

Agenda item 10

Additional updates & stakeholder reports

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East Sussex Economy Recovery Plan (Dec 2021 update)

(ESCC officer contact: [Richard Dawson](#))

- This report summarises the most recent key actions and progress being made in delivering the East Sussex Economy Recovery Plan, termed East Sussex Reset. The plan was officially launched in Sep 2020, with all of the activities of the six 'missions' listed in a detailed Action Plan. TES agreed that progress on the Action Plan would be reported quarterly. Visit the [ESCC website](#) to view the full updated Action Plan.
- Due to the significant level of financial intervention provided to businesses across East Sussex, this report also highlights the small business grants which each Borough and District Council has distributed.

Top Headlines

- **A total of circa £170.5m is being invested into East Sussex as a result of the Economy Recovery Plan**, which is a combination of £136.02m newly secured monies and £34.45m aligned from ongoing monies committed or already secured from external resources to support the survival, reset, recovery and growth of businesses in East Sussex. This is up substantially from the initial £45m investment outlined in Sep 2020.
- Notable successes in this quarter include a £2.5m award from the *UK Community Renewal Fund* for five projects in East Sussex, a £1.58m allocation from the *Culture Recovery Fund* for 12 projects, and just over £40m in funding from the *Levelling Up Fund*.

Mission 1: Thinking local, acting local

- Welcome Back funding used to support out of season events attracting additional footfall to high streets during shoulder and winter months.
- UK Community Renewal Fund awards for local projects to promote recovery, including a project that uses VR/AR technology to drive a cultural recovery within a key cultural hub, a community project to reform the approach to volunteering, and a project to develop the innovation potential of SMEs across the county.
- Lewes DC awarded £12.6m Levelling Up Fund monies for its 'Capturing the Value of the Catch' project, to aid the fishing industry in Newhaven with new landing stages and facilities.
- BES Steering Group is focussing on longer term priorities for growth which will be continually updated by the group and used to help define needs for future services in the county.
- Social Value guidance for Procurement officers has been completed and launched. Social Value for Commissioners is due to be created and delivered in the next three months. The new overarching policy will act as the launchpad for commissioner engagement.
- The East Sussex Social Value Marketplace is in the process of being redeveloped. A new look/feel has been designed to encourage participation and a number of newly automated features will enable the team to engage more proactively with those registered. A communications plan is in place and ready to be deployed once the developments are complete. This includes direct mail to organisations across East Sussex as well as the use of internal platforms for internal promotion.

Mission 2: Building skills, creating jobs

- Overall activities under Mission Two have been completed, and work is returning to ‘business as usual’ within the sector.
- Reed UK has started delivery, addressing the needs of the long-term unemployed through their RESTART programme.
- Sussex Community Development Association (SCDA) has secured UK Community Renewal Fund (UKCRF) funding to address skills gaps and gaps in skills provision across East Sussex.
- Youth Hub funding has been agreed by the Department for Work and Pensions (DWP) for Lewes and Wealden.
- Plumpton College has secured an additional £300k of Adult Education Budget (AEB) monies to address adult skills, and has also started to access Strategic Development Fund (SDF) monies to establish a new Level 5 programme in Land Management and develop a suite of modular courses to support the green technology drive towards net zero.

Mission 3: Fast-forwarding business

- £1.58m has been allocated to East Sussex arts organisations in the third round of the Government’s Culture Recovery Fund, providing grants and loans to help arts companies recover after the coronavirus lockdowns. The funds will be spread across 12 different cultural and creative organisations in East Sussex, including galleries, performance groups and theatres.
- Wealden DC launched their new tourism brand ‘Explore Wealden’. The new website has attracted over 9,000 users to date.
- Sussex Modern, Plumpton College and Lewes DC have secured £705k UK Community Renewal Fund (UKCRF) funding for the development of a viticulture proposition and the implementation of sustainable transport solutions.
- 20 Revive Grants from the SELEP Covid Response Fund were awarded to the Tourism sector in East Sussex, with a total value of £50,281 (£10,989 already defrayed).
- Eastbourne BC’s successful Levelling Up Fund bid of £19.8m includes the improved pedestrianised cultural district of Victoria Place and delivery of Towner’s Centenary programme, to include art in the public realm and the development of Black Robin Farm as an arts facility and tourism destination.
- Artsworld grant of £4,000 to support the development of East Sussex Art Teachers Network (ESATN) led by Polegate Primary School.
- Artsworld has also agreed £1,000 to support a practice sharing / priority setting event of the ‘Same as It Never Was’ programme in partnership with Priority 154 and Towner.

Mission 4: Better places, fuller lives

- Developers East Sussex (DES) held a ‘good practice’ session on public engagement. Led by the industry, the session encouraged developers of all sizes to see the commercial and social benefits of improved public engagement in regard to the planning system.
- Although not a specific headline this quarter given its ongoing nature, it is notable that DES engagement with the new Department for Levelling Up, Housing and Communities (DLUHC) that started last year in response to the pandemic remains strong and productive in both directions – discussions have focussed on construction material shortages, workforce and skills, housing numbers, developer finance, first homes and much more.

Mission 5: Cleaner energy, greener transport

- The East Sussex Bus Service Improvement Plan (BSIP) was approved by the County Council’s Lead Member for Transport and Environment on 25 Oct 2021, and submitted to Government at the end of that month. We await the outcome of the decision, expected Spring 2022.
- The Victoria Place element of the Eastbourne Town Centre Phase 2b scheme secured funding through Eastbourne BC’s successful Levelling Up Fund (LUF) bid.

- The Government has recently published the national [Net Zero Strategy](#), the [Heat and Buildings Strategy](#) and the Treasury's [Net Zero Review](#).
- The Government also has a number of consultations on climate-related items, including on whether to introduce a statutory obligation on local authorities and others to plan for and provide Electric Vehicle (EV) charging infrastructure – [Future of transport regulatory review: zero emission vehicles](#).
- A final draft of the East Sussex Climate Emergency Road Map will be circulated to TES for comment during Dec 2021.
- The SPACES partnership (Strategic Property Asset Collaboration in East Sussex) has agreed to be the forum for coordinating the planning of where to locate EV charge points in East Sussex.
- The Sussex Solar Together scheme, which enables households to purchase discounted solar photovoltaic (PV) panels for their homes and is backed by the local authorities in Sussex, has seen 2,800 households register in East Sussex.

Mission 6: The future is digital

- The 'IT For You At Home' project, providing devices, data and skills to disadvantaged people and referred to by five organisations from East Sussex (Adult Social Care, Children's Services, Sussex Community Development Association, Connecting Hastings and Rother Together, and ESTAR) went live in late-Aug 2021. By mid-Oct 2021, 50 devices have been allocated on three-month loans.
- The original plan of having a stock of hundreds of devices ready to loan out has been changed to a 'just in time' response, which means ordering small stocks of Google Chromebooks and Windows Notebooks in response to demand. However, no one has had to wait more than 4-5 days for a device and most have been quicker. A new Volunteer Coordinator has been recruited to support this work.
- ESCC continues to deliver ultrafast broadband through the e-Sussex project, with commercial investment ramping up. Project Gigabit (DCMS's gigabit rollout programme) is estimated to begin procurement for East Sussex in Aug-Oct 2022. The contract start date is slightly later than originally anticipated (Jul-Sep 2023).

Grants distributed through Borough and District Councils

- Three grant schemes were originally made available from the Government in 2020 to support businesses through the pandemic, distributed to East Sussex businesses through our Borough and District Councils. These were the *Small Business Grants Fund (SBGF)*, *Retail, Hospitality & Leisure Business Grants Fund (RHLGF)* and *Local Authority Discretionary Grants Fund (LADGF)*. All three schemes closed in Aug 2020.
- Two more grant support schemes were announced in Oct 2020 – *Local Restrictions Support Grant (LRSF)*, which included Christmas support payments, and *Additional Restrictions Grant (ARG)*. These schemes closed in Jun 2021 and Jul 2021 respectively.
- Finally, the *Restart Grant* scheme opened in Apr 2021 and closed in Jun 2021.
- The following table shows that our local authorities have distributed over **£247 million** to East Sussex businesses through these Government support schemes.

	Small Business Grants Fund (SBGF) and Retail, Hospitality & Leisure Business Grants Fund (RHLGF)		Local Authority Discretionary Grants Fund (LADGF)		Local Restrictions Support Grant (LRSF)		Additional Restrictions Grant (ARG)		Restart Grant		East Sussex Totals	
	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value
Eastbourne	1,481	£18,680,000	158	£1,120,750	4,022	£11,125,655	1,197	£3,005,855	818	£6,441,387	7,676	£40,373,647
Hastings	1,740	£20,235,000	114	£1,152,988	4,123	£11,024,780	457	£2,676,332	849	£5,770,089	7,283	£40,859,189
Lewes	1,780	£21,685,000	157	£1,265,000	2,964	£8,126,348	772	£3,118,025	584	£4,226,715	6,257	£38,421,088
Rother	2,194	£24,985,000	130	£1,454,750	5,159	£11,563,254	1,223	£2,816,946	854	£6,114,745	9,560	£46,934,696
Wealden	3,561	£41,265,000	304	£2,651,000	4,648	£24,768,382	1,081	£4,676,558	940	£7,176,063	10,534	£80,537,003
Total	10,756	£126,850,000	863	£7,644,488	20,916	£66,608,420	4,730	£16,293,716	4,045	£29,728,999	41,310	£247,125,623

Table showing the number of grants paid to businesses by each local authority in East Sussex and the value of those grants.
Data taken from the [Gov.UK website](#), updated 28 Sep 2021.

Strategic Economic Infrastructure

(ESCC officer contact: [Jon Wheeler](#))

1. Introduction

- 1.1. This note provides the current position 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 National Highways (formerly Highways England) 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 Jun 2020 and is substantially completed. Work on the improvements at Drusillas roundabout is also substantially completed. Work at Wilmington started in Sep 2021, to be completed by early Spring 2022, whilst the shared used path will be finished by the end of 2022. Visit nationalhighways.co.uk/our-work/south-east/a27-east-of-lewes for more details 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 National Highways 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 National Highways (NH) 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 is being managed by NH, and we are making contact with their project team regarding the scope of the study and stakeholder input.
- 2.7 The A27 Reference Group will play an important part in providing that single voice to NH 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 be equally important to ensure that the scheme is also included in the recommended interventions identified through the Transport for the South East (TfSE) Strategic Investment Plan, which is being informed by the outcomes of the various areas, including the one for the Solent and Sussex Coast area.

