

## Agenda item 10

### Additional updates & stakeholder reports

|  |        |
|--|--------|
| East Sussex Economy Recovery Plan                    | page 1 |
| Strategic Economic Infrastructure                    | 4      |
| Transport for the South East (TfSE)                  | 13     |
| Business East Sussex (BES)                           | 13     |
| Developers East Sussex (DES)                         | 14     |
| Environment East Sussex (EES)                        | 14     |
| Skills East Sussex (SES)                             | 15     |
| Locate East Sussex (LES)                             | 16     |
| Economic Profile                                     | 17     |
| Dashboard of SELEP funded projects (LGF/GPF/GBF/SSF) | 18     |

## East Sussex Economy Recovery Plan

(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 £125.6m is being invested into East Sussex as a result of the Economy Recovery Plan**, which is a combination of £91.13m 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 the Lewes Stronger Towns Fund (£19.3m secured for five key themes); Sussex Chamber of Commerce securing circa £500k for a new Local Skills Improvement Plan (LSIP); and High Weald AONB receiving £877k to support nature-friendly farming and sustainability.

### Mission 1: Thinking local, acting local

- A report on the outcomes of the successful *Buy Local South East* marketing campaign was presented to TES. The slides can be viewed on the [ESCC website](#).
- The BES Steering Group is continuing to update and monitor immediate priorities for business, and is also now turning to setting wider priorities for growth post-pandemic.
- Demand for East Sussex Invest (ESI) grants and loans remains high, with funds currently oversubscribed.
- SELEP launched its three Covid Recovery Fund [business support programmes](#), with the BES Growth Hub working closely with providers to ensure East Sussex businesses engage with them.
- The new 'Room to Grow 2' report is available to download from the [Locate East Sussex](#) and [East Sussex in Figures](#) websites. The report is a follow-up to the first Room to Grow commercial property supply-and-demand study, originally completed by Stiles Harold Williams (SHW) twenty years ago in 2001.
- The Borough and District pages of the Locate East Sussex website have been updated, and new video footage is being developed to showcase the area.

### Mission 2: Building skills, creating jobs

- UK Community Renewal Fund bids to support skills and learning have been sent to MHCLG for approval; we're anticipating outcomes in the next few weeks for these seven-month pilot schemes.
- Reed in Partnership has started to deliver the DWP Restart funded programme to support those who are unemployed in East Sussex into work.

- Sussex Chamber of Commerce has made progress with Kickstart, with 620 job placements approved and 140 young people moved into roles thus far. However, there are still delays in the processing of vacancies by DWP, and where companies have vacancies that remained unfilled, DWP is now cancelling them.
- Sussex Chamber of Commerce has won the tender to deliver the Local Skills Implementation Plan (LSIP) pilot for Sussex, and is currently establishing an LSIP Board and Terms of Reference, appointing a project manager and starting to plan the research element of the project working with Nesta. They are working with the SELEP Skills Advisory Panel to identify how to collaborate and are submitting a funding application to DfE to resource the LSIP.
- Sussex NHS Trust has committed to offering 500 Kickstart placements in health and social care settings (Trusts, GP Practices and Social Care) across Sussex.
- East Sussex Library Service is offering IT access at all reopened libraries. 'IT for You' (volunteer-led computer literacy training) is running from a number of libraries, while 'IT for You at Home' is loaning devices with 121 volunteers supporting set up. Library learning services are offering online English, Maths and Employability courses and Family Learning online.
- Sussex Community Development Agency is supporting the In Work for You at Home project – establishing pathways for participants on ESF/Big Lottery and DWP funded projects.
- The ESTAR programme of COMF-funded initiatives has begun, already supporting former rough sleepers into learning and work via its horticulture programme (delivered with Plumpton and Idverde thus far) and via the Moving on Up programme (identifying Apprenticeships and employment opportunities with training, in partnership with Sussex Community Development Association (SCDA), Sussex Council of Training Providers (SCTP) and East Sussex College).
- Working as a key partner in the ESTAR Moving on Up programme and the In Work mentoring projects, SCDA is commencing delivery from Sep 2021 of mentoring support to people living in temporary and or insecure accommodation to help them retain work and learning opportunities.
- TWIN UK has scoped out how to implement £250,000 of ESF support for the unemployed in the county through a range of training and employability interventions.
- Plumpton College delivered additional Sector Based Work Academies in the summer with One Garden Brighton, Real Patisserie and Ridgeview Vineyard, focusing on hospitality, bakery and wine harvest leading to job outcomes. The College is also expanding its intake of Kickstart placements to 20.
- All Colleges and Universities are braced for the return of students to face-to-face learning, and some hybrid learning, in Sep and Oct 2021.

### Mission 3: Fast-forwarding business

- The SELEP Tourism programmes are now all live, and grant applications are currently being assessed.
- Sussex Tourism and Culture Recovery Group are currently seeking endorsement for a 'Sussex Visitor Economy Plan', including actions and the creation of a leadership group.
- A third round of the Culture Recovery Fund was launched in Jun 2021, utilising the final £300m of the Government's £2bn rescue package.
- An EOI has been submitted to the Cultural Development Fund, a DCMS fund administered by Arts Council England.
- Some of the bids to the Levelling Up Fund (LUF) and UK Community Renewal Fund (UKCRF) contain cultural components – still awaiting outcomes from MHCLG.
- The 'Friday Email' is now circulated weekly.
- Working with Surrey County Council on a shared approach to data collection.
- Securing a contract with Sussex University to undertake Creative Industry research

### Mission 4: Better places, fuller lives

- All Local Plans are on track to meet a 2023 deadline, with most now in the evidence gathering phase, ensuring that where necessary this is post-pandemic evidence and with significant joint work, notably Shared Transport Evidence Base involving the County Council, all D&Bs, South Downs National Park Authority and Highways England.

- All Local Planning Authorities (LPAs) have now completed or commenced a Local Plan consultation since start of 2020.

#### Mission 5: Cleaner energy, greener transport

- Detailed design for Eastbourne Town Centre Phase 2a improvements in Terminus Road between Bankers Corner and Bolton Road/Langney Road signed-off by the Lead Member for Transport and Environment in Jul 2021. Construction will commence in Mar 2022.
- A business case for a further £1.8m of DfT 2021/22 Capability Fund monies submitted to Government in early Aug 2021 for walking and cycle infrastructure. If successful, monies would need to be spent by Mar 2023.

