

Agenda item 9

Additional updates & stakeholder reports

East Sussex Economy Recovery Plan	page 1
Strategic Economic Infrastructure	4
Transport for the South East (TfSE)	12
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](#) for a copy of the full updated Action Plan.
- To note, across the six missions there are many projects/actions being driven forward by stakeholders, and these are interlinked (not just discreet to that specific mission). We would like to thank all of the stakeholders/contributors and Mission Leads for coordinating responses on the progress of the plan and the significant actions taken so far.
- Due to the significant level of financial intervention provided to businesses across East Sussex, this report also mentions the small business grants which each Borough and District Council has distributed.

Top Headlines

- **A total of circa £104.90m is being invested into East Sussex as a result of the Economy Recovery Plan**, which is a combination of £70.45m newly secured monies and a further £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, whereby £16m new monies were identified and a further £29m aligned from ongoing monies.
- Notable successes are £24.3m for the Hastings Town Deal and £4.46m from the Cultural Recovery Fund, as well as £819,400 Welcome Back funding.
- It’s too early to indicate some collective key outputs and outcomes, but where this is possible on individual projects/actions these have been captured in the detailed Action Plan.

Mission 1: Thinking local, acting local

- Eastbourne Borough Council has launched a new website providing a one-stop searchable directory of makers in the area: www.themakersdirectory.co.uk.
- ‘Space to Grow’ Commercial Study draft report presented to the Sponsors Board and Developers East Sussex (DES).
- The Growth Hub and its partners continue to work together to maximise the reach of combined platforms/messages promoting business support.
- Blue Sail report commissioned by Sussex Resilience Forum subgroup to advise on priority interventions for visitor economy in development.
- The Social Value Policy for East Sussex is being drafted and engagement has commenced to obtain input from a variety of stakeholders. The draft policy will be put to the Social Value Review Group (SVRG) in Jul 2021, before being presented for approval.
- The new Social Value Measurement Charter for 2021 has been launched and will now be used on all appropriate tenders. This new Charter includes additional measures that will directly support local

economic recovery and it has been made more dynamic, so that it can be adapted to better meet the needs of our communities.

Mission 2: Building skills, creating jobs

- Students are gradually returning to college and university premises after a period of blended learning, and careers advice and pre-employment providers are delivering more face to face provision as Covid-19 restrictions lift.
- Apprenticeships East Sussex (AES) is working with the Institute for Apprenticeships and Technical Education (IfATE) to submit an Apprenticeship standard to replace Business Admin Level 2 in Jun 2021.
- The £1.45m of additional Local Growth Fund (LGF) monies secured through SELEP to deliver an agri-food centre of excellence at Plumpton College has now gone to contract.
- Eight virtual careers events have been planned and run by Skills East Sussex (SES) Task Groups to promote careers in Construction, Digital, STEM and Health and Social Care (once for 14-24 year olds and a slightly different version for adults 16+). These events have been recorded and will be edited to create careers advice resources for schools and Careers Advice professionals.
- The local DWP offices have completed recruitment of new work coaches and dedicated youth coaches, which are now in place alongside Kickstart support teams in local jobcentres.
- The national DWP Restart contract has been awarded to Reed in Partnership who will deliver the programme in East Sussex. An operational lead will be appointed and project delivery is due to start mid-Jul 2021. The contract is to work with approximately 10,000 unemployed adults in East Sussex over the next three years.
- The first ESTAR forum has met, with over 50 housing providers and employment and training providers in attendance to discuss issues relating to supporting those in supported housing into employment and learning. A brochure of pre-employment support in East Sussex has been created in PDF format and will be uploaded to Careers East Sussex.
- 533 unique students participated in the new University of Sussex Entrepreneurship Programme in 2020/21 with c.20 new businesses registered.
- The ESCC funded Transform project is actively working with 30 SMEs, brokering 24 apprenticeships, and drawing down ESCC and UoB Levy to pay for training.