A21

- 2.8 Improvements to the A21 Kippings Cross to Lamberhurst, Flimwell and Hurst Green sections were identified in our submission to Government as priorities for inclusion NH'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. NH commenced work on the safety package study earlier this year, looking at a holistic approach for improving safety along the A21 corridor north of Hastings by reducing the overall variability of speed limits along the route, thus creating a more consistent driving experience, affecting driver behaviour and increasing compliance. For more information visit the website nationalhighways.co.uk/our-work/south-east/a21-safety-package.
- 2.9 Despite not being included in RIS2, we will continue to develop the case for further improvements to the A21 with TfSE through their South East area study and seek inclusion of the schemes in their emerging Strategic Investment Plan for the geography.

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 NH-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, new alignment and junction improvements.
- 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 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 an initial £35m outline business case, including a 15% local contribution from development contributions and CIL monies, for 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 in Jul 2019. Following ongoing engagement with DfT throughout 2020, further transport modelling work is now being undertaken to inform a revised OBC. A public consultation on the proposals took place between 12 Jul and 3 Sep 2021, with the outcomes to be fed into the revised OBC for submission to Government, and we are engaging with DfT officials on elements of the revised OBC already.

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 Road 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 The commissioning of a local study was delayed to follow-on from the TfSE Solent and Sussex Coast area study (formerly known as the Outer Orbital Study). Therefore, the detail of the package and the content of the Strategic Outline Business Case (SOBC) will be informed by the TfSE study, which will look at strategic interventions, and our own study which will look at more localised interventions. WSP was commissioned in May 2021 to undertake the local study and this, alongside the development of the SOBC, will be completed by Apr 2022.
- 3.12 A series of stakeholder workshops were held in early Oct 2021 to ask stakeholders about the issues, challenges and opportunities along the corridor. A further series of stakeholder workshops is being planned for Jan 2022 to seek views on the long list of sifted schemes and stakeholder priorities, with a final round of workshops in Mar 2022 to present the study outcomes and preferred package.
- 3.13 Subject to Government approval of the SOBC, further work will be required to progress to the Outline Business Case and then Final Business Case stages, which can take up to a further two to three years to complete.

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 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, plus 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 (NR) announced in Feb 2020 that they would be undertaking the Kent and East Sussex Rail Connectivity pre-GRIP study. Funded by DfT and ESCC, the study commenced in Sep 2020 and looked at four options to potentially improve rail connectivity to the Kent and East Sussex coast – two options in Kent (for Thanet and Dover/Folkestone) and the following two options in East Sussex relating to Hastings/Bexhill/Eastbourne:
- partial line speed improvements between Rye & Ore and Bexhill & Hampden Park; use of bi-mode diesel or battery trains (HB2);
 - full scale line speed improvements; Marshlink third rail electrification; diversion of A259 at Star/Guldeford level crossings; electric trains (HB3).
- 4.6 The study was completed in Apr 2021 and set out the costs, economic benefits, strategic case, indicative construction timescales and level of disruption to passengers – this has been used to inform the Strategic Outline Business Case (SOBC). NR undertook a series of briefings with MPs, local Councillors and officers, and local rail groups on the outcomes of the study and content of the SOBC. In summary, the study and SOBC identifies that whilst the economic case is less strong for the East Sussex options (high benefits offset by high costs) compared to the Kent options, the strategic case for our options is a lot stronger.
- 4.7 NR has submitted the SOBC to DfT for their consideration and it will be for them to provide direction on what option(s) should be progressed, if any. This project is not currently on the national priority list of rail projects and therefore the County Council, and other partners, will need to lobby Government for its inclusion. Letters of support were submitted to Government by various stakeholders in Aug 2021, setting out why High Speed rail should be a priority for investment, and we still await the Government's response.

Williams-Shapps Plan for Rail White Paper

- 4.8 The Government published the [Williams-Shapps Plan for Rail](#) White Paper in May 2021, setting out its proposals for reform and restructuring of the rail industry.
- 4.9 The White Paper contemplates a raft of reforms across all aspects of the rail industry, including:
- The creation of a new public body, Great British Railways (GBR) as a single “guiding mind” to own infrastructure, receive fare revenue, run and plan the network and set most fares and timetables; from a practical perspective, the White Paper anticipates that Network Rail, along with relevant functions of the Rail Delivery Group and DfT, will be absorbed into GBR;

- The establishment of a new, unified brand and identity across the whole system, with national and regional sub-identities;
- Reform of and upgrades to the fares system, with an emphasis on standardisation and simplicity, together with the introduction of new and innovative products such as flexible season tickets;
- The end of the franchise system, to be replaced by concessions for the operation of passenger rail services, similar to Transport for London's Overground and bus network contracting systems;
- The introduction of Passenger Service Contracts, under which revenue risk generally is expected to remain with Government, and cost risk to be passed to the operating companies;
- The overhaul of track access regulation through new legislation, with the aim of giving GBR powers and duties to plan the use of the network, balance priorities and maximise overall public benefit.

4.10 The implementation of certain reforms may take several years, particularly where new or amending primary legislation is required, and/or to provide time for the expiration of existing 'legacy' franchise commitments.

Brighton Mainline – Croydon remodelling

4.11 Network Rail (NR) 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 Mainline, 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.

4.12 Following initial public consultation on the 'Croydon Area Remodelling Scheme' (CARS) in 2018, NR completed further consultation on their proposals in Sep 2020: www.networkrail.co.uk/running-the-railway/our-routes/sussex/upgrading-the-brighton-main-line/unblocking-the-croydon-bottleneck.

4.13 To deliver their proposals, NR will need to obtain powers to work outside the railway boundary through a Transport and Works Act Order (TWAo). However, further development of the CARS project has been affected by issues such as the significant uncertainty around future passenger behaviour and demand following the Covid-19 pandemic and the availability of funding. Given the significant investment required to deliver this scheme, NR is now taking time to consider how the pandemic may affect passenger behaviour and travel patterns in the future, and how any such changes should be reflected in infrastructure investments such as this.

Uckfield Line

4.14 The Uckfield line is currently unelectrified south of Hurst Green, meaning that a fleet of diesel trains is utilised on the line. NR was asked by DfT to explore future power solutions for the line as one of the projects for delivery under 'Project Speed', an initiative between NR and the Government to halve the delivery time and reduce the cost of rail projects.

4.15 A Strategic Outline Business Case has been developed by NR that sets out the case, costs and delivery timescales for such power solutions, and has been submitted to DfT for consideration. We are awaiting Government's response on how this will proceed.

5. Aviation

Gatwick

5.1 The consultation on Gatwick's Masterplan closed in Jan 2019, and included proposals for the potential use of the standby runway by smaller aircraft for departures only (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 initially commenced the Development Consent Order (DCO), which follows a six-stage process, in 2019 to enable use of the standby runway. This would involve adjusting the distance between the standby and main airfield taxiway by 12m, requiring new pier location, hangar/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 and the consultation would be delayed owing to the Covid-19 pandemic.

- 5.4 Gatwick restarted work on progressing the DCO for their northern runway proposals in Spring 2021, and began consultation on these proposals on 9 Sep 2021 for a 12-week period, closing on 1 Dec 2021. At present the DCO process is at the pre-application consultation stage, the purpose of which is to provide technical feedback and a critical analysis of the proposals, impacts, assessments and mitigation, so that the applicant can refine their application as much as possible.
- 5.5 Should the principle of the development be acceptable, it will be at the next stage that a more detailed and formal application will be made to the Planning Inspectorate (expected summer 2022) followed by an examination on the DCO (expected late 2022/early 2023).

Gatwick Rail Station

- 5.6 A £150m upgrade of Gatwick Airport station to increase capacity, improve accessibility, provide a better journey experience and improve train performance started in May 2020.
- 5.7 The project is being managed by Network Rail in partnership with DfT and Govia Thameslink Railway (GTR) and is being delivered by Costain. Gatwick Airport Ltd and Coast to Capital LEP are co-funding the project with £37m and £10m respectively. GTR, the company that operates Gatwick Express, Thameslink and Southern services, is operating a dedicated timetable during the project.
- 5.8 Stage 1 works involved the closure of Platform 7 between May and Nov 2020 and are now completed. Stages 2 and 3 are currently in progress. The key remaining dates for the scheme are:
 - Stage 2 - Platforms 5 & 6 closed: Nov 2020 – May 2022
 - Stage 3 - Platforms 3 & 4 lift and staircase installed: Sep 2020 – Mar 2023
 - Stage 4 - concourse work: Sep 2021 – Mar 2023
 - Completion of remainder of the work: Sep 2023
- 5.9 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.

Gatwick Freeport bid

- 5.10 In Feb 2021 Coast to Capital LEP submitted a Freeport bid to Government for Gatwick Airport and Manor Royal Business District, known as 'Gatwick Freeport': www.coast2capital.org.uk/bids. In Mar 2021 a decision on Freeport bids was made by Government – the Gatwick submission was not one of the eight announced by the Chancellor in his Budget. Further details on the Government assessment of all the Freeport bids is given in the [English Freeports selection decision-making note](#).

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 LEP, the access road is planned to unlock 28,000 sqm of employment space and 500 new homes in the Rother District Local Plan. The road opened to traffic in Mar 2019.

Queensway Gateway Road (QGR)

- 6.2 QGR is a new link-road between Queensway and the A21 in north Hastings, planned to unlock 12,000 sqm of employment space as identified in the Hastings Local Plan. Also funded by LGF monies, work on the next phase of the permanent solution was completed in Jan 2021. These works now provide access to and from Queensway for all businesses which have a frontage on QGR.

Signalised connection to A21

- 6.3 In light of the delays encountered with the required acquisition of land for the final section of the road, a signalised connection has been developed which involves the introduction of traffic lights at the junction between the A21 and Junction Road. The delivery of this connection will maximise the employment benefits of the scheme already realised through the substantial section of QGR which is already complete and will resolve existing traffic congestion, particularly along The Ridge.
- 6.4 National Highways (NH) has provided in-principle technical approval of the modelling aspect of the scheme and the Stage 1 Road Safety Audit has been completed and signed off. A full package of plans

and detailed designs of the scheme, including a Stage 2 Road Safety Audit, will need to be submitted to NH and ESCC for final approval. Subject to the design work being acceptable, approval from both highway authorities should be forthcoming in Spring 2022.