#### Mission 6: The future is digital

- Using COMF money, the Library and Information Service at ESCC is now coordinating a county-wide Digital Inclusion project called 'IT At Home for You'. The focus is on supporting people being cared for by Adult Social Care, Children's Services and selected employability projects. The digital support will comprise the loan of a device for a period of around three months, a data sim card for 20-24 GB of free internet, and IT skills training at the appropriate level (which could be foundation or higher level) for that person to get a job.
- ESCC continues to deliver ultrafast broadband through the eSussex project and commercial investment also continues. DCMS has announced that East Sussex will be in its Project Gigabit Phase 2b activity (procurement start Aug 2022 with contract award expected Jun 2023). £49m to £83m is expected to be available.
- The Government has announced a £1 billion investment in mobile connectivity. Although the South East will not benefit from the investment, it will benefit from the Shared Rural Network (SRN) which has been agreed between the Government and the country's biggest mobile network operators. This will see firms sharing their masts to boost mobile signals and close out so-called 'partial not spots' – areas where some but not all operators provide 4G coverage and which stop local people connecting unless they are signed up with a specific available provider.

#### 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 (LRSB)*, 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 now distributed over **£244 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 (LRSB) |                    | Additional Restrictions Grant (ARG) |                    | Restart Grant Scheme |                    | 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        | 1,120                               | £3,005,855         | 742                  | £5,961,381         | <b>7,523</b>       | <b>£39,893,641</b>  |
| Hastings     | 1,740  | £20,235,000         | 114   | £1,152,988        | 4,123                                   | £11,024,780        | 457                                 | £2,434,457         | 846                  | £5,742,089         | <b>7,280</b>       | <b>£40,589,314</b>  |
| Lewes        | 1,780  | £21,685,000         | 157   | £1,265,000        | 2,964                                   | £8,126,348         | 804                                 | £3,081,378         | 554                  | £4,071,378         | <b>6,259</b>       | <b>£38,229,104</b>  |
| Rother       | 2,194  | £24,985,000         | 130   | £1,454,750        | 5,159                                   | £11,563,254        | 1,222                               | £2,814,279         | 850                  | £6,088,078         | <b>9,555</b>       | <b>£46,905,361</b>  |
| Wealden      | 3,561  | £41,265,000         | 304   | £2,651,000        | 4,687                                   | £24,763,668        | 1,081                               | £3,318,585         | 939                  | £7,168,063         | <b>10,572</b>      | <b>£79,166,316</b>  |
| <b>Total</b> | <b>10,756</b>  | <b>£126,850,000</b> | <b>863</b>  | <b>£7,644,488</b> | <b>20,955</b>                           | <b>£66,603,705</b> | <b>4,684</b>                        | <b>£14,654,554</b> | <b>3,931</b>         | <b>£29,030,989</b> | <b>41,189</b>      | <b>£244,783,736</b> |

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](https://www.gov.uk), updated 2 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 Highways England (HE) announced a package of smaller scale interventions for the A27 east of Lewes in Sep 2017 following the inclusion of the scheme in the Government's Roads Investment Strategy 2015–20. These interventions comprised:
  - capacity improvements at Polegate comprising two lanes in both directions from Cophall to an enhanced A27/A2270 traffic signal junction;
  - improved capacity at Drusillas roundabout;
  - safety improvements at Wilmington crossroads;
  - new shared use path along the A27;
  - a new path from Drusillas to Berwick station, new/upgraded crossings at Wilmington, Selmeston and Firle.
- 2.2 Construction of the improvements at the A27/A2270 junction, which also includes changes to the A27 junctions with Brown Jack Avenue and Gainsborough Lane, as well as the widening from the junction up to Cophall roundabout, commenced Jun 2020 and is currently programmed for completion in Nov 2021. Work commenced Jan 2021 on the improvements at Drusillas roundabout, also to be completed by Nov 2021. Work at Wilmington will start in Sep 2021 and be completed by Jan 2022, whilst the shared used path will be finished by Oct 2022. Visit [highwaysengland.co.uk/projects/a27-east-of-lewes](https://highwaysengland.co.uk/projects/a27-east-of-lewes) for more information on the package of smaller scale interventions.

### A27 East of Lewes Study

- 2.3 Although the smaller scale improvements address some of the existing issues on the A27 between Lewes and Polegate in the short to medium term, they don't address these and future issues in the long term, particularly with significant housing and employment growth planned in the South Wealden area. Accordingly, funding from the Roads Investment Strategy (RIS) allocation was secured in May 2017 by the A27 Reference Group, which comprises local MPs, local authority leaders and the LEPs, for a study to look at a new dual carriageway route between Lewes and Polegate. The HE-commissioned study looking at these potential new route options was completed in May 2018.
- 2.4 The study, which was an early stage investigation, recognised that there is a strong strategic case for an off-line improvement between Lewes and Polegate to address current problems and to facilitate housing and economic growth in the area. It identified that all the route options considered would bring significant economic benefits outweighing the dis-benefits.
- 2.5 The outcomes of the final study fed into the Department for Transport (DfT) as part of their development of the Roads Investment Strategy 2 (RIS2), which sets out the investment that Government will be making in the Strategic Road Network (SRN) and that HE will be expected to deliver during the second road period between 2020 and 2025.
- 2.6 RIS2 was published in Mar 2020 and identifies further work to be undertaken on developing proposals for the A27 between Lewes and Polegate as a potential pipeline scheme for construction between 2025 and 2030. This work is being managed by HE, and we've been advised that their project team will be making contact with us in due course 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 HE and Government on the case for this much needed investment in a more comprehensive solution for the A27 to Lewes that improves the economic connectivity of Eastbourne and South Wealden. It will be equally important to ensure that the scheme is also included in the recommended interventions identified through the Transport for the South East (TfSE) Outer Orbital Study, which will be completed later in 2021/22.

## 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 HE's second RIS. None of these projects were eventually included, but the RIS did identify the development of a package of road safety improvements for the A21 corridor. HE has commenced work on the safety package study – visit [highwaysengland.co.uk/our-work/south-east/a21-safety-package](https://highwaysengland.co.uk/our-work/south-east/a21-safety-package) for more details.
- 2.9 Despite not being included in RIS2, we'll continue to develop the case for further improvements to the A21 with TfSE through their South Eastern radial corridor study, which will commence mid/late-2021.