Mission 3: Fast-forwarding business

- Cultural Recovery Funding Round 2 awards for East Sussex: £4,465,947.
- The Sussex Tourism and Culture Recovery Group have appointed Blue Sail Consulting to produce an evidence base to inform a medium-term action plan and long-term vision for the Sussex visitor economy, shaping future collaboration between Brighton & Hove City Council (BHCC), East Sussex County Council (ESCC) and West Sussex County Council (WSCC). The final report is due in Jul 2021.
- SELEP Tourism Group has secured £35k Sector Support Fund (SSF) investment for Garden Gourmet Trails. Itinerary development led by Sussex Modern is now in progress.
- SELEP Tourism Group working with Growth Hubs and South East Business Boost (SEBB) secured £1.05m of SELEP funding for ongoing visitor support and grants in Q1 2021/22.
- Cultural Associates Oxford appointed to deliver a review of Culture East Sussex (CES), with a view to developing a Cultural Investment Framework.
- England's Creative Coast launched by Nigel Huddleston, the Parliamentary Under Secretary of State at the Department for Digital, Culture, Media and Sport (DCMS) and Sally Balcombe, CEO of Visit England – outdoor art works with Geocache trail around the SELEP coast.

Mission 4: Better places, fuller lives

- Hastings Town Deal announced. Newhaven Town Deal Investment Plan awaiting funding decision from Government.
- Work to progress new local plans is progressing well, including multiple areas of shared work, most notably the development of a county-wide transport model to assess proposals and plan for growth.

- Development Management sections remain severely impacted by the ongoing restrictions and adjusted ways of working, coupled with increases in workload. All Councils have backlogs of cases, some significant. Measures are being put in place to limit the impact on the recovery, however this remains a challenge.
- All Local Planning Authorities continue to undertake proportionate enforcement to ensure that businesses can find ways to operate during the lockdown and beyond.

Mission 5: Cleaner energy, greener transport

- Completed School Streets pilots at six schools which had run from mid-Mar to early-May 2021. The monitoring and evaluation of these schemes will be used to inform further decisions on running further pilots or introducing schemes on a more permanent basis and have had a number of schools who have expressed an interest in running a permanent School Streets scheme.
- Developed £400k Active Travel Programme for 2021/22 utilising a number of funding sources, including £219k from DfT's revenue Capability Fund for active travel measures. Programme elements currently out to procurement.
- LoCASE and LAD schemes are making reasonable progress.
- Warmer Sussex programme on hold due to Government's sudden closure of the Green Homes Grant fund.
- Successful bid to SELEP's Sector Support Fund (SSF) to begin to develop a local market for nature-based carbon offsets.

Mission 6: The future is digital

- The 40 tablets purchased and loaned out as part of the ESF Digital Inclusion Project have now been added to the bank of devices held by East Sussex Library Service and are being loaned out to anyone requiring access to a device. All managed by East Sussex Library Service.
- A survey initiated by TES partners and the School of Psychology at the University of Sussex to identify the benefits and disadvantages of homeworking, both for employers and employees, is underway, and further work will evolve from that.
- ESCC is continuing to invest in Government's new Rural Gigabit Connectivity Voucher Scheme by 'topping up' vouchers by up to £1,000 per business and resident. This makes the total value of vouchers available to eligible properties £4,500 for businesses, £2,500 for residents.
- Several commercial operators have begun rollout of ultrafast across the county.

Grants distributed through Borough and District Councils

- Three grant schemes were made available from the Government last year to support businesses through the pandemic, distributed to East Sussex businesses through our Borough and District Councils. All three schemes – Small Business Grants Fund (SBGF), Retail, Hospitality & Leisure Business Grants Fund (RHLGF) and Local Authority Discretionary Grants Fund (LADGF) – closed on 30 Aug 2020. The final figures, as reported to TES at the Dec 2020 TES meeting, showed that local authorities in East Sussex distributed over £126.8m to 10,756 businesses through the first two grant support schemes, plus an additional £7.6m to 863 businesses in discretionary funds.
- The Government has since released two further grant support schemes – Local Restrictions Support Grant (LRSRG) and Additional Restrictions Support Grant (ARG). The latest data for these schemes is shown here:

Local Authority	Local Restrictions Support Grant			Additional Restrictions Support Grant		
	Payments from Govt to LA	No of grants paid by LA to businesses	Value of grants paid	Payments from Govt to LA	No of grants paid by LA to businesses	Value of grants paid
Eastbourne BC	£17,527,816	3979	£8,678,020	£2,996,472	1139	£2,531,281
Hastings BC	£15,923,443	4107	£10,980,302	£2,676,332	165	£749,812
Lewes DC	£12,229,950	2929	£6,258,146	£2,982,695	745	£2,423,304
Rother DC	£18,989,074	5119	£1,476,473	£2,775,084	848	£1,745,293
Wealden DC	£19,866,115	4592	£12,387,081	£4,663,891	644	£1,331,505
Total	£84,536,398	20,726	£39,780,022	£16,094,474	3541	£8,781,195