- 6.5 In addition, legal agreements to undertake works on the highway will be required, and these cannot be sealed until the scheme detailed design and technical approval has been given by NH and ESCC.
- 6.6 To enable use of the signalised connection, a permanent Traffic Regulation Order (TRO) also needed to be progressed to prevent traffic using Junction Road and enable the signalised junction to operate safely and efficiently. The TRO was considered at ESCC's Planning Committee meeting on 13 Oct 2021. The three objections received were not upheld and the TRO was approved by the Committee.
- 6.7 The recently undertaken Stage 1 Road Safety Audit also highlighted the need for a TRO to support the prohibition of parking along sections of Whitworth Road (being used as part of the Gateway Road) where it will cause a road safety issue. Sea Change Sussex (SCS) will need to provide a final statement of reasons to ESCC, along with the Road Safety Audit and the TRO plans, before any orders can be drafted and advertised. The timescale for completion of the TRO will be reliant on receipt of the above information and the subsequent statutory and public consultation on the prohibition of parking on Whitworth Road. The TRO will be processed in a timely manner in the same way as the TRO for Junction Road, once all the required information has been received from the scheme promoter.
- 6.8 Some initial site works took place during the week commencing 25 Oct 2021 to confirm the location of underground services on the A21 following recommendations in the Road Safety Audit. SCS has advised that the expected programme for delivery of the signalised connection is six weeks with an additional two-week contingency. Based on the estimated timescales for the approvals process and delivery programme, it is currently anticipated that the signalised connection will be constructed and completed, at the earliest, by late Spring 2022. However, opening the route to traffic will be subject to the TROs to close off Junction Road and to introduce parking restrictions on Whitworth Road having both been sealed.

Permanent connection to A21

- 6.9 The final section of the permanent connection involves the introduction of a roundabout on the A21 which is dependent upon completion of the ongoing land acquisition process. The County Council has indicated that their preferred scenario would be for SCS to secure all the necessary land through negotiations from all of the relevant landowners. If land cannot be secured through negotiation, and a Compulsory Purchase Order (CPO) process is deemed necessary, then the timescales for construction start/completion could be delayed by anywhere between 6 and 18 months.
- 6.10 At present, works to the permanent connection have been placed on hold as resources at ESCC and SCS are focused on progressing the signalised connection to the A21 to enable the road to be fully opened to traffic and enable the scheme's full benefits to be realised as soon as possible.

Newhaven Port Access Road (NPAR)

- 6.11 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.
- 6.12 The first phase of the road was completed by a developer in 2015, with the County Council 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.
- 6.13 Following a 20-month construction period, the scheme was completed in Oct 2020. The total cost of the scheme is £23.2m (£13.2m from ESCC and £10m LGF).
- 6.14 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 road's construction is also available at <https://vimeo.com/470233741/17c6ef63ba>.
- 6.15 The new cycle path and footway which runs alongside the road and provides access to Tide Mills and the beach, as well as Newhaven, will provide an economic boost to both the town and East Sussex. In Mar 2021 Newhaven Port started work on a new link road, connecting to the Port Access Road, which will allow HGV traffic to enter and leave the East Quay Port without having to use local residential streets as they have previously. The cycle path and footway that runs alongside the Port Access Road, linking up with existing footpaths north and south of Mill Creek to create new circular walking and biking routes, was opened to the public in Jul 2021.

Port Access Road connections

- 6.16 In Dec 2020, £6.2m of Government monies was secured from the Port Infrastructure Fund to build new border infrastructure for handling new customs and trading processes after Brexit. Part of the monies will provide the final road infrastructure connection from the Port Access Road into the port land, opening up the viability of commercial space and maximising the benefits that NPAR will generate. Work on this connection commenced in Mar 2021.

Newhaven – Dieppe Ferry

- 6.17 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 started in early 2021.

7. Local Transport

Local Transport Capital Programme

- 7.1 The 2021/22 local transport capital programme was approved by the Lead Member for Transport and Environment in Mar 2021. The draft programme includes a broad mix in scale/value of over 80 schemes funded from various funding sources including SELEP LGF monies, development contributions and funding allocated in ESCC's capital programme. Within this, priority is being given to expediting the development and delivery of LGF funded projects over the remainder of 2021/22 and into 2022/23.

Emergency Active Travel Fund tranche 2

- 7.2 In Nov 2020, £1.8m (£1,456,160 capital and £364,040 revenue) was allocated for the second tranche of Emergency Active Travel Fund measures in the county.
- 7.3 As part of the funding requirements, [consultation proposals](#) were published on the ESCC website setting out how we intend to consult locally on the various elements of the package.
- 7.4 The delivery programme for tranche 2 improvements has been finalised, for delivery by the end of Jun 2022 in accordance with the tranche 2 funding requirements. In programming the works, consideration has been given to the requirement to advise DfT on the outcomes of the consultation on schemes and how public feedback has influenced the proposed measures, prior to starting construction.
- 7.5 The first element of the package to be implemented was the 'School Streets' pilot scheme at six schools across the county. The scheme involved the temporary closure of the road outside a school to motor vehicles, thereby opening the streets to families on foot, bike or scooter at drop-off and pick-up times, and giving everyone the space they need to get to school and move around their local environment safely. These temporary restrictions did not apply to residents, business premises on the street, emergency services, school transport, blue badge holders, deliveries and carers of residents on the street – access for these groups was managed by stewards through the closure.
- 7.6 The pilot schemes ran from 15 Mar 2021 for six weeks either side of the Easter school holidays. The scheme was generally well received, and we have undertaken a thorough evaluation of the trial, published on the ESCC website – [East Sussex School Streets Evaluation](#). We are working with three of the schools to investigate whether these could be made into permanent school street sites.

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

- 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 (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, and 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. Phase 1 was completed in Jan 2020 with the final snagging works undertaken in Apr 2021.

- 8.3 For Phase 2, engagement has taken place with stakeholders from across the community in Eastbourne since early 2018 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 (Phase 2a), which will utilise £3m of LGF monies approved by SELEP in Feb 2019 for improving movement and access in Eastbourne town centre.
- 8.4 Consultation on the Phase 2a proposals was undertaken in Nov/Dec 2019, and work on the detailed design commenced in Jun 2020. To inform the detailed design, stakeholder update meetings were held in Sep 2020, Oct 2020 and Feb 2021. The final design for Phase 2a was approved by the Lead Member for Transport and Environment at her decision-making meeting on 19 Jul 2021. Consultation on the Traffic Regulation Orders (TROs) has been undertaken with the statutory consultees, and the TROs will be advertised in Jan 2022. Construction is programmed to start in Apr 2022.
- 8.5 Work has been progressing on designs for further improvements to movement and access in the town centre – Terminus Road (Langney Road to Grand Parade), Memorial roundabout and Ring Road relocation. Preliminary designs for the Terminus Road element are currently being reviewed, as Eastbourne BC's Levelling Up Fund bid was approved, to ensure we can keep with delivering the scheme by Mar 2024 (see section 9 below).

Bexhill and Hastings

- 8.6 Proposals for London Road in Bexhill and for improving connectivity between the rail station and seafront in Hastings are, or have been, recently consulted upon. Both will be funded through LGF monies secured for the area with an additional Community Infrastructure Levy (CIL) contribution towards the London Road scheme. In addition, £3m has been allocated in the Hastings Town Deal (see below) for a Town Centre Public Realm and Green Connections project with initial design work due to commence early 2022.

Future High Streets Fund

- 8.7 Recognising the importance of ensuring the vitality of our town centres, both now and in the future, Government announced its £650m Future High Streets Fund in Dec 2018.
- 8.8 The fund, to support local areas' plans to make their high streets and town centres fit for the future, expected 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 in Mar 2019. Government announced in Jul 2019 that Lewes DC, with their EOI related to Newhaven town centre, had been successful in progressing to the next stage (developing a business case). Lewes DC submitted their £7.2m business case in Jun 2020, and Government announced in Spring 2021 that Newhaven would receive just over £5m to deliver a package of interventions to transform vacant or underutilised commercial properties in the heart of the town centre by Mar 2024.

Town Deals

- 8.10 In Sep 2019 Government announced that it would 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.
- 8.11 Hastings and Newhaven were both chosen for the opportunity to bid for up to £25m from this programme. Government subsequently worked with Hastings BC and Lewes DC, along with other local stakeholders, to understand each town's local assets, opportunities and challenges. Government published its guidance to enable towns to develop their Town Deals in Jun 2020, and both Hastings BC and Lewes DC submitted their evidence-based Town Investment Plans on 31 Jan 2021.
- 8.12 An announcement on the Hastings Town Deal was made in Jun 2021, with a £24.3m provisional allocation, and a further announcement in Jul 2021 indicated a provisional allocation of £19.3m for Newhaven. As these allocations are both less than the original submissions, each Deal is subject to individual projects adjusting their financial scope to within the overall allocation and submitting business cases for approval. Further details on the two Town Deals are available at:

- [Newhaven Town Deal](#)
- [Hastings Town Deal](#)

9. Levelling Up Fund

- 9.1 Government announced its £4.8 billion Levelling Up Fund (LUF) in early 2021, to provide funding to invest in local infrastructure that has a visible impact on people and their communities covering the period Apr 2021 to Mar 2024 (schemes funded up to Mar 2025 in exceptional circumstances), with bids up to £20m capital funding or more by exception.
- 9.2 The first round of LUF addresses the three investment themes of Transport; Regeneration & Town Centre; and Cultural.
- 9.3 Each upper-tier authority has the right to have one successful bid on transport investment throughout the lifetime of the LUF programme. As such the County Council submitted a transport bid for funding to deliver the replacement of Exceat Bridge on the A259 near Seaford, which links two of our growth areas – Eastbourne and Newhaven – both of which are within the highest priority areas for the LUF.
- 9.4 Lower-tier authorities were able to put forward bids across all three investment themes (but requiring the support of the local transport authority for any bids that contain transport investments). Four of our East Sussex Borough and District Councils – Lewes, Eastbourne, Wealden and Rother – put forward bid submissions for projects/packages in their respective areas.
- 9.5 Government announced in late Oct 2021 that the East Sussex bid for Exceat Bridge was successful and would receive £7.958m. In addition, Eastbourne BC and Lewes DC were also successful and received £19.847m and £12.686m respectively. More information on both bids is available at www.lewes-eastbourne.gov.uk/regeneration/levelling-up-fund.
- 9.6 Further Levelling Up Fund bidding rounds are expected to follow in Spring 2022.

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). Public consultation was undertaken on the East Sussex LCWIP in autumn 2020. All the comments received have been analysed to consider where changes to the Plan need to be made. The final draft LCWIP was approved by County Council's Cabinet on 30 Sep 2021. Several actions have been identified to support the delivery and application of the plan, including developing a pipeline of cycling and walking schemes for inclusion in future bids for funding.