### **3. Major Road Network (MRN)**

- 3.1 Following a Government consultation in early 2018, Government announced its final Major Road Network (MRN) in Dec 2018. The MRN comprises the most economically important 'A' class local authority managed roads, sitting between the HE-managed Strategic Road Network (SRN) and the local road network.
- 3.2 In East Sussex the following roads have been included in the MRN:
- A22 Eastbourne to Forest Row (including Golden Jubilee Way);
  - A26 Lewes to edge of Tunbridge Wells;
  - A259 Eastbourne to county boundary with Brighton & Hove;
  - A272 edge of Haywards Heath to Maresfield;
  - A259 Glyne Gap to Batchelors Bump; A21 Baldslow to Hastings seafront and A2102 Silverhill to St Leonards seafront (Hastings);
  - A2270/A2021 Polegate to Eastbourne town centre; A2280 Cross Levels Way and A2290 Lottbridge Drove (Eastbourne/South Wealden).
- 3.3 Funding is available for the MRN through the National Roads Fund from the early 2020s, and DfT guidance identifies the types of schemes that are eligible for funding:
- Bypasses or new alignments;
  - Missing Links between existing stretches of the MRN or SRN;
  - Widening of existing MRN roads;
  - Major structural renewals on roads, bridges, tunnels and viaducts on MRN roads;
  - Major junction improvements (e.g. grade separation);
  - Variable Message Signs (VMS), traffic management and the use of smart technology and data to raise network performance;
  - Packages of improvements which may include elements of safety, widening, 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 in Nov 2021. Subject to OBC sign-off, it is programmed that the full business case will be submitted to DfT in spring/early-summer 2022.

#### 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 Outer Orbital Corridor Study; the TfSE study commenced autumn 2020 and is due for completion in Sep 2021. 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 were commissioned in May 2021 to undertake the local study and this, alongside the development of the SOBC, will be completed by Apr 2022. A series of stakeholder workshops on the issues/options along the corridor are currently being arranged for early Oct 2021.
- 3.12 Subject to Government approval of the SOBC, further work will be required to progress to the Outline Business Case and Final Business Case stages, which can take up to two/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](http://www.eastsussex.gov.uk/roadsandtransport/roads/roadschemes/bexhill-hastings-high-speed-rail) for a copy of the Economic Impact Study.

#### *Ashford West Junction and Timetable Study*

4.3 Network Rail (NR) has previously identified an incremental approach to bringing forward the infrastructure work required to enable High Speed rail into East Sussex. The first phase has focused on the physical changes needed at Ashford to enable the High Speed trains to run from the High Speed

rail link onto the Marshlink. The second phase has involved a timetable study on what changes would be required to the Marshlink and High Speed rail service timetables, as well as the infrastructure necessary on the Marshlink to facilitate this.

- 4.4 This work, funded by DfT and ESCC, identified a technically feasible option for the new platform and track layout changes at Ashford East junction. Working on the assumption of splitting/joining High Speed services at Ashford, with changes to the Marshlink and HS1 timetable, 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 ESCC, 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 await 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](http://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 about future passenger behaviour and demand following the Covid-19 pandemic and funding constraints following the Government's 2020 Spending Review.
- 4.14 Given the significant investment required to deliver this scheme, we are 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

- 4.15 The Uckfield line is currently unelectrified south of Hurst Green, meaning that a fleet of diesel trains is utilised on the line. Network Rail (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. A Strategic Outline Business Case has been developed by NR, setting out the case, costs and delivery timescales for such power solutions to DfT.

### **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 the use of the standby runway. This would involve adjusting the distance between the standby and main airfield taxiway by 12m, requiring a new pier location, hangar and ancillary development, and assessments of impacts including flood risk, surface access improvements and car parking.
- 5.3 Gatwick submitted an Environmental Impact Assessment (EIA) scoping report to the Planning Inspectorate (PINS) in Sep 2019, who subsequently consulted key stakeholders, including the County Council, on what should be included in the EIA. Gatwick had proposed to undertake a more detailed consultation with local authorities, lasting several months, from Mar 2020 as part of the pre-application stage of the DCO. However, in Mar 2020 Gatwick announced that the DCO process would pause and the consultation would be delayed owing to the Covid-19 pandemic.
- 5.4 Gatwick restarted work on progressing the DCO in Spring 2021, and on 25 Aug 2021 announced that a consultation on their Northern Runway proposals will start on 9 Sep 2021 for a period of 12 weeks, closing on 1 Dec 2021. Gatwick also published its Northern Runway Statement of Community Consultation (SoCC) on 25 Aug 21 – [Gatwick Statement of Community Consultation](#).

#### Gatwick Rail Station

- 5.5 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.
- 5.6 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.



- 5.7 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
- 5.8 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](http://www.networkrail.co.uk/running-the-railway/our-routes/sussex/upgrading-the-brighton-main-line/gatwick-airport-station-upgrade).  
Gatwick Freeport bid
- 5.9 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](http://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 will 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, unlocking 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 and securing a Traffic Regulation Order (TRO) for the section of road between Junction Road and The Ridge. 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 Highways England (HE) have provided in-principle technical approval of the modelling aspect of the scheme; the Stage 1 Road Safety Audit still needs to be signed-off by HE, but this is expected imminently. Sea Change Sussex (SCS) will thereafter submit a full package of plans and detailed designs for the scheme to HE and East Sussex County Council for final approval.
- 6.5 A Section 278 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 for the signalised connection receive technical approval from both HE and ESCC.
- 6.6 To enable the use of the signalised connection, a permanent TRO will also need to be progressed to prevent traffic using Junction Road. The TRO was advertised on 6 Aug 2021 with a closing date of 27 Aug 2021 for comments – three objections were received, and discussions will now be undertaken with the respondents to see whether their objections can be resolved. If not, they will need to be reported and considered by the County Council's Planning Committee in Oct 2021.
- 6.7 The expected programme for delivery of the temporary connection is six weeks with an additional two-week contingency. Based on the estimated timescales for the approvals process and sealing of the TRO and delivery programme, it is currently anticipated that the temporary signalised link will be constructed and complete by late-Nov 2021, with the full route open to traffic at this point, subject to the TRO to close off Junction Road having been made.