The current update provides data on the funding paid to local authorities up to 28 Mar 2021, and the grants paid out from local authorities to businesses as reported by local authorities on 25 Apr 2021. Note that the LRSRG source data on the Gov.UK website is further broken down into three parts – open businesses, closed businesses and Christmas Support payments.

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 summer 2021. Work commenced Jan 2021 on the improvements at Drusillas roundabout and will be completed by the end of the year. Overall, the package of smaller scale interventions will be completed by the end of 2022. Visit highwaysengland.co.uk/projects/a27-east-of-lewes for more information on the package of smaller scale interventions.

A27 East of Lewes Study

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

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 – details on its scope is available at highwaysengland.co.uk/our-work/south-east/a21-safety-package.
- 2.9 Despite not being included in RIS2, we will continue to develop the case for further improvements to the A21 with TfSE through their South Eastern radial corridor study, which will commence mid-2021.

3. Major Road Network (MRN)

- 3.1 Following a Government consultation in early 2018, Government announced its final Major Road Network (MRN) in Dec 2018. 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 Drive (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 a £35m outline business case, including a 15% local contribution from development contributions and CIL monies, relating to a package of junction improvements on the A22 Corridor in South Wealden. This is an early entry MRN scheme for commencement before Apr 2023.
- 3.7 This package of improvements has been identified in the Wealden Local Transport Plan Study (2018) as infrastructure required to support the current and planned housing and employment growth in the Wealden Local Plan; it includes:

- Boship roundabout;
- Hempstead Lane;
- A295 (Eagles) South Road roundabout;
- A27/A22 roundabout;
- A22 Golden Jubilee Way/Dittons Road roundabout.

3.8 The outline business case (OBC) was sent to DfT in Jul 2019. Following ongoing engagement with DfT throughout 2020, further transport modelling work is currently being undertaken to inform a revised OBC. A public consultation on the proposals will be undertaken summer 2021 with the outcomes to feed into the revised OBC submitted to Government autumn 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 take around 12 months to complete. Subject to approval of the SOBC by Government, further work will be required to progress to the Outline Business Case and then Final Business Case stages which can take up to a further two to three years to complete.

4. Rail

High Speed Rail

Economic Impact

4.1 A 2017 study into the economic impact of High Speed rail into East Sussex, commissioned by East Sussex, Hastings, Rother and Eastbourne, identified that High Speed rail would be a potential game changer for the local economy and will:

- transform the connectivity and image of the area with reduced journey times;
- support growth in London and the South East with improved connectivity with the capital critical to economic prosperity;
- act as a catalyst for economic growth attracting investment and ensuring the area is a more desirable place to live and work leading to lower out-migration of skilled labour and in-migration of higher earners.

4.2 Taking into account all benefits assessed for East Sussex, the High Speed rail service could provide economic benefits in the range of £711.2m of GVA (£459.9m for East Sussex and £285.6m nationally in total over a 30 year horizon) and 1,290 jobs per annum once all benefits are realised. Visit www.eastsussex.gov.uk/roadsandtransport/roads/roadschemes/bexhill-hastings-high-speed-rail for a copy of the Economic Impact Study.

Ashford West Junction and Timetable Study

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

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

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

Kent and East Sussex Rail Connectivity pre-GRIP study

- 4.5 Network Rail announced in Feb 2020 that they would be undertaking the Kent and East Sussex Rail Connectivity pre-GRIP study, funded by DfT and ESCC. The study commenced in Sep 2020 and has looked at four options to potentially improve rail connectivity to the Kent and East Sussex coast – two in Kent (one for Thanet and one for Dover/Folkestone) and two 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). Network Rail has undertaken a series of briefings with the 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 Network Rail has submitted the SOBC to DfT for their consideration and it will be for them to provide direction on what option(s) should be progressed, if any. This project is not currently on the national priority list of rail projects and therefore the County Council, and other partners, will need to lobby Government for its inclusion.