11. Bus Service Improvement Plan

- 11.1 Our Bus Service Improvement Plan (BSIP) was submitted to Government at the end of Oct 2021 in response to the publication of the Government's Bus Back Better Strategy earlier in the year.
- 11.2 The BSIP was developed in collaboration with East Sussex bus operators, having engaged with stakeholders and members of the public. The BSIP contains a funding ask of £100m (£70m revenue and £30m capital) for our ambitious plans to improve bus services and bus infrastructure in the county starting in 2022/23. The Government's funding allocations to local transport authorities are expected to be based on the strength and ambition of their Plans.

Transport for the South East (TfSE)

(ESCC officer contact: [Hollie Farley](#))

Strategic Investment Plan

- TfSE has appointed Steer and KPMG to develop the Strategic Investment Plan (SIP) for the south east region. The SIP will be the thirty-year investment blueprint for the south east. It will set out where, when and under what conditions packages of schemes, interventions and wider policy initiatives should be implemented to deliver the transport strategy and achieve the vision for 2050. The document will need to promote the south east and demonstrate the benefits of continued investment in the region.
- There will be a twelve-week public consultation on the draft SIP, which is intended to commence in Jun 2022. The final SIP will be published in Mar 2023.

Stakeholder engagement

- Councillor Keith Glazier, Chair of TfSE, held a series of briefing sessions with Board members and senior officers throughout Sep and Oct 2021 as part of ongoing stakeholder engagement activities. Meetings are intended to provide a detailed update on progress as we move towards development of the SIP.
- Further engagement with Board members will be conducted throughout the autumn to start discussions around the emerging packages of interventions and geographically specific potential interventions that are emerging from the area studies.

Funding bids

- TfSE has submitted a multi-year funding bid to the Department for Transport (DfT) focusing on the delivery of the core functions of a sub-national transport body (STB), particularly the technical programme and the delivery of the SIP in 2023/24 and 2024/25. Central to the proposal is the need to bring forward credible and affordable long-term proposals. The submission sets out how we will use the certainty provided by a multi-year funding settlement to accelerate delivery, speed up processes and realise efficiencies.
- The bid mainly focuses on the continued delivery of the technical programme and moves into the delivery of schemes included in the SIP in the final two years of the bid. The technical programme includes work on an analytical and assurance framework to support the development of business cases for SIP schemes, additional work on thematic areas (such as future mobility, freight, rural and rail) and the ongoing implementation of the four new workstreams that STBs have been asked to lead by DfT (see below). The additional work included with the implementation of the SIP and the four new workstreams does mean that there will be potential implications on the capacity within TfSE to deliver. As such the bid includes provision for additional staff, with the intention that any new posts would be funded through DfT funding and the Board would be informed of any future staffing proposals.
- DfT has written to all STBs in England to request that they prepare non-competitive funding bids for four new areas of work:
 - Decarbonisation: helping DfT and local authorities to implement the commitments made in the Transport Decarbonisation Plan.
 - Buses: helping local authorities to deliver on the commitments in Bus Back Better and develop an effective intra-regional bus network.
 - EV Infrastructure Strategy: assisting local authorities in the rollout of electric vehicle infrastructure, potentially through regional strategies.
 - Local Authority Capability: playing a role in building capability within resource-constrained local authorities, to help them in the planning and delivery of local transport.
- The four areas reflect DfT's priorities, and STBs will be expected to work with local authorities on the delivery of the proposals. TfSE submitted its proposals on 20 Oct 2021 and an announcement from DfT is expected imminently.

Business East Sussex (BES)

(ESCC officer contact: [Ioni Sullivan](#))

Summary

- During the first year of the pandemic, both the BES Steering Group and the Growth Hub focussed on identifying and responding to the immediate concerns of businesses. As we move to the next phase and to a 'new normal', the emphasis for both turns to setting out priorities for supporting sustainable growth in the East Sussex economy going forward.
- We continue to see excellent progress with our business support programmes such as Peer Networks, SEBB and the Bamboo Club, with the latter being awarded a national accolade from the Scale Up Institute.

Steering Group priorities

- The BES Steering Group have identified 7 priorities for sustainable growth, which are:
 - **Productivity:** addressing East Sussex's low productivity levels.
 - **Innovation:** increasing innovation support to drive sustainable growth.

- **Skills for businesses:** helping businesses to upskill and develop pathways for career progression.
- **Net zero:** supporting local SMEs to implement reductions in carbon use.
- **Business support ecosystems:** ensuring a supportive environment for entrepreneurialism in East Sussex.
- **International trade:** ensuring SMEs are supported on trading with the EU and the rest of the world.
- **Access to finance:** helping SMEs access the full range of financial options available.

Growth Hub

- We continue to await the outcomes of the LEP and Business Support reviews, anticipated as part of the Levelling Up White Paper (LUWP) promised to be published ‘before Christmas’, although we are not likely to know the detailed implications for LEPs or Growth Hubs until into the new year. The LUWP will be used to set the ambition for the Department for Levelling Up, Housing and Communities (DLUHC) and departmental funding will then be expected to be allocated in line with achieving those ambitions.
- In the meantime, ESCC’s Economic Development team has worked to assimilate national policy and the local evidence base to create new programmes of support in East Sussex which are evidence based and deliver high quality outcomes. We also continue to play a key convening role in the business support landscape, with a further well-attended Business East Sussex Providers Group Network meeting in Oct 2021, bringing together the full range of providers delivering support to the network, sharing information and intelligence.
- The Growth Hub continues to provide the neutral ‘front door’ for any business in the county looking to access support, with navigators carrying out diagnostics of businesses’ needs and referring them to the wide variety of programmes available.

National recognition for our Scale Up programme

- Our flagship programme for scaling businesses, the Bamboo Club, launched in Sep 2021, in partnership with the Sussex Innovation Centre (SINC), providing support to some of the county’s most ambitious SMEs. Our work on developing this programme is in line with best practice and used the learning from the 2019 Scale Up East Sussex pilots, which has led to the programme being recognised in the Scale Up Institute’s [Annual Report 2021](#) as an [exemplar](#). The East Sussex programme was a key factor in the South East region being recognised as having a scale-up focussed ecosystem based on ‘tailored support’ and ‘building on lessons learned’. We are delighted that the programme has garnered this important accolade and look forward to the further two programmes due to run in partnership with SINC in 2022.

Peer Networks

- We have recruited a further two Peer Network programmes in East Sussex this year, to build on the successful outcomes of the programme in 2020/21. Both cohorts are to capacity and on target, with one cohort focussing on the engineering sector, and the second cohort working with women founders. Our ability to stay on target with this programme in what is proving nationally to be a more challenging environment than last year has been recognised by the team who manage the national programme.

South East Business Boost (SEBB) 2

- We are continuing to deliver the grant and non-financial support programmes in what is recognised across the SELEP region as a more challenging environment than the for the SEBB 1 programme.
- In spite of this, we are leading the region with our business support programme, which is ahead of schedule, with all three programmes looking likely to hit or exceed targets of businesses engaged and supported. Nearly 150 SMEs are already benefitting from these programmes, against a programme target of 106 12-hour supports to be provided. With more than a year of the project to run, we are confident we will exceed this target by some distance.
 - 40 SMEs have been engaged with our >Breakthrough programme, aimed at women and ethnic minority entrepreneurs. This quarter, a [celebration of ethnic minority led enterprises in East Sussex](#) has been created, which we hope TES members will find interesting to read.
 - 72 Businesses are engaged with the Big Ambitions project providing 12 hours of specialist support, with the programme continually expanding the range of specialisms available, which now includes

expertism in topics such as CE marking (guarantees a product's conformity to EU regulations), energy efficiency and technology-led growth.

- 5 waves of the Ready to Grow programme for new start businesses have supported 35 ambitious new businesses with a range of 1:1, master classes and peer support.
- The current climate is proving challenging across the whole of the SELEP region for the grants programme, most likely due to the fact that businesses are required to contribute 70% private match towards the grant. At a time of rising costs and lingering business uncertainty, there is a reduced appetite for the 30% grants compared to in SEBB 1 and the average grant being applied for is significantly lower. However, we are working hard with our delivery partner to reach out to businesses who are still looking to invest for growth, including those engaging with other programmes such as Bamboo Club, Peer Networks and the East Sussex Invest programme. We have also launched a smaller scale 100% grant programme for businesses <12 months of age and continue to see steady numbers of grants coming through both this and the 30% grant programmes. With a year left to run we have already achieved 70% of the target of grants approved.

Developers East Sussex (DES)

(ESCC officer contact: [Dave Evans](#))

- The DES group has continued to hold more frequent virtual meetings, with an ongoing focus on the impact of Covid-19 and/or Brexit on development. Issues around price increases and the supply of materials and labour are still ongoing.
- The most recent DES meetings in Oct and Nov 2021 have included a detailed discussion on community engagement, with a very informative presentation from Grosvenor Strategic Land on their successful approach, plus further discussions on affordable housing and the 'First Homes' programme from Homes England. DES has also started considering the burgeoning issue of 'water neutrality' affecting development in some of the areas surrounding the county, and which is likely to expand into East Sussex over time.
- DES, along with the Kent and Essex developer groups, have maintained regular engagement with officials from the Department for Levelling Up, Housing and Communities (DLUHC), as well as Homes England, on market intelligence and the ongoing issues caused by the pandemic. Monthly calls with officials have continued, as have virtual meetings and written correspondence with the Minister of State for Housing, *Chris Pincher MP*. DLUHC officials have also started to attend DES meetings.
- The developer groups and SELEP also facilitated a virtual workshop on 18 Oct 2021, bringing together Homes England and SME developers to discuss case studies, barriers, suggested improvements, and to help developers better understand the support available from Homes England.

Environment East Sussex (EES) Climate Change briefing

(ESCC officer contact: [Andy Arnold](#))

- This report contains a summary of the main agreements from the recent global climate summit (COP 26) in Glasgow, as well as the key Government commitments set out in the recent Net Zero and Heat and Buildings Strategies, plus a summary of HM Treasury's assessment of the costs and benefits of the transition to net zero.

COP 26

- Held in Nov 2021, there was a wide range of agreements made at COP 26 in Glasgow between different groups of governments and different private sector groups. The main pact and voluntary agreements covered the following:
 - **Coal and fossil fuel subsidies:** the pact calls on countries to speed up the transition to low-carbon energy systems and to accelerate the phase-down of unabated coal power and inefficient fossil fuel subsidies.
 - **Mitigation measures:** countries have been requested to improve their 2030 national climate targets and plans by the end of 2022.