#### *Permanent connection to A21*

- 6.8 In order to allow the final section of the permanent connection to progress, which involves the introduction of a roundabout on the A21, it is essential that the required land acquisitions are completed. At this stage land acquisition negotiations have not been concluded, which means it is not possible to provide a definite timeline for completion of the final connection.
- 6.9 ESCC has indicated that their preferred scenario would be for SCS to secure the necessary land through negotiations with all of the relevant landowners. If land cannot be secured this way, and a Compulsory Purchase Order (CPO) process is deemed necessary, then construction start/completion could be further delayed by anywhere between 6 and 18 months (from an earliest start date of early 2022).

#### Newhaven Port Access Road (NPAR)

- 6.10 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.
- 6.11 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.
- 6.12 Having started work onsite in Jan 2019, and 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).
- 6.13 Visit [www.eastsussex.gov.uk/roadsandtransport/roads/roadschemes/newhaven-port-access-road](http://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>.
- 6.14 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*

- 6.15 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

- 6.16 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 the tranche 2 improvements has been finalised, to be delivered 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. We are currently analysing the before/during/after monitoring surveys to evaluate and assess the potential options for longer-term solutions.

## **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 the autumn. Construction is programmed to start in Mar 2022.
- 8.5 Work to progress the designs for further improvements to movement and access in Eastbourne town centre – Terminus Road (Langney Road to Grand Parade), Memorial roundabout and Ring Road relocation – has also been recently commissioned. Funding for the delivery of the Terminus Road element was included in Eastbourne BC's Levelling Up Fund bid, submitted to Government in Jun 2021 (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 being progressed and will be consulted upon during autumn 2021. Both will be funded through the LGF monies secured for the area with an additional Community Infrastructure Levy (CIL) contribution towards the London Road scheme.

### Future High Streets Fund

- 8.7 Recognising the importance of ensuring the vitality of our town centres, both now and in the future, 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 All of the above bids for this first round were submitted to Government on 18 Jun 2021, with decisions expected in autumn 2021.
- 9.6 Further Levelling Up Fund bidding rounds are expected to follow. Hastings BC is preparing a proposal for a future round, but the timeframe for delivery will still be the same.

### **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 will be reported to County Council's Cabinet on 30 Sep 2021 for approval.

## Transport for the South East (TfSE)

(ESCC officer contact: [Rachel Ford](#))

- The Department for Transport (DfT) has now agreed TfSE's business plan for 2021/22 which will be supported by a Government grant of £1.225m. This will enable the area studies and associated technical programme to be completed and the strategic investment plan to be developed, ahead of a public consultation in 2022. A significant amount of stakeholder engagement is underway to support the technical work, with a range of forums and steering groups helping to provide insight and guidance.
- Initial work on the procurement process for the strategic investment plan is underway, with a request for quotation to be issued in Sep 2021 and work commencing Oct 2021. Alongside this, a piece of work looking at TfSE's future role, powers, structure and governance has been commissioned to inform the next stage of the partnership's development. It is being carried out by Arup and is due to report in Oct 2021.
- The Chair and Vice-Chair of TfSE have been re-elected by members of the Partnership Board at its Jul 2021 meeting. Cllr Keith Glazier, Leader of East Sussex County Council, will serve as Chair for the next twelve months, with Cllr Tony Page, Deputy Leader of Reading Borough Council, as Vice-Chair. A series of briefing sessions with Board members and senior officers will take place throughout Sep and Oct 2021 as part of ongoing stakeholder engagement activities.
- A future mobility strategy for the South East was signed off by our Partnership Board in Jul 2021. The strategy identifies the ways in which the South East will benefit from new and emerging technologies, and is accompanied by an action plan that sets out the specific steps that need to be taken achieve this.

## Business East Sussex (BES)

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

### Summary

- The Growth Hub continues to support SMEs through the latest challenges facing business, which this quarter have focussed on supply chain issues for established SMEs and start-up businesses seeking help with their initial planning.
- We continue to navigate businesses to the new and existing programmes available, including supporting the SELEP Covid Recovery programmes to engage with businesses in East Sussex.
- We are launching Peer Networks and the exciting new Bamboo Club programme for ambitious businesses in Sep 2021.
- Net Zero is becoming an increasingly important topic for the Growth Hub, and we are working with partners locally and nationally to raise awareness of the 'Race to Zero' programme.
- We are participating in national planning groups, led by BEIS, on the future of the Growth Hub network. However, like much else in this area of work, this is somewhat dependent on the expected outcomes of the LEP Review, as well as various Government evaluations and the upcoming Localism Bill.

### Business East Sussex (BES) and the local landscape of business support

- As always, enquiries to the Growth Hub dip somewhat over the summer, although we are still getting a steady flow of businesses contacting us, both established SMEs as well as new-start businesses who have started trading since the beginning of the pandemic.
- Covid-19 enquiries are now almost non-existent, and those on EU Transition are less frequent. Issues regarding supply chains are the most frequently mentioned concerns facing established businesses as well as some continuing issues around staffing, particularly in the service sector.
- We have worked closely with the providers of the three SELEP Covid Recovery Fund programmes (Visitor Economy, Adapting with Digital, and Starting and Succeeding in Business) to ensure as many East Sussex businesses are able to take advantage of these programmes as possible.



- We have also seen some personnel changes at the Growth Hub, with one of our navigators moving on to a new opportunity in the world of Finance. Fortunately, our temporary EU Transition advisor was able to move into the vacated role, meaning a seamless continuation of the navigation service.

#### Growth Hub review and future developments of the service

- We continue to work closely with SELEP on the future delivery of the Growth Hub service, although much of this is dependent on the expected Government reviews. The Economy and Business Support Manager represents the SELEP region on the national Growth Hub Development and Delivery Working Group (led by BEIS) which enables BES to keep up to date with the latest developments and ensure we are in line with best practice.
- We are also working closely with colleagues in SELEP and the Essex and Kent Growth Hubs on responding to the review of the South East Business Hub model.

#### Update on business support programmes

- We have new cohorts of both our Peer Network and Scale-Up programmes in East Sussex in Sep 2021. Both programmes are focussed on those companies in the county with the greatest ambition to grow and innovate.
- For the Peer Network, we have established a cohort of 12 manufacturing businesses, building on and enhancing existing networks in the east of the county. This programme will run from Sep 2021 to Mar 2022, providing 18 hours of peer networking and action learning, as well as 3.5 hours of 1:1 support to each SME.
- Our new Scale-Up focussed programme also launches in Sep 2021, delivered by the Sussex Innovation Centre under the title of the *Bamboo Club*. This programme is being delivered on an 'invitation only' basis, and the first cohort is already fully recruited. Two further cohorts will run in 2022, offering intensive coaching, masterclasses and peer support.