Williams-Shapps Plan for Rail White Paper

- 4.8 On 20 May 2021, the Government released the [Williams-Shapps Plan for Rail](#) White Paper, 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; and
- 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 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 in 2018, Network Rail completed further consultation on their proposals for remodeling the Croydon bottleneck in Sep 2020: www.networkrail.co.uk/running-the-railway/our-routes/sussex/upgrading-the-brighton-main-line/unblocking-the-croydon-bottleneck.
- 4.13 To deliver their proposals, Network Rail will need to obtain powers to work outside the railway boundary through a Transport and Works Act Order (TWAO) and are currently in the process of preparing an application for these powers to the Secretary of State for Transport. The TWAO is currently programmed for submission in late-2021.

Uckfield Line

- 4.14 The Uckfield line is currently unelectrified south of Hurst Green, meaning that a fleet of diesel trains is utilised on the line. Network Rail 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 Network Rail and the Government to halve the delivery time and reduce the cost of rail projects.
- 4.15 A Strategic Outline Business Case is being finalised by Network Rail for submission to DfT setting out the case, costs and delivery timescales for such power solutions.

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 (e.g. A321s, 737s, with larger aircraft departing from the main runway and all aircraft arriving on the main runway) to increase the overall capacity of the airport.
- 5.2 Gatwick commenced the Development Consent Order (DCO), which follows a six-stage process, in 2019 to enable the use of the standby runway to happen. This will involve adjusting the distance between the standby and main airfield taxiway by 12m, which will require a new pier location, hangar and ancillary development and assessments of impacts including flood risk, surface access improvements and car parking.
- 5.3 Gatwick submitted an Environmental Impact Assessment (EIA) scoping report to the Planning Inspectorate (PINS) in Sep 2019, who subsequently consulted key stakeholders, including the County Council, on what should be included in the EIA. Gatwick had proposed to undertake a more detailed consultation with local authorities, lasting several months, from Mar 2020 as part of the pre-application stage of the DCO. However, in Mar 2020 Gatwick announced that the DCO process would pause and the consultation would be delayed owing to the Covid-19 pandemic.
- 5.4 Gatwick restarted their work on progressing the DCO in Spring 2021 and are currently engaging with local authorities on their Statement of Community Consultation (SoCC) ahead of consultation in Sep/Oct 2021, followed by pre-application work in the first half of 2022, ahead of a summer 2022 submission.

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 Following the closure of Platform 7 between May and Nov 2020 for Stage 1 works, the platform has now reopened. The key remaining dates for the scheme are:
 - Stage 2, Platforms 5 & 6 closed: 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.

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. 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 Local Enterprise Partnership (SELEP), 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.

Temporary connection to A21

6.3 In light of the delays that have been encountered with the required acquisition of the land for the final section of the road, a temporary connection to the A21 is being considered to enable vehicles to use the road for access to the A21 as an interim solution until the permanent connection can be delivered. This would involve the introduction of traffic lights at the junction between the A21 and Junction Road and securing a Traffic Regulation Order (TRO) and a stopping-up order for the section of road between Junction Road and The Ridge.

6.4 Sea Change Sussex (SCS) has demonstrated to the County Council and Highways England (responsible for the A21 north on Junction Road) that the temporary scheme will work satisfactorily and will not have a wider detrimental impact on the strategic and local road networks. Subject to the necessary technical approvals being given, and the necessary legal agreements being in place, it is expected that the temporary connection will be open to traffic by autumn 2021.

Permanent connection to A21

6.5 In order to allow the final section of the permanent connection, which involves the introduction of a roundabout on the A21, to progress it is essential that the required land acquisitions are completed. SCS has engaged with the identified landowners with the aim of progressing these acquisitions. At this stage it is not possible to give a definite timeline for completion of the final phase of the permanent solution as it is dependent upon the outcome of the ongoing land acquisition negotiations.

6.6 The best-case scenario can be achieved if SCS is able to secure the necessary land through negotiations from all of the relevant landowners. If this can be achieved, SCS has indicated that the construction works to complete the permanent connection would commence in summer 2021. Based on this best-case scenario, the project could complete in Jan 2022. However, if the land cannot be secured through negotiation, and a CPO process is deemed necessary, then the construction start and completion could be delayed by anywhere between 6 and 18 months.