- **Carbon markets:** rules were agreed for the global trading of carbon offset credits, which are believed to have the potential to unlock trillions of dollars in finance in renewable energy and reforestation.
- **Methane emissions:** over 100 countries agreed to cut emissions, though some major emitters are absent from the list of signatories, including China and Russia.
- **Forest and land use:** more than 120 nations – accounting for about 90% of the world’s forests – pledged to halt and reverse deforestation by 2030.
- **Financial Alliance for Net Zero (GfanZ):** an agreement by nearly 500 financial services firms to align \$130tn of private capital with the goals set out in the Paris Agreement (including the 1.5°C target).
- **International Sustainability Standards Board:** backed by financial market regulators, this new board aims to standardise how companies report on their climate risk exposure and sustainability practices.
- **Funding for climate change adaptation in developing countries:** the proposed creation of a facility to help pay for loss and damage in countries already experiencing the effects of climate change was rejected by various developed nations.
- Analysis of the many agreements suggests that:
 - As with all COPs, the final set of agreements are a considerable compromise.
 - Long-term success depends on governments and businesses delivering what they’ve committed to.
 - Estimates that if all current climate pledges are met then global warming could possibly be limited to an average of 1.8°C above pre-industrial levels (the International Energy Agency).
- COP 27 convenes in Egypt in Nov 2022.

Net Zero Strategy

- Published in November 2021, the Government’s [Net Zero Strategy](#) sets out the action the Government plans to take to achieve the carbon emission reduction target set out in the national Sixth Carbon Budget that runs up to 2037. It follows on from the Ten Point Plan published last year and sets out indicative delivery pathways for each sector. The key points are as follows:
 - **The national electricity grid will be zero carbon by 2035:** mostly from offshore wind, through the Contracts for Difference scheme, and new nuclear.
 - **Maximising power system flexibility:** including through storage technologies.
 - **Transport:**
 - **Electric vehicles:** £620 million to support EVs and EV charging infrastructure.
 - **Cycling and walking:** £2 billion.
 - **Bus and train:** £3 billion to create new bus networks and a net zero rail network by 2050.
 - **Maritime and air travel:** funding to develop clean maritime power and zero emission flight.
 - **Land management:** £124 million for peat restoration, woodland creation and management, and the new Farming Investment Fund to invest in low-carbon farming.
 - **Resource efficiency:** plastic packaging tax from Apr 2022.
 - **Green jobs and skills:** Government will support 440,000 green skilled jobs by 2035 by supporting investment in training and supply chains.
 - **Waste:** £295 million of funding for LAs to prepare to implement free separate food waste collections for all households from 2025.
 - **Greenhouse Gas Removal:** £100 million of investment in GGR innovation.
 - **Innovation for net zero:** Government will publish the UK’s first Net Zero Research and Innovation Framework to set out the key research and innovation challenges for the next 5-10 years.
 - **Green finance:** Government will use the UK Infrastructure Bank to bring in private finance, will issue green gilts to raise at least £15 billion this financial year, will issue a National Savings and Investment Green Retail Savings Product and will publish a second iteration of the Green Finance Strategy which will outline the pathway to net zero for finance in the UK.
 - **Local climate action:** Government will set clearer expectations on how central and local government interact in the delivery of net zero, for instance by establishing a Local Net Zero Forum to bring together

national and local government senior officials on a regular basis to discuss policy and delivery options on net zero.

- **Empowering the Public and Business to Make Green Choices:** Government will explore setting up an advice service that consolidates and simplifies advice on net zero and empowers businesses and the public to make green choices.

Heat and Buildings Strategy

- The Government's Heat and Buildings Strategy [Heat and Buildings Strategy](#) was published in Nov 2021. The key points are as follows:
 - To meet Net Zero virtually all heat in buildings will need to be decarbonised.
 - Oil & LPG heating to be replaced first.
 - 600,000 heat pumps to be installed per year by 2028 to replace gas boilers.
 - No new gas boilers on sale from 2035.
 - A decision by 2022 on whether to shift some environmental levies from the cost of electricity to gas to make electric heating more cost effective.
 - Large scale trials of hydrogen for heating, with decisions in 2026 on the role of hydrogen in decarbonising heating.
 - Consult on phasing out oil, coal and LPG heating and replace them with low carbon alternatives in non-domestic buildings from 2024 and domestic homes from 2026, following natural appliance replacement cycles.
 - Funding: £3.9 billion of new funding between 2022 and 2025 for decarbonising heat and buildings.
- Both the Net Zero Strategy and the Heat and Buildings Strategy set out a large number of commitments. However, there is a lack of detail about how delivery will take place in many areas and the consensus amongst commentators is that the funding on offer is not enough to meet the commitments made.

Net Zero Review

- HM Treasury's [Net Zero Review](#) was published in Nov 2021. The key points are as follows:
 - **Purpose of the review:** the report considers the macroeconomic effects, the possible economic opportunities and risks, policy levers and the likely fiscal implications of the transition to net zero.
 - **Cost of inaction:** the report stresses the difficulty of measuring the costs of transition with precision, due to the long timespan it will take place over, and the challenges in predicting how technologies will emerge and their costs change over time. However, it makes clear that the “costs of global inaction significantly outweigh the costs of action” and highlights that current economic analysis might understate the cost to the UK economy of climate change. It states that UK climate action could boost the economy as a result of investment contributing to growth, alongside co-benefits such as improved air quality.
 - **Government policy levers:** a range of policy instruments will be needed to address “multiple market failures” during the transition. Choosing the right instruments can reduce the magnitude of transition costs, with the successful growth of the EV market cited as evidence of the role policy can play in supporting market expansion whilst bringing down household costs.
 - **Competitive markets:** are deemed to be the most effective means of delivering an efficient transition, with carbon pricing highlighted as a means of creating incentives for investment and innovation whilst maintaining flexibility in approach.
 - **Well targeted and designed regulation:** can also be effective where demand is not responsive to price changes, as well as delivering more efficient products and standards for consumers.
 - **Public spending:** may also play a role, particularly to overcome market failures or mitigate acute distributional impacts.
 - **Households:** whilst higher income households will likely bear higher costs from the transition, due to being greater consumers of carbon, lower income households both spend a higher share of income on high income goods and are more vulnerable to adverse distributional impacts of decarbonisation. However, there is significant variation within income groups depending on their energy, housing and

transport habits. It is recommended that support focuses on specific technology transitions and lower income households.

- **Impact on public spending:** the biggest impact will come from the erosion of tax revenues from fossil fuel-related activity, notably Fuel Duty and Vehicle Excise Duty. Carbon pricing is considered unlikely to offset this loss. Further public spending is likely to require changes to existing taxes and new sources of revenue.
- **Next steps:** HM Treasury will continue to develop potential timelines for different policy responses and develop the Green Book and its supplementary guidance so it includes the latest evidence on environmental appraisal.

Skills East Sussex (SES)

(ESCC officer contact: [Holly Aquilina](#) and [Caroline Bragg](#))

Skills East Sussex Board and Sector Task Groups

- The SES Board agreed its priorities for 2021-24 on 5 Oct 2021. A further evidence base on skills required across sectors, including the Green Economy, to 2030 is due to be commissioned.
- The six SES priorities were presented to the Sector Task Groups in Nov 2021, with representatives from businesses, stakeholders and education providers for Construction, Engineering, Health and Social Care, Visitor Economy and Creative and Digital. Further action plans will now be developed to support the Sector Task Groups to meet these priorities.
- Part of the Local Skills Improvement Plan (LSIP) consultation took place through the SES Sector Task Groups. It is worth noting that many of the businesses that joined the LSIP consultation sessions from other areas of Sussex raised the same issues and areas of focus that East Sussex businesses raised when the Sector Task Groups were first launched in 2015. Current Sector Task Group members were keen to emphasise that much headway has already been made, for example on improved careers provision, pre-employment programmes and collaboration between businesses and education in curriculum development. An attendee at the Visitor Economy group suggested that the LSIP should acknowledge how far ahead East Sussex is with their skills plans and should note that collaborative work has been underway for over six years between industry and education, the role of the Careers Hub, and should advocate these aspects of the SES model being shared with West Sussex and Brighton and Hove.

Apprenticeships East Sussex (AES)

- AES met in Sep 2021 and agreed its action plan for 2021/22, linked to the Skills East Sussex priorities.
- The 'Transform' programme continues to support SMEs to access apprenticeship training, unspent Apprenticeship Levy and government incentives, with 38 SMEs supported by the project, and 20 apprentices having started to date. The programme is led by Skills East Sussex who are also supporting businesses to access the Moving On Up programme (below).

All Careers Campaign

- The most recent meeting in Oct 2021 reviewed the role of the All Careers Campaign in relation to the new SES priorities. The group agreed that as its main priority areas it should:
 - work on a careers campaign to recruit educators at HE/FE and school level across East Sussex;
 - work on a campaign to make East Sussex “a great place to live, work and learn”, and work with employers of all sizes to engender a commitment to investing in staff learning and development to above Level 3;
 - continue to create resources to promote careers where there are gaps in key sectors as identified by Sector Task Groups;
 - start to promote Net Zero careers and create relevant resources to support this (e.g. electric vehicle maintenance, retrofitting energy supply in homes).

East Sussex Careers Hub

- The East Sussex 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 Hub is one of the top performing Hubs in the country as measured against the national Gatsby Benchmarks.
- Open Doors launched in Nov 2021, with employers providing face-to-face visits for groups of students for the first time since 2019. This is the fifth year of the project. To date over 3,000 students have visited nearly 100 businesses. This year we have over 300 students visiting 11 businesses, and it will be run again in the Spring term.
- Schools have started signing-up for the Work Experience service again this year, with over 3,000 pupils expected to take part in 2021/22. Last academic year only 1,200 pupils accessed physical placements, although 1,300 were able to access the Virtual Work Experience programme that the team put in place.
- Primary Careers support is now being developed in collaboration with the Careers Hub and Cavendish all-through primary school, lead on the Careers Subject Leader Hub 2021/22, sharing practice with other primaries across the county to support employability and transitions.