## **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 the supply of materials and labour are ongoing.
- The most recent DES meeting in Jul 2021 included information on the Queen's Awards for Enterprise, plus a detailed discussion on affordable housing and the 'First Homes' programme from Homes England.
- DES, along with the Kent and Essex developer groups, have maintained regular engagement with officials from the Ministry of Housing, Communities and Local Government (MHCLG), as well as Homes England, on market intelligence and the ongoing issues caused by the pandemic. Monthly calls have continued, as has written correspondence with Secretary of State *Robert Jenrick MP* and Minister of State for Housing *Chris Pincher MP*.
- Following a virtual meeting with Chris Pincher MP in Feb 2021, a productive follow-up meeting was held in Jun 2021. Market conditions (supply/labour) were again discussed, along with First Homes. The ongoing national issue with phosphates and nitrates was also discussed in detail.
- Discussion topics for upcoming DES meetings include community engagement among construction companies, sustainable construction research, construction in education and engagement with utilities.

## **Environment East Sussex (EES)**

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

- MHCLG has agreed additional funding for the business support programme LoCASE 2, bringing the total across SELEP to £14.7m over 3 years.
- The East Sussex Energy Partnership has bid for £2.2m from the Government's Green Homes Grant Local Authority Delivery Scheme 3, to assist 150 low-income households to improve the energy efficiency of their homes. This will add to the successful LAD 1a and 1b bids.
- The successful Newhaven Towns Fund bid includes the development of hydrogen vehicle refuelling infrastructure, to cater for Brighton and Hove buses and Eastbourne BC / Lewes DC refuse vehicles. The

complementary £12.8m bid to DfT's Zero Emission Bus Regional Areas Scheme to help purchase 37 hydrogen buses was unsuccessful.

- The successful Hastings Town Fund bid includes funding to help develop a larger local workforce with the right skills to deliver, and capitalise on, the need to supply, install and maintain low carbon equipment.
- East Sussex local authorities will be promoting another round of Sussex Solar Together this autumn, to enable households to purchase discounted solar PV for their homes.

## Skills East Sussex (SES)

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

### Skills East Sussex (SES) Board and Sector Task Groups

- The SES Board is currently setting priorities for 2021-24. A further evidence base on skills required across sectors, including the Net Zero Economy, to 2030 is to be commissioned. The next SES Board meeting will take place on 5 Oct 2021 to sign-off the next set of SES priorities following an interim working meeting in Jul 2021 to develop them.
- SES Task Groups for Construction, Engineering, Health and Social Care, Visitor Economy and Creative and Digital continue to meet quarterly, with businesses, stakeholders and education providers collaborating on careers provision for young people and adults, and Government funded initiatives for their sectors, such as the Sector-based Work Academies Programme (SWAP) to support individuals with work-readiness preparation and employment opportunities. The possibility of expanding the Health and Social Care Task group across the whole county, given common goals, is underway and discussions are taking place with Skills for Care and the NHS about how to shape this development. The Net Zero working group has identified areas for undertaking research and mapping to inform local delivery.

### Apprenticeships East Sussex (AES)

- AES met in Jun 2021 and looked at current trends in data and planning for achieving apprenticeships through social value in procurement. AES has also been supporting the planning for Transform Apprenticeship Roadshows (Jun/Jul 2021) and Apprenticeship Graduation (Oct 2021).
- To date, the ESF-funded 'Transform' programme is working to support 43 SMEs to access apprenticeship training, unspent apprenticeship Levy and Government incentives, with 8 apprentices that have started and a further 12 due to start by Sep 2021.

### All Careers Campaign

- Following successful events spotlighting careers in Health & Social Care, Creative & Digital, Construction and Engineering sectors, further sector-based events are planned to promote employment opportunities in the Visitor Economy, including hospitality and cultural venues. This will be followed by opportunities for those interested in careers to visit employers to find out more and review existing vacancies.
- Short information bitesize films providing an overview of key sectors and interactive infographics promoting jobs in these sectors are being produced and uploaded to Careers East Sussex.
- A course-and-careers search tool is in development, to help jobseekers to identify career paths and the learning available locally that will enable them to train or retrain in order to access new roles. A new search tool for professionals wanting to offer pre-employment support to those furthest from the workplace is also in development.

### Careers Hub East Sussex

- 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.
- Virtual [Open Doors](#) and Work Experience as an alternative to physical work placements have been popular with schools through recent evaluation undertaken. 1,300 pupils accessed virtual workplaces this academic year, as well as 1,200 who were still able to attend physical placements.
- The 'ICan' campaign and careers event in Jun 2021 provided pupils with Special Educational Needs and Disabilities with an interactive showcase to help them explore post-16 transitions.

- Schools that took part in the [Primary Careers Hub](#) pilot continue to be supported to share practice and keep careers, employability and raising aspirations on the agenda. Cavendish all-through primary school will now lead a Careers Subject Leader Hub in 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 refuges into learning and work, is working with housing providers to build capacity to support learning and employment amongst this vulnerable group.
- The team has secured £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. They are looking to identify 50 apprenticeship opportunities for those in supported housing or at risk of homelessness, and the programme provides employers with a £4,000 incentive on top of Government incentives to ringfence an apprenticeship for this cohort. The Sussex Council of Training Providers (SCTP) is overseeing the employer engagement element of this initiative.
- The ESTAR forum has met for a second 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 Aug 2021 meeting focused on training for housing providers to help them better understand the local skills and employment landscape, and an online training programme will be developed and delivered by the team from Oct 2021 to Mar 2022.
- The team has mapped the range of pre-employment and training interventions and support available to vulnerable learners across the county and has created a pre-employment support brochure which is available to download from Careers East Sussex. It has also been created as an online searchable resource on the [Careers East Sussex](#) website to aid professionals working with those furthest from the workplace to identify relevant local support.