7. Newhaven

Newhaven Port Access Road (NPAR)

7.1 NPAR is an integral part of Newhaven Enterprise Zone, which came into effect in Apr 2017, and is identified within the ESCC Council Plan as a key priority for driving sustainable economic growth.

- 7.2 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.
- 7.3 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).
- 7.4 Visit www.eastsussex.gov.uk/roadsandtransport/roads/roadschemes/newhaven-port-access-road for further information on the Port Access Road. A time-lapse video of the road's construction is also available at <https://vimeo.com/470233741/17c6ef63ba>.

Port Access Road connections

- 7.5 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.

Newhaven – Dieppe Ferry

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

8. Local Transport

Local Transport Capital Programme

- 8.1 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 2021/22 and into 2022/23.

Emergency Active Travel Fund tranche 2

- 8.2 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.
- 8.3 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.
- 8.4 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.
- 8.5 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.
- 8.6 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 and after monitoring surveys to *evaluate and assess the potential options for longer-term solutions*.

9. Regenerating Town Centres

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

Eastbourne Town Centre Improvements

- 9.2 Phase 1 of the package, costing £8.25m with £5m coming from LGF, was developed to support the extension of the town centre's Arndale (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.
- 9.3 Regarding Phase 2, since early 2018 engagement has taken place with stakeholders from across the community in Eastbourne to identify priorities for better movement and access in and around Eastbourne's town centre. A package for Phase 2 was identified through a series of stakeholder workshops, with priority given to developing proposals for the section of Terminus Road between Bankers Corner and Langney Road, which will utilise £3m of LGF monies approved by SELEP in Feb 2019 for improving movement and access in Eastbourne town centre.
- 9.4 Consultation on the 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. Construction is programmed to start in early 2022.
- 9.5 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 is being considered for inclusion in Eastbourne Borough Council's Levelling Up Fund bid to Government.

Bexhill and Hastings

- 9.6 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 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

- 9.7 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 late-Dec 2018.
- 9.8 The fund, which would support and fund local areas' plans to make their high streets and town centres fit for the future, is expecting any potential investment bids to fall under a number of themes, including improvements to transport access, traffic flow and circulation, public realm improvements and supporting adaptation of the high street in response to changing technology.
- 9.9 Following a call for expressions of interest, all our Borough and District Councils submitted EOIs 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. Government announced in Spring 2021 that Newhaven would receive just over £5m to deliver a package of interventions to transform underutilised and vacant commercial properties in the heart of the Town Centre by March 2024.

Town Deals

- 9.10 In Sep 2019 Government announced that it will invite 100 places to develop proposals for 'Town Deals' to transform their town's economic growth prospects with a focus on improved transport, broadband connectivity, skills and culture.
- 9.11 Both Hastings and Newhaven were chosen for the opportunity to bid for up to £25m from this programme. Government has subsequently been working with Hastings BC and Lewes DC, along with other local stakeholders, to understand the respective town's local assets, opportunities and challenges.
- 9.12 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. An announcement on the Hastings Town Deal was made on 8 Jun 2021, with a £24.3m provision allocation subject to projects submitting business cases for approval. The outcome of the Newhaven Town Deal

is expected in the second tranche of announcements from Government. Further details on the two Town Deals are available at:

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

10. Levelling Up Fund

- 10.1 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.
- 10.2 The first round of LUF addresses the three investment themes of Transport; Regeneration & Town Centre; and Cultural.
- 10.3 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 is submitting 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.
- 10.4 In addition, lower-tier authorities (Borough and District Councils) can put forward bids across all three investment themes but will need 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) are aiming to put forward bid submissions for projects or packages in their respective areas around any or all of three investment themes. All bids for this first round are to be submitted to Government by 18 Jun 2021, with decisions expected in autumn 2021.
- 10.5 Further Levelling Up Fund bidding rounds are expected to follow. Hastings Borough Council is preparing a proposal for a future round, but the timeframe for delivery will still be the same.

11. Local Cycling and Walking Investment Plan

- 11.1 In Mar 2016 DfT published a national Cycling and Walking Investment Plan (CWIP). The key objectives are to double levels of cycling and reverse the decline in walking, reduce the rate of cyclists killed or seriously injured on England