Social and Temporary Housing pilot project (ESTAR)

- The ESTAR Public Health, Adult Social Care funded programme, to broker those in temporary, supported housing and refugees into learning and work, is working with housing providers to build capacity to support learning and employment amongst this vulnerable group.
- The team has started to deliver programmes using the £1m of funding from the Government's Contain Outbreak Management Fund (COMF) to deliver a range of interventions to upskill those living in supported housing. Over 50 individuals have already come forward from residential settings to ask to participate in the Moving on Up programme, which provides pre-employment support, mentoring support for three months, help to find a job with training, or an apprenticeship and then help to apply for and move into the role. The programme also offers employers a £4,000 incentive on top of Government incentives to ringfence an apprenticeship or a job with training for the cohort. The Sussex Council of Training Providers (SCTP) is overseeing the employer engagement element of this initiative. We already have two posts about to be secured, after only one month of delivery.
- The ESTAR forum has met for a third time, bringing together housing providers with those offering pre-employment support alongside Jobcentre Plus, Youth Employability Service, the National Careers Service and REED UK to provide networking opportunities for those who need pre-employment support provision. The meeting focused on developing a programme of training to support those working in the sector to better understand the skills and employment landscape.

Locate East Sussex (LES)

(ESCC officer contact: [Vera Gajic](#))

- The replacement for Mike Cogswell has restarted, with a job advertisement to be published imminently. Stiles Harold Williams (SHW) has again been contracted to produce quarterly reports in the interim, with the next one due Jan 2022.
- The Locate team is returning to a mix of working locations as a return to the office takes effect, currently two days a week with monitored numbers, to be reviewed on a continual basis. All targets are on track.
- The focus of the Locate team is the resumption of business *growth* rather than survival, with many enquiries looking at larger premises to aid expansion. As we are all aware, current stock levels are limited, however Locate is engaging with a wider number of agents to ensure we have the most up-to-date awareness of all sites and not just those listed on the portal; this includes referring to other property websites and then engaging with listings to also be included in the portal.
- Inward investment enquiries are also increasing, with an emphasis on green technologies for the Renewables sector.
- Recruitment of staff is still a concern across the board for employers.
- The outputs achieved in this quarter* are as follows:

Outputs	Oct - Dec 2021		Project Total	
	Target	Actual	3-year target	Current
C4 above (non-financial support)	5	2	60	37
C8 Employment increase	9.5	3.73	115	95.17
C29 New to firm products	0.5	0	7	4
Investment Success	3	1	36	29
Re-investment success	3.75	0	45	23
Jobs Created (core)	28.75	25	345	282

*Actual figures are of 31 Oct 2021

Locate Project Updates

- **Jim Fletcher's Business Planning Workshops:** a new series of these will be running in Jan 2022 and we have just started marketing them to generate attendance. One series will be on general planning and a second one for Lean Management.
- **Film and TV Sector Proposition:** this has now been finalised and we are currently awaiting bid submission for design and production.
- **Wellbeing at Work:** alongside Graham Peters and University of Sussex, we were helping to get the word out about the new toolkit being put together to help employers help their employees with managing working from home. The data has now been translated into reports, and we are awaiting instruction on the circulation of these.
- **Hastings Town Deal:** we are still working closely with Hastings BC to support promotion of the Town Bid, with weekly meetings to offer support and ideas on how to gain public support for the project. Meetings have been on hold for a little while, whilst internal meetings are held to discuss funding allocation. Churchfields Business Centre is about to start construction.
- **Wealden Wine Project:** all vlogs have been filmed and are now in post-production for editing and completion. One of the individuals needed to record voiceovers is currently suffering from Long Covid which has delayed post-production.
- **Locate Leaflet:** all agreed and currently with the printers.
- **Video Project:** our filmmaker is gathering footage and conducting interviews with various businesses across the county. Now at a point where footage needs to start being put together to establish a flow for the video, which will happen towards the end of Nov 2021, with any remaining interviews to take place during Dec/Jan. A draft East Sussex video is expected to be available in Jan 2022.
- **Christmas Campaign:** throughout Dec 2021 we are running an advent calendar style campaign to support the 'Buy Local' initiative, highlighting businesses that contribute to Christmas and the local events throughout the season.
- **Articles:** upcoming articles include a showcase of bespoke furniture makers, breweries, and a commercial property rent article comparing neighbouring regions.
- **Website Review:** awaiting a quote for updates and layout changes to the website.

Economic Profile

(ESCC officer contact: [Maria-Helena Santamaria](#))

- 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/k2vy8cb7>.

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

(ESCC officer contact: [Marwa Al-Qadi](#))

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 Actual	Post 2021	Total		
A21/A259 Hastings/Bexhill Growth Corridor													
LGF Transport	Queensway Gateway Road	2015/16	2021/22	1.419	1.121	5.000	0.89	1.07	0.500		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, and Phase 2a (intermediate roundabout to Ramblers Coaches) completed mid-2019; 4. Phase 3a started 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; 5. A signalised connection to provide a link between the completed road and the A21 has received in-principle approval from HE and the Road Safety Audit sign-off is expected imminently from HE; 6. An S278 legal agreement between SCS, ESCC and HE will be required for the signalised connection - work on the legal agreement will be progressed when the detailed designs receive technical approval from both HE and ESCC (expected Mar/Apr 2022); 7. The TRO, which is necessary for the closure of Junction Road (required to enable the signalised junction to operate safely and efficiently), was considered at the County Council’s Planning Committee meeting on 13 Oct 2021. The three objections received were not upheld and the TRO was approved by the Committee. A further TRO will be required to restrict parking along Whitworth Rd - necessary information is awaited from SCS to enable this to be drafted and advertised; 8. The current focus of both SCS and ESCC is to progress the signalised junction with the A21 in order to fully maximise the scheme's benefits. It is not possible to give a definite timescale for construction of the final permanent connection of QGR through to the A21, as start is dependent on land ownership issues being resolved and whether this is through negotiation or not. If CPO is required then that could result in a further 6 to 18 months before construction would start; 9. Regular updates are being provided to the SELEP Accountability Board, with the most recent provided on 19 Nov 2021.	
LGF Transport	Hastings and Bexhill Movement and Access Package	2015/16	2022/23			0.345	0.796	1.41	1.060	5.389	9	1. Package of walking & cycling infrastructure and 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. Schemes have continued to be progressed through their respective design and delivery stages through the ESCC capital programme of local transport improvements; 4. Varying slippage and delays were experienced across the package as a result of Covid-19 - this resulted in consultations being delayed which has knock-on impacts on schemes progressing through to construction; 5. Consultation on package elements has commenced and will continue into the rest of Q3 and Q4 2021/22 (inc London Rd corridor improvements and Bexhill Cycle Routes) but consequently construction of some package elements will slip into 2022/23; 6. Received SELEP Strategic Board approval in Dec 2020 for spend beyond Growth Deal period.	
LGF Infrastructure	Bexhill Enterprise Park North	2019/20	2021/22							1.94	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 SELEP Investment Panel Mar 2019, and Business Case approved by SELEP Accountability Board Jun 2019; 3. Initial Reserved Matters application was rejected in Oct 2019 resulting in a delay to the programme but still within funding period; 4. A planning appeal was submitted Dec 2019, and SCS submitted a separate planning application for the Site Access Road to progress site enabling works (the planning appeal was delayed due to Covid, and the SELEP Accountability Board agreed in Sep 2020 that the project should remain on hold until the planning appeal was concluded - the planning appeal was heard in Jan 2021 and the Planning Inspectorate advised SCS on 1 Apr 2021 that their appeal had been successful); 5. The grant agreement with ESCC was completed in Oct 2021 allowing the project to meet the conditions to maintain and begin drawdown of the LGF allocated to the scheme; 6. An update was taken to the SELEP Accountability Board on 19 Nov 2021, where the release of the allocation to the project (as it has now met its funding conditions) was approved; 7. The scheme is programmed for completion within the 2021/22 financial year.	

LGF Transport	North Bexhill Access Road	2015/16	2018/19	6.41	4.6	5.590	2				18.6	COMPLETED 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. Full length of NBAR completed and opened to traffic Mar 2019; 4. There continues to be a delay in SCS offering up the road for the formal adoption until after the Stage 3 road safety audit and identified works are completed.
LGF infrastructure	Churchfields Business Centre (formerly Sidney Little Road Incubator Hub)	2019/20	2020/21					0.07	0.050	0.38	0.5	1. SELEP Investment Panel agreed LGF-3B allocation Mar 2019; 2. SELEP Accountability Board approved business case Jun 2019 and grant agreement to transfer funding to Hastings BC completed Nov 2019; 3. Planning application submitted Oct 2019, consent obtained Jun 2020; 4. Delay had knock-on effect on programme and tendering process, with HBC having to consider the build phase given the potential impact of Covid-19 on the construction industry; 5. Construction RIBA Stage 5, contractor appointment, build tender documents published Jun 2020; 6. Project experienced significant cost increases due to higher than anticipated Tender returns - HBC Cabinet decided Feb 2021 to proceed with a cost increase of £750k, planned to be covered by the HBC Town Investment Plan proposal as a shovel ready project, with construction work due to commence summer 2021; 7. Full LGF allocation spent and claimed for the project in Nov 2021; 8. Completion of build and letting of incubator units likely to be Spring 2022.
LGF Infrastructure	East Sussex Strategic Growth Package	2016/17	2020/21			3.550	4.3	0.35			8.2	COMPLETED 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					0.01	0.580	0.37	0.96	1. LGF-3B allocation agreed by SELEP 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), completed Jan 2021; 4. Phase 1 external building work overrun due to issues with the contractor, but as of May 2021 keys are back in possession of Rother DC; 5. Light industrial units now restored with new roofs, walls and flooring; 6. Phase 2 delayed due to reworking plans for the internal layout, tender deadline 7 May 2021 (for internal work to the building including M&E and studio divisions) - contractors being engaged through procurement hub; 7. Work with SpaceMakers and Locate East Sussex underway to start marketing the studios; 8. Estimated completion date Dec 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		1.01	0.29	0.546	2.1	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 2022/23 following completion of the A27/A2270 junction improvement as part of HE's A27 smaller scale interventions package; 7. A revised programme and spend beyond the Growth Deal period was previously approved by the Dec 2020 SELEP Strategic Board; 8. SELEP's Accountability Board in Nov 2021 approved a further extension from Mar 2022 to Mar 2023 for the LGF spend.
LGF Transport	Eastbourne and South Wealden LSTF walking & cycling package	2015/16	2020/21	0.6	0.37	1.63	0.5	0.67	0.48	2.35	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 has been progressed for this package of schemes, including various cycle routes and improvements for pedestrians through ESCC's capital programme for local transport improvements; 6. Following delays arising from Covid, stakeholder and public consultation undertaken on a number of schemes (Willingdon Drove cycle route, Eastbourne Town Centre cycle route, Stone Cross - Langney Rise - Royal Parade); 7. Received approval at the Oct 2020 SELEP Strategic Board meeting for revised programme to spend LGF beyond Growth Deal period - construction will continue in 2021/22 and 22/23.