## Locate East Sussex (LES)

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

- Brett Pearson has been appointed as the replacement Location Services Director and started in the post in Jul 2021. The replacement for Mike Cogswell has been put on hold due to difficulties in recruiting a suitable candidate. We have contracted Stiles Harold Williams (SHW) to produce quarterly reports Oct 2021 and Jan 2022 in the interim.
- The Locate team is returning to a mix of working locations as a return to the office takes effect, currently one day a week with monitored numbers, to be reviewed again later this month. 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're 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.
- Locate met with two consultants, Icen Projects and Morgan Grealis, to assist with information on two Wealden projects, one a Town Centre consultation and another joint project with Eastbourne.
- Locate also met with two consultancy firms specialising in Inward Investment strategies, to facilitate a strategic overview document on how best to approach this in comparison to similar UK regions and the wider international marketplace.
- The outputs achieved in this quarter\* are as follows:

| Outputs                | Jul – Sep 2021 |        | Project Total |         |
|------------------------|----------------|--------|---------------|---------|
|                        | Target         | Actual | 3-year target | Current |
| C4 12 hr support       | 5              | 6      | 60            | 30      |
| C8 employment increase | 9.5            | 11.49  | 115           | 68.86   |
| Investment success     | 3              | 5      | 36            | 28      |
| Reinvestment success   | 3.75           | 6      | 45            | 22      |
| Jobs created (core)    | 28.75          | 30     | 345           | 241.5   |

\*Actual figures are of 31 Aug 2021

## Locate Project Updates

- **Jim Fletcher's Business Planning workshops:** mid-Jul to early-Aug 2021, four 3-hour workshops to look at producing a business plan for the next few years, including an element of property; five sign-ups for attendance.
- **Film and TV Sector Proposition:** being drafted for the next Sponsors Board meeting; have connected with Maidstone Studios, Sussex Film Office, Locate Kent and we're also reaching out to Bridgepoint Studios in Rye, Gun Hill Studios and Art Department who are a talent scout for film projects.
- **Wellbeing at Work:** alongside Graham Peters and University of Sussex, we were helping to get the word out about a new toolkit being put together to help employers help their employees with managing working from home; there were meetings during Jul 2021, and while these stopped for the summer period, we expect them to resume in Sep 2021.
- **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 of how to gain public support for the project; these have been mostly cancelled through Aug 2021 (holidays affecting availability) and we're now awaiting a decision on how the money will be allocated as they received less than they bid for.
- **Wealden Wine Project:** a leaflet is in design with Larking, and the remaining vlogs are being filmed in early-Sep 2021.
- **Locate Leaflet:** in design with Larking.
- **Video Project:** we have been working on the briefs of how each video will flow and what footage we have/need to reshoot; these are now with the D&Bs to check over. We have a final quote from the filmmaker which we hope to start shooting in Sep 2021, with the business elements likely to be filmed in Oct 2021. Tied in with this was the D&B website pages, for which we have agreed a structure and Locate is now collating the content.

## **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/4557wyr>

# 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; 7. To enable the use of the signalised connection, a permanent TRO will also need to be progressed to prevent traffic using Junction Road - the TRO was advertised during Aug 2021 with 3 objections received, so discussions will be undertaken with the respondents to see whether their objections can be resolved, and if not they'll need to be reported and considered by ESCC's Planning Committee in Oct 2021; 8. 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 - best case scenario of all land being secured by negotiation means construction could start early 2022, however if CPO is required then that could result in a further 6 to 18 months before construction starts; 9. Regular updates are being provided to the SELEP Accountability Board, with the most recent provided on 10 Sep 2021. |
| LGF Transport                             | North Bexhill Access Road                        | 2015/16    | 2018/19  | 6.41              | 4.6            | 5.590          | 2              |                |                |           | 18.6  | <b>COMPLETED</b> 1. NBAR runs from a roundabout on the BHLR to the A269 north of Sidley; 2. Business case approved Nov 2015, planning permission granted by Rother DC Feb 2016; 3. The full length of NBAR was completed and opened to traffic in Mar 2019; 4. There continues to be a delay in SCS in offering up the road for the formal adoption until after the Stage 3 road safety audit and identified works are completed.   |
| 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 experienced across the package as a result of Covid-19 - consultations have had to be delayed which has knock-on impacts on schemes progressing through to construction; 5. Consultation on package elements has recommenced and will continue into the autumn 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 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 overran 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 Sep 2021.   |



|                    |  |         |         |  |  |       |     |      |       |              |             |  |
|--------------------|--|---------|---------|--|--|-------|-----|------|-------|--------------|-------------|--|
| LGF Infrastructure | <b>Bexhill Enterprise Park North</b>   | 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; 5. The planning appeal was delayed due to Covid, and the SELEP Accountability Board agreed in Sep 2020 that the project remains on hold until the planning appeal has been concluded; 6. The planning appeal was heard in Jan 2021 and the Planning Inspectorate advised SCS on 1 Apr 2021 that their appeal had been successful; 7. Subject to completion of the grant agreement with ESCC, the scheme is programmed for completion within the financial year. |
| LGF infrastructure | <b>Churchfields Business Centre</b><br>(formerly Sidney Little Road Incubator Hub) | 2019/20 | 2020/21 |  |  |       |     | 0.07 | 0.050 | 0.38         | 0.5         | 1. LGF-3B allocation agreed by SELEP Investment Panel Mar 2019; 2. Business Case approved by SELEP Accountability Board Jun 2019 and grant agreement to transfer funding to Hastings BC completed Nov 2019; 3. Planning application submitted Oct 2019 with consent obtained Jun 2020; 4. Delay had a knock-on effect on the 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, appointment of contractor, build tender documents published Jun 2020; 6. The project experienced significant cost increases after receiving higher than anticipated Tender returns - HBC Cabinet made the decision in 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; 7. Construction work due to commence summer 2021; 8. Completion of build and letting of incubator units likely to be Spring 2022, but LGF spend will be achieved by Sep 2021.                                  |
| LGF Infrastructure | <b>East Sussex Strategic Growth Package</b>  | 2016/17 | 2020/21 |  |  | 3.550 | 4.3 | 0.35 |       |              | 8.2         | <b>COMPLETED</b> 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.   |
|                    |  |         |         |  |  |       |     |      |       | <b>TOTAL</b> | <b>49.2</b> |  |

