2 assessment in Sep 2020; 2. Programmed to go to SELEP Accountability Board for approval in Oct 2020.
GBF	Delivering the Glory of the Winter Garden	2020/21	2021/22							1.6	1. Business case submitted Aug 2020 for SELEP ITE Gate 1 assessment, and Gate 2 assessment in Sep 2020; 2. Programmed to go to SELEP Accountability Board for approval in Oct 2020.
GBF	Riding Sunbeams	2020/21	2021/22							2.528	1. Business case submitted Sep 2020 for SELEP ITE Gate 1 assessment; 2. Programmed to go to SELEP Accountability Board for approval in Nov 2020.
GBF	Sussex Innovation Falmer	2020/21	2021/22							0.2	1. Business case submitted Sep 2020 for SELEP ITE Gate 1 assessment; 2. Programmed to go to SELEP Accountability Board for approval in Nov 2020.
GBF	UTC Maritime and Sustainable TechHub	2020/21	2021/22							1.3	1. Business case submitted Sep 2020 for SELEP ITE Gate 1 assessment; 2. Programmed to go to SELEP Accountability Board for approval in Nov 2020.
										TOTAL	11.18

Growing Places Fund - loan funding											
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 the delivery of the project; 4. Project change request from land-purchase to a long lease will not impact outcomes of the project as stated in the Business Case, nor the cost of delivery; 5. Change of scope noted at the Sep 2018 Accountability Board; 6. Contractor procured and costs have risen slightly from original contractor's bid, but EU10CIC have 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 repayment rescheduled to £0.225m in 2019/20, £0.675m in 2020/21 and £0.250m in 2021/22.
GPF (Round 2)	Charleston Centenary	2017/18	2018/19					0.12		0.12	1. The project's 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. Latest project update indicates 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.
GPF (Round 3)	Observer Building, (Phase 1a) Hastings	2020/21							1.75	1.75	1. £1.75m loan to fund the delivery of the Observer Building Hastings (Phase 1) project; 2. LMSMED approval given in Jul 2020 to enter into loan agreement with White Rock Neighbourhood Ventures Ltd; 3. Approval of business case to be considered by SELEP Accountability Board in Sep 2020.

GPF (Round 3)	Barnhorn Green, Bexhill	2020/21							1.75		1.75	£1.75m loan to funding delivery of Commercial and Healthcare Development project (Phase 1) at Barnhorn Green in Bexhill; 2. LMSMED approval given in 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.
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TOTAL 4.77

Other: Coast to Capital LEP Funded Schemes

C2C LGF	Newhaven Eastside South	2016/17	2020/21		0.4	1.2					1.6	1. Work on Eastside South progressed well, all piling complete; 2. Phase 1 (2,360m ²) now complete; 3. Phase 2 commenced Apr 2018 with strong interest shown by potential tenants; 4. Blocks A,B,3,4 complete with a current total of 5,851m ² - a strong level of demand continues to be demonstrated.
C2C LGF	Railway Quay	2016/17	2020/21		1.5						1.5	1. Purchase of Railway Quay completed by Lewes DC Apr 2017; 2. Lewes DC commissioned Cushman & Wakefield to undertake a Market Demand Study looking at potential development options for the site, with a report produced Jun 2017; 3. Lewes DC is now considering which of the development plan options to take forward (a variation of one seems the most viable), although this has been delayed by ongoing discussions over the future of UTC with the Dept for Education.
C2C LGF	Springman House	2016/17	2019/20		2						2	1. Lewes DC completed purchase of Springman House Mar 2017; 2. Lewes DC Cabinet authorised design & construction of the new fire station in Jun 2017; 3. Corstophine & Wright architects appointed to design the blue light facility; 4. Architect working with ESFRS to finalise design/layout for the new fire station; 5. Once the new fire station is completed ESFRS will transfer the freehold of the site of their existing fire station to Lewes DC to allow for delivery of the North Street Quarter scheme; 6. Marketing for the wider NSQ scheme commenced Jun 2019; 7. Final draft designs currently being completed, with the design to be signed-off by each of the blue light partners; 8. The assessment of bids and due diligence with prospective developers is continuing.
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

SSF	Planning and prioritising future skills, training and business support needs for rural businesses (Lead: Plumpton College)	2019/20	2020/21						0.096		0.096	Hadlow has formally withdrawn from the project, with their sectors apportioned to other partners. Plumpton College is absorbing the skills work for Forestry and Arboriculture as requested by the RWG. Skills evaluations are reviewing across industry groups and skills reports for the last 5 years to ensure that a complete skills record is achieved - the emerging evaluations are setting skills into three main priorities: current technical skills, future technical skills and wider non-technical skills. The presentation of the findings will include sector-by-sector chapters (background, Skills SWOT, limitations, future needs, delivery strategies). Project completion date confirmed as 31 Aug 2020.
SSF	Coastal Communities Supplement to SELEP Strategic Economic Plan (Lead: Hastings BC)	2019/20	2020/21						0.04		0.04	A revised schedule was agreed to tie in with the production of the SELEP Local Industrial Strategy, with a final draft Coastal Communities Economic Prospectus to be presentation at the Mar 2020 SELEP Strategic Board. A late draft of the Prospectus was shared with the Steering Group and SELEP Board in Jan 2020. The final version has now been delivered and will be presented to the four Federated Boards during Mar 2020, with a final presentation to the SELEP Board on 20 Mar 2020. The Prospectus has been reviewed/amended following comments from the Steering Group and SELEP.
SSF	Creative Open Workspace Masterplan and Prospectus (Lead: ESCC)	2019/20	2020/21						0.049		0.049	A first-draft SECEN Prospectus has been shared with the Steering Group and presented to the Feb 2020 SECEN meeting; a final version is expected by Jun 2020. For the Workspace, a consultancy brief has been finalised, to be published Mar 2020 with interviews Apr 2020; collaboration agreed with Thames Estuary Production Corridor workspace Spark, with an additional £10k secured for additional work to be undertaken.
SSF	Accelerating Opportunities Within Newhaven Enterprise Zone (Lead: Lewes DC)	2019/20	2020/21						0.115		0.115	Formal confirmation received from SELEP Feb 2020 following Strategic Board approval in Dec 2019. Legal agreements now in progress.

TOTAL 0.30