LGF Transport	Eastbourne town centre LSTF access & improvement package	2015/16	2020/21		0.55	0.25	3.7	0.75	0.44	2.31	8	<p>Phase 1 COMPLETED: 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 and snagging completed Apr 2021.</p> <p>Phase 2: 1. Business case for £3m approved at Feb 2019 Accountability Board; 2. Preliminary design completed and consultation on Phase 2a (Terminus Road: Bankers Corner to Langney Road) held in autumn 2019; 3. Following LMTE approval in Apr 2020, detailed design commenced Jun 2020, with stakeholder detailed design updates held Sep 2020, Oct 2020 & Feb 2021; 4. Received approval at the Oct 2020 SELEP Strategic Board meeting for revised programme to spend LGF beyond Growth Deal period; 5. Early Contractor Involvement workshop held with Costain and potential subcontractors in Jan & May 2021; 6. LMTE approval on final design received 19 Jul 2021, statutory consultation on TROs completed with formal advertisement of TROs due in Jan 2022; 7. Construction programmed to start Apr 2022.</p>
LGF Transport	A22/A27 Junction improvements (removed from LGF programme)	-	-								0	<p>WITHDRAWN. 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 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-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.</p>
LGF Infrastructure	Swallow Business Park	2015/16	2018/19	0.5	0.9						1.4	<p>COMPLETED. 1. Planning permission granted for northern & southern parts of site; 2. Business case approved by SELEP Accountability Board Feb 2016; 3. Site's first tenant (VACGEN) has taken possession of the building and is installing production facilities; 4. Construction of the starter units completed and ready for tenants - My Life Bathrooms has occupied Block E; 5. Overall the business park has generated 60 FTE jobs to date and there has been great interest in the units; 6. ESCC continues to monitor project outcomes as part of the SELEP Benefits Realisation reporting.</p>
LGF Infrastructure	Strategic Site Investment Package (formerly Sovereign Harbour Innovation Park)	2015/16	2021/22	0.53	1.17						1.7	<p>COMPLETED. 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, and revised business case approved by SELEP Accountability Board Feb 2016; 3. Works related to this scheme have now been completed at all sites.</p>
LGF Infrastructure	Devonshire Park Quarter Redevelopment	2017/18	2019/20			5					5	<p>COMPLETED. 1. Scheme approved by SELEP Accountability Board Mar 2017; 2. Accelerated spend for 2017/18 approved by Accountability Board Nov 2017; 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.</p>
LGF Infrastructure	Eastbourne Fisherman Quayside and Infrastructure Development project (LGF)	2020/21	2021/22							1.44	1.44	<p>1. Provisional LGF-3B allocation agreed by SELEP Investment Panel Jun 2019; 2. Scheme already utilising GPF (£1.15m) and EMFF grant funding (£1m) to deliver Phase 1 of the scheme, so Phases 2 & 3 can be completed collectively with Phase 1; 3. Business Case approved by SELEP Accountability Board Jul 2020; 4. Construction commenced onsite for GPF Phase 1 elements in 2020; 5. Following a review of costing in light of the pandemic, a funding gap of £0.36m was identified, so the project applied for additional SELEP LGF Covid Response funding, endorsed by TES as a high priority project and prioritised for funding at the Dec 2020 SELEP Strategic Board meeting; 6. Additional LGF and updated business case approved at the Feb 2021 SELEP Accountability Board, to commence delivery of Phases 2 & 3 in Apr 2021, and where the project received SELEP approval to spend LGF beyond the Growth Deal deadline to Apr 2022; 7. Work has started onsite and is on programme, with estimated completion Mar 2022.</p>
TOTAL											26.24	

Newhaven Maritime and Clean Tech Growth Corridor											
LGF Infrastructure (C2C funded)	Newhaven Port Access Road	2015/16	2020/21				7.5	2.5		10	COMPLETED 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; 8. Funding from the Ports Infrastructure Fund secured to enable connections between the end of the Port Access Road and the Port land to be provided.
LGF Infrastructure (SELEP & C2C funded)	Newhaven Flood Alleviation Scheme	2016/17	2017/18	0.3	0.8	0.4				1.5	COMPLETED: 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, originally scheduled to be completed late-2019/early-2020; 6. Overnight railway works completed Jun 2021, meaning the EA is able to install a temporary flood barrier across the railway during future flood events - this is the last part of the scheme to be completed so it is now fully operational, subject to snagging; 7. The rail works are now fully completed - the temporary flood defence barrier was deployed during a trial in early Nov 2021 which coincided with planned rail engineering works; 8. The forecast contractor completion date is now 17 Dec 2021 (driven primarily by the planting programme which is seasonally dependent).
LGF Infrastructure	Exceat Bridge (removed from LGF programme)	-	-							0	WITHDRAWN. 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 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	COMPLETED. 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 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				0.230	1.070	3.11	4.41	1. LGF-3B allocation agreed by SELEP Investment Panel Mar 2019, 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. The college financial year ending 31 Jul 2020 made a small operating surplus, ensuring a wider opportunity of choice for borrowing requirements; 4. Full planning permission obtained, with SDNPA planning committee voting unanimously in favour of the application; 5. Project experienced a degree of cost escalation through procurement, identifying a funding gap of £1.4m, so applied for additional SELEP LGF Covid Response funding; 6. The additional ask was endorsed by TES as a high priority project and was prioritised for funding at the Dec 2020 SELEP Strategic Board meeting, with the project change request and additional LGF approved at the 12 Feb 2021 SELEP Accountability Board; 8. Project programme on track for estimated completion and spend of LGF elements by Dec 2021.
Plumpton College	Science & Engineering for Tree Management	2016/17	2017/18		0.14					0.14	COMPLETED. 1. Scheme complete and fully claimed.

East Sussex College Group	Specialist Equipment for STEM Centre	2016/17	2017/18		0.075					0.075	COMPLETED. 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	COMPLETED. 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	Growing Apprenticeship & Skills Training in Engineering	2016/17	2017/18		0.088					0.088	COMPLETED. 1. Scheme complete and fully claimed.
TOTAL										4.87	

Getting Building Fund - July 2020										TOTAL	4.87
GBF	Charleston Access Road	2020/21	2021/22						0.0893	0.0893	1. Funding awarded at Nov 2020 SELEP Accountability Board; 2. GBF investment will support completion of resurfacing and improved drainage to the 1km access road to the venue; 3. Contractor appointed; 4. Additional £240k GBF funding (from funds returned from other GBF projects) awarded to this project at the Mar 2021 SELEP Strategic Board to enable the addition of a cycle path along the access road and connection to other cycle routes; 5. Business case for this additional funding approved at Jul 2021 SELEP Accountability Board; 6. Work underway from Jul 2021 and completed pending arrival of materials for final road surface (road currently open with temporary surface); 7. Anticipated project delivery by end of Nov 2021.
GBF	Creative Hub - Fisher St, Lewes	2020/21	2021/22					0.14	0.11	0.25	COMPLETED. 1. Funding awarded at Nov 2020 SELEP Accountability Board; 2. GBF investment will ensure the project is able to bring an historic public asset in a central location back into active economic use and deliver 533sqm of redeveloped commercial floorspace; 3. Project completed with opening in Sep 2021 and available spaces let.
GBF	Fast Track Business Solutions for the Hastings Manufacturing Sector (removed from GBF programme)	-	-							0	WITHDRAWN. 1. Funding awarded at Oct 2020 SELEP Accountability Board; 2. GBF investment intended to help deliver 4,000 sqm GIA of business accommodation on part of North Queensway Innovation Park (NQIP); 3. Programme heavily delayed by planning issues around the complexities of the site; 4. At the Sep 2021 SELEP Accountability Board it was agreed that the project needed to secure planning permission for the project site and have a grant agreement finalised by the date of the Nov 2021 Accountability Board meeting, or it would be removed from the GBF programme; 5. Due to further delays in the planning process, the project was not able to achieve planning permission in time, which also meant that the grant agreement could not be finalised; 6. As a result, at the Nov 2021 Accountability Board meeting, SELEP confirmed the removal of this project from the GBF programme; 7. ESCC has requested that the project be retained in the approved list of 'pipeline projects', and a decision on that will now be deferred to the SELEP Strategic Board.
GBF	Observer Building, Hastings (Phase 1b)	2020/21	2021/22					0.93	0.783	1.713	1. Funding awarded at Oct 2020 SELEP Accountability Board; 2. GBF investment will significantly accelerate the full redevelopment of the 4,000 sqm Observer Building, which has been empty and increasingly derelict for 35 years, into a highly productive mixed-use building, creating new homes, jobs, enterprise space and support; 3. Work continues according to programme with rapid progress made; 4. New sub-station has been ordered from UKPN, large orders placed (including windows), Alley Hall completed ready for 1066 Crossfit Gym to move in; 5. Practical completion anticipated Mar 2022.
GBF	Delivering the Glory of the Winter Garden	2020/21	2021/22					0.57	1.03	1.6	1. Funding awarded at Oct 2020 SELEP Accountability Board; 2. GBF investment will restore and complete the regeneration and refurbishment of the Winter Garden to its former glory to ensure its longevity and enhance visitor experience; 3. Project continues according to plan - kitchen, toilets, floral hall decorations, stage and technical install all complete, M&E install ongoing, work to replace lift almost completed; 4. Project completion expected by Mar 2022.