| <b>A22/A27 Eastbourne/South Wealden Growth Corridor</b> |  |         |         |     |      |       |     |      |      |       |     |   |
|---|--|---------|---------|-----|------|-------|-----|------|------|-------|-----|---|
| LGF Transport   | <b>Hailsham / Polegate / Eastbourne Movement and Access corridor</b>   | 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 approved by the Dec 2020 SELEP Strategic Board.   |
| LGF Transport   | <b>Eastbourne and South Wealden LSTF walking &amp; cycling package</b> | 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 consultation completed and public consultation currently being 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><b>Phase 1 COMPLETED:</b> 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><b>Phase 2:</b> 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 &amp; 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 &amp; May 2021; 6. LMTE approval on final design received 19 Jul 2021, statutory consultation on TROs completed with formal advertisement of TROs in autumn 2021; 7. Construction programmed to start Mar 2022.</p>   |
| LGF Transport      | A22/A27 Junction improvements (removed from LGF programme)                     | -       | -       |      |      |      |     |      |      |      | 0     | <p><b>WITHDRAWN.</b> 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 &amp; 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><b>COMPLETED.</b> 1. Planning permission granted for northern &amp; 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><b>COMPLETED.</b> 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><b>COMPLETED.</b> 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 &amp; 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; 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 &amp; 3 in Apr 2021; 7. Project received SELEP approval to spend beyond Growth Deal deadline; 8. 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           | <b>COMPLETED</b> 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          | <b>COMPLETED:</b> 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 are able to install a temporary flood barrier across the railway during future flood events; 7. This is the last part of the scheme to be completed so it is now fully operational, subject to snagging.  |
| LGF Infrastructure                               | Exceat Bridge (removed from LGF programme) | -       | -       |     |       |       |       |       |      | 0            | <b>WITHDRAWN.</b> 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.   |
| <b>TOTAL</b>                                     |  |         |         |     |       |       |       |       |      | <b>11.5</b>  |   |
| Pan LEP  |  |         |         |     |       |       |       |       |      |              |   |
| LGF Pan-LEP                                      | Housing Regeneration Project (Hastings)    | 2016/17 | 2017/18 |     |       | 0.667 |       |       |      | 0.667        | <b>COMPLETED.</b> 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.  |
| <b>TOTAL</b>                                     |  |         |         |     |       |       |       |       |      | <b>0.667</b> |   |
| 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. Almost finalised full QS cost plan, against which the tender for the main contractor procurement will be set - Plumpton is appraising a local development framework as a potential source of procurement; 6. 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; 7. 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. |
| East Sussex College Group                        | Specialist Equipment for STEM Centre       | 2016/17 | 2017/18 |     | 0.075 |       |       |       |      | 0.075        | <b>COMPLETED.</b> 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        | <b>COMPLETED.</b> 1. East Sussex College awarded £159,400 towards total project costs of £478,320 (33%) in Round 1 for refurbishing the reception/hub of the new STEM Centre and an alteration to the existing Science Laboratory at their Lewes campus; 2. Work completed so now in delivery; 3. Due to negotiations with builders/subcontractors, overall costs reduced, so SELEP's 33% contribution also reduced to £80k resulting in a surplus of £79,440; 4. SELEP Accountability Board agreed Jan 2017 that the college could utilise the £79k underspend for their broader project, enhancing the first floor laboratory, subject to full application and approval by the Board; 5. Application for £39,515 approved by Accountability Board May 2017, with remaining unused funds returned to LGF programme for later allocation. |
| Plumpton College          | Science & Engineering for Tree Management               | 2016/17 | 2017/18 |  | 0.14  |  |  |  |  |  | 0.14        | <b>COMPLETED.</b> 1. Scheme complete and fully claimed.   |
| Plumpton College          | Growing Apprenticeship & Skills Training in Engineering | 2016/17 | 2017/18 |  | 0.088 |  |  |  |  |  | 0.088       | <b>COMPLETED.</b> 1. Scheme complete and fully claimed.   |
| <b>TOTAL</b>              |   |         |         |  |       |  |  |  |  |  | <b>4.87</b> |   |

| Getting Building Fund - July 2020 |   |         |         |  |  |  |  |  |      |        |        |   |
|-----------------------------------|---|---------|---------|--|--|--|--|--|------|--------|--------|---|
| 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; 7. Anticipated project delivery by end of Sep 2021.  |
| GBF                               | Creative Hub - Fisher St, Lewes                                     | 2020/21 | 2021/22 |  |  |  |  |  | 0.14 | 0.11   | 0.25   | 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. Phase 1 ground floor and café works are continuing; 4. Phase 2 additional building work completed; 5. Upper floors nearly completed and starting to be let out; 6. Anticipated completion date and opening Sep 2021.   |
| GBF                               | Fast Track Business Solutions for the Hastings Manufacturing Sector | 2020/21 | 2021/22 |  |  |  |  |  |      | 3.5    | 3.5    | 1. Funding awarded at Oct 2020 SELEP Accountability Board; 2. GBF investment will help deliver 4,000 sqm GIA of business accommodation on part of North Queensway Innovation Park (NQIP); 3. Progress made with land acquisition transfer of remaining Highways land from ESCC to SCS; 4. Majority of pre-development works completed and scheme design finalised; 5. Progress made with detailed planning and pre-construction; 6 Full planning application with EIA submitted, awaiting planning committee date; 7. Work ongoing to finalise project grant agreement; 8. Anticipated project completion date dependent on when planning permission received, likely to need project extension from SELEP. |
| 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 redevelopment of the 4,000sqm Observer Building, which has been empty and increasingly derelict for 35 years, into a highly productive mixed-use building, creating new homes, jobs, support and enterprise space; 3. Tender returns received and a contractor appointed; 4. Work continues according to programme with rapid progress made; 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. Kitchen, toilets and floral hall decorations all completed, stage and technical install ongoing and on programme, M&E install ongoing, work to replace lift has started; 4. Project completion expected by Mar 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 and the purchase of IT equipment to enable improvements in remote working; 4. Toilet refurbishments completed, and work started on seminar and boardroom refurbishments; 5. Anticipated project completion Aug/Sep 2021.   |

|   |  |         |         |  |  |  |      |       |       |              |              |  |
|---|--|---------|---------|--|--|--|------|-------|-------|--------------|--------------|--|
| 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 approved; 4. Planning permission for cable route in progress; 5. Request submitted for project extension to Jul 2022 to allow additional time for Network Rail to connect cable to their system, to be heard at the Sep 2021 SELEP Accountability Board; 6. Anticipated completion of Riding Sunbeams element of the project is Mar 2022, with full completion (connection to rail network) by Jul 2022.  |
| 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 submitted for project extension to Sep 2022 to allow for this delay, to be heard at the Sep 2021 SELEP Accountability Board; 5. Grant agreement for project being finalised.   |
|   |  |         |         |  |  |  |      |       |       | <b>TOTAL</b> | <b>11.18</b> |  |
| <b>Growing Places Fund - loan funding</b> |  |         |         |  |  |  |      |       |       |              |              |  |
| 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         | <b>COMPLETED.</b> 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)                             | Observer Building, (Phase 1a) Hastings | 2020/21 | TBC     |  |  |  |      |       | 1.75  |              | 1.75         | 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; 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, ESCC and SELEP for loan monies issued late-Aug 2021 and back to back agreement with WRNV will also be required. |



|               |                         |         |     |  |  |  |  |  |  |              |             |  |
|---------------|-------------------------|---------|-----|--|--|--|--|--|--|--------------|-------------|--|
| 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. Anticipated scheme commencement in Dec 2021. |
|               |                         |         |     |  |  |  |  |  |  | <b>TOTAL</b> | <b>4.77</b> |  |

**Other: Coast to Capital LEP Funded Schemes - Last update Mar 2021**

|         |                         |         |         |  |     |     |  |  |  |              |          |   |
|---------|-------------------------|---------|---------|--|-----|-----|--|--|--|--------------|----------|---|
| C2C LGF | Newhaven Eastside South | 2016/17 | 2020/21 |  | 0.4 | 1.2 |  |  |  |              | 1.6      | <b>COMPLETED.</b> 1. Work on Eastside South is complete and fully let, despite the impact of Covid-19.  |
| C2C LGF | Railway Quay            | 2016/17 | 2024/25 |  | 1.5 |     |  |  |  |              | 1.5      | 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 opened, with a formal launch in Jul 2021; 3. LDC also 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 within the next 4-6 weeks; 4. A feasibility study, funded by Newhaven Enterprise Zone, is also being finalised to look at the longer-term development options for Railway Quay.  |
| C2C LGF | Springman House         | 2016/17 | 2019/20 |  | 2   |     |  |  |  |              | 2        | 1. Lewes DC completed purchase of Springman House Mar 2017, and LDC Cabinet authorised the design and construction of the new fire station in Jun 2017; 2. Corstophine & Wright architects appointed Jan 2018 to design the blue light facility; 3. Fire station proposals approved by East Sussex Fire & Rescue Service (ESFRS) Policy & Resources Panel Jan 2019 subject to detailed design and planning - once the new fire station is complete, ESFRS will transfer freehold of their existing fire station site to LDC to allow for delivery of the North Street Quarter (NSQ) scheme; 4. NSQL, the majority landowner at the NSQ site, has confirmed that it will sell its land to third-party developer Human Nature, and in Dec 2020 LDC Cabinet confirmed that the Council will also sell its NSQ land to the same developer so that it can progress the comprehensive redevelopment of the NSQ site - contracts expected to be completed by end of Mar 2021; 5. The sale of the Council's land is conditional on the new landowner/developer securing planning permission for the new NSQ scheme that it wishes to deliver - Human Nature will submit a new planning application for a revised NSQ scheme including more homes and a more sustainable development, and LDC will work with Human Nature to understand its new proposals and timeframe for delivery, including the Springman enabling project; 6. LDC is currently preparing an application to demolish the Springman House building, allowing for further intrusive site investigations to be carried out meaning that development of the site can progress quicker once planning permission is secured. |
| C2C LGF | Charleston Centenary    | 2017/18 | 2018/19 |  |     | 0.4 |  |  |  |              | 0.4      | <b>COMPLETED.</b> 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.  |
|         |                         |         |         |  |     |     |  |  |  | <b>TOTAL</b> | <b>6</b> |   |

**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 | <b>COMPLETED.</b> 1. All outputs have been delivered; 2. Final report has been published.   |
| SSF | Creative Open Workspace Masterplan and Prospectus (Lead: East Sussex County Council)  | 2019/20 | 2020/21 |  |  |  |  | 0.049 |  |  | 0.049 | <u>SECEN Prospectus</u> : <b>COMPLETED.</b> 1. Final version to be shared at Oct 2021 SELEP Strategic Board. <u>SECEN Creative Open Workspace</u> : 1. Contract in place; 2. Creative Peer Challenge Group and Planners Challenge Group in place; 3. Draft Map options appraisal and scorecard produced - preferred option agreed and map specification in development; 4. Scope of Masterplan and COZ papers approved, now in development; 5. First pilot workspace project in East Sussex under consideration to pursue; 6. General call for workspaces in need of support is currently live. |

|     |  |         |         |  |  |  |  |       |  |              |             |   |
|-----|--|---------|---------|--|--|--|--|-------|--|--------------|-------------|---|
| SSF | <b>Coastal Communities Supplement to the SELEP Strategic Economic Plan</b><br>(Lead: Hastings Borough Council) | 2019/20 | 2020/21 |  |  |  |  | 0.04  |  |              | 0.04        | <b>COMPLETED.</b> 1. Project now fully complete; 2. A revised Grant Agreement has been issued and is awaiting signature by SELEP.   |
| SSF | <b>Accelerating Opportunities Within the Newhaven Enterprise Zone</b><br>(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.   |
| SSF | <b>Building Back Better</b> (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 but will require a Project Change Request to the SELEP Strategic Board (either Oct 2021 or Jan 2022).  |
| SSF | <b>Accelerating Nature-based Climate Solutions</b><br>(Lead: East Sussex County Council)                       | 2021/22 | 2022/23 |  |  |  |  |       |  | 0.135        | 0.135       | 1. A steering group has been established with key partner representations, has agreed a set of ToRs, and has met 3 times; 2. A wider stakeholder map has been produced and agreed with the steering group; 3. Two out of four local authority case study areas have been agreed (Swale in Kent and Lewes in East Sussex); 4. Discussions are taking place with landowners/farmers and businesses within the target areas to participate in the project; 5. The key challenges and opportunities to investment in natural capital carbon off-setting within the region is being researched through discussions with key stakeholders (e.g. CLA and NFU). |
|     |  |         |         |  |  |  |  |       |  | <b>TOTAL</b> | <b>0.63</b> |   |