GBF	Riding Sunbeams	2020/21	2021/22							2.528	2.528	1. Funding awarded at Nov 2020 SELEP Accountability Board; 2. GBF funding will develop the route to market for the world's first MW scale solar farm directly powering the DC railway network; 3. Grant agreement finalised and signed, DSA with Network Rail finalised, Land agreements finalised, and planning permission for solar farm and cable route approved; 4. Legal agreements to allow work to commence on site being finalised; 5. Request for project extension to Sep 2022 to allow additional time for Network Rail to connect cable to their system approved at the Sep 2021 SELEP Accountability Board; 6. Anticipated completion of Riding Sunbeams element of the project is Jun 2022, with full completion (connection to rail network) by Sep 2022.
GBF	Sussex Innovation Falmer	2020/21	2021/22							0.2	0.2	1. Funding awarded at Nov 2020 SELEP Accountability Board; 2. GBF investment will enable sustainable transport investment and increase availability of Covid-19 compliant workspace; 3. Work complete on installation of electric car charging points, contactless door system, clean air A/C installation, seminar and board room improvements, toilet refurbishments and most of digital infrastructure; 4. GBF element of project funding spent with final parts of the project to be completed over Q3; 5. Anticipated project completion Dec 2021.
GBF	UTC Maritime and Sustainable TechHub	2020/21	2021/22							1.3	1.3	1. Funding awarded at Nov 2020 SELEP Accountability Board; 2. GBF funding will allow conversion of the former UTC@harbourside building into an education-led skills training centre with commercial workspace for SMEs specialising in the marine sector; 3. Ongoing issues with resolving building ownership have caused delays to project start date but substantial progress has been made recently to address these, and LDC now in final stages of negotiation; 4. Request for project extension to Sep 2022 to allow for this delay, approved at the Sep 2021 SELEP Accountability Board; 5. Grant agreement for project being finalised.
										TOTAL	7.68	

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 delivery of the project - change from land-purchase to long-lease will not impact outcomes nor the cost of delivery, and change of scope noted at Sep 2018 Accountability Board; 4. Contractor procured and costs rose slightly from original contractor's bid, but EU10CIC secured increased grant from EMFF to cover the difference; 5. Premier Marinas lease signed Mar 2020; 6. Phase 1 GPF building now up and running as designed (shop opening shortly) and project reached practical completion Apr 2021; 7. Due to impact of Covid and Brexit, revised GPF repayment profile was approved at Jul 2021 SELEP Accountability Board.
GPF (Round 2)	Charleston Centenary	2017/18	2018/19				0.12				0.12	COMPLETED. 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. 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.
GPF (Round 3)	Barnhorn Green, Bexhill	2020/21	TBC							1.75	1.75	1. 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 Rother DC; 3. Business case submitted to SELEP ITE for Gate 1 review Nov 2020; 4. Business case and GPF funding approved at Feb 2021 SELEP Accountability Board; 5. Delays to anticipated planning approvals, now expected by Mar 2022 - a funding condition is attached to the loan agreement with Essex/SELEP that funding cannot be defrayed to the project sponsor until planning is secured.

GPF (Round 3)	Observer Building, (Phase 1a) Hastings	2020/21	TBC						1.75		1.75	<p>PHASE 1 LOAN FUNDING</p> <p>1. Loan to fund delivery of Observer Building (Phase 1) project in Hastings; 2. Business case approved at Sep 2020 Accountability Board; 3. Planning permission granted Sep 2020; 4. Loan agreement with White Rock Neighbourhood Ventures Ltd finalised Dec 2020; 5. Contract went out to tender Nov 2020, with tender deadline extended to Jan 2021 - tenders received but £1.3m+ higher than the Cost Plan; 6. Following value engineering, 8Build identified as selected contractor - £4.5m contract due to be signed Jun 2021; 7. Additional funding achieved from Historic England and UKPN's Green Recovery Fund to help meet outstanding shortfall; 8. During this time scheme delivery commenced on a Pre-Contract Services Agreement with 8Build so they were able to get started on the works; 9. Scaffolding on east and west elevations is complete and initial demolition works underway; 10. Estimated completion still on track for Mar 2022.</p> <p>PHASE 2 LOAN FUNDING</p> <p>11. Phase 2 on GPF pipeline for second tranche of GPF funding to the project was approved at Jul 2021 SELEP Accountability Board; 12. Further SLA between Essex CC, ESCC and SELEP for loan monies issued has now been entered into and back-to-back agreement with WRNV is estimated to be sealed before the end of Nov 2021.</p>
										TOTAL	4.77	

Other: Coast to Capital LEP Funded Schemes												
C2C LGF	Railway Quay	2016/17	2024/25		1.5						1.5	<p>1. Purchase of Railway Quay completed by Lewes DC Apr 2017; 2. LDC has developed 'The Sidings', a meanwhile-use scheme to reanimate the site - the facility has now opened with a café, Active Travel Hub and a clubhouse for the Newhaven Gig Rowing Club; 3. LDC also remains in negotiations with DfE regarding the former UTC building (which adjoins the site) and has secured GBF funding for the refurbishment, enabling delivery of more than 5,000 sqm of refurbished commercial and education space - it's hoped that lease negotiations will be finalised before Christmas as payment terms have now been agreed; 4. The former UTC is integral to Railway Quay and LDC Officers are undertaking work to bottom out the level of commercial interest ahead of a planning application early 2022; 5. Via the EZ, a Creative Producer role has been appointed and is developing an Events Plan to animate the Railway Quay space as much as possible to drive footfall through the site.</p>
C2C LGF	Springman House	2016/17	2019/20		2						2	<p>1. Lewes DC completed purchase of the Springman site in Mar 2017 with the intention of relocating the existing Lewes Community Fire Station from the North Street Quarter (NSQ) site to Springman. This was to enable the comprehensive redevelopment of the NSQ site which is a strategic allocation in the South Downs National Park Authority (SDNPA) Local Plan for a mix of uses including residential and employment; 2. Corstorphine & Wright architects appointed Jan 2018 to design the blue light facility; 3. Corstorphine & Wright architects drew up a new fire station scheme for Springman, approved by East Sussex Fire and Rescue's (ESFRS) Policy and Resources Panel in Jan 2019 (subject to detailed design and planning). The proposal was that if the new fire station goes ahead on the Springman site, ESFRS would dispose of its existing fire station land to the new NSQ developer (Human Nature) to be included in the NSQ regeneration scheme. Springman is therefore an enabling project for the NSQ and is inseparably linked to this wider scheme; 4. In 2020 the majority landowner at NSQ (NSQ Ltd) announced that it would sell its land to the developer Human Nature - this sale has now been completed; 5. In Dec 2020 Lewes DC's Cabinet confirmed that the Council will sell its minority share of land at NSQ to this same developer in order that it can progress the comprehensive redevelopment of the site. The sale of the Council's land is dependent on Human Nature securing planning permission for the new NSQ scheme that it wishes to deliver. Human Nature is proposing a more sustainable development, including more new homes alongside commercial and community uses. This developer is referring to the NSQ scheme as the 'Phoenix' project, which references the Victorian Phoenix ironworks which once stood on the site; 6. Human Nature is currently developing its masterplan for the NSQ site. It is also exploring how it would intend to use the Springman site to enable delivery of the NSQ, including the preferred option of relocating the fire station. It is anticipated that proposals for Springman will be available prior to the new NSQ planning application being submitted in 2022.</p>
C2C LGF	Charleston Centenary	2017/18	2018/19		0.4						0.4	<p>COMPLETED. 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.</p>

C2C LGF	Newhaven Eastside South	2016/17	2020/21		0.4	1.2					1.6	COMPLETED. 1. Work on Eastside South is complete and fully let, despite the impact of Covid-19.
										TOTAL	5.5	
Revenue Funds - SELEP Sector Support Fund												
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	COMPLETED. 1. All outputs have been delivered; 2. Final report has been published.
SSF	Coastal Communities Supplement to the SELEP Strategic Economic Plan (Lead: Hastings Borough Council)	2019/20	2020/21					0.04			0.04	COMPLETED. 1. Project now fully complete; 2. A revised Grant Agreement has been issued and is awaiting signature by SELEP, and the back-to-back agreement is awaiting signature by Hastings BC - once both are in place the payment will be drawn down.
SSF	Creative Open Workspace Masterplan and Prospectus (Lead: East Sussex County Council)	2019/20	2020/21					0.049			0.049	1. 2021/22 Budget reserves set aside for sector engagement (in progress - Creative Peer Challenge Group and Planners Challenge Group) and potentially additional direct workspace support and/or further data gathering for pipeline projects (£23,900); 2. Committed expenditure not yet spent (£21,843 for main contract and £1,200 for challenge groups); 3. It has become clear that the delivery of an infrastructure map will require additional fundraising and falls outside of the scope of this project; 4. The total cost has not changed but the spend profile has, as the decision to pause both elements of the project in light of Covid-19 has delayed the expenditure; 5. SELEP's Accountability Board has endorsed the request to extend the delivery timetable end-date for the SELEP Creative Open Workspace Master Plan and Prospectus project from Jul 2021 until Mar 2022.
SSF	Accelerating Opportunities Within the Newhaven Enterprise Zone (Lead: Lewes District Council)	2019/20	2020/21						0.115		0.115	1. Project Change Request approved by SELEP Strategic Board; 2. Grant agreement issued. <u>Avis Way Improvement Plan</u> : Significant progress made, although there has been a slight delay in undertaking some of the capital works (expected to be resolved soon). <u>Avis Way Business Improvement District (BID)</u> : Businesses have confirmed a willingness to support and contribute to the general upkeep of the estate, and there is support for the delivery of a BID. However, due to the impact of Covid-19 on businesses, a formal ballot on a BID is unlikely to be the appropriate way forward at the present time. Businesses continue to be involved in the Avis Way and North Quay Business Forum. <u>Marketing of the NEZ</u> : Many strands of activity are underway to develop and implement a clear and coherent plan targeted at both the community and businesses to address and overcome negative perceptions of the town, and to promote the town for investment.
SSF	Accelerating Nature-based Climate Solutions (Lead: East Sussex County Council)	2021/22	2022/23							0.135	0.135	1. A Project Team has been established with the two main consultants and ESCC project managers, meeting every two weeks, and a Steering Group has been established with key partner representatives and terms of reference (already met 5 times); 2. A wider stakeholder map has been produced and agreed and a number of stakeholders engaged (e.g. finance companies, other Local Nature Partnerships); 3. The four Local Authority case study areas have been agreed as Swale in Kent, Lewes in East Sussex, Thurrock in South Essex and Colchester in North Essex; 4. Land use and habitat mapping has been completed for Swale and is in progress for the other 3 areas; 5. Two separate surveys to gauge business demand and willingness to paying for natural capital carbon off-sets has been developed and will be issued in Nov 2021 (1 for large businesses and 1 for SMEs); 6. Discussions with potential suppliers (i.e. landowners and farmers) and representative organisations (e.g. CLA and NFU) have been progressed and a survey of the supply side is being prepared with South Downs National Park Authority. Southern Water has been identified as a landowner case study for Swale; 7. A review of existing brokerage hub models has begun (e.g. discussions with the North Devon Biosphere about their 'Natural Capital Marketplace' hub).

SSF	Building Back Better (Lead: Orbit Housing Association)	2020/21	2021/22								0.192	0.192	1. Project approved at Dec 2020 SELEP Strategic Board; 2. Lead Partner has since indicated that organisational changes mean the details of this project will need to be revisited, including match funding; 3. Discussions ongoing and a Project Change Request will be required (possible PCR submission to the SELEP Strategic Board Jan 2022).
											TOTAL	0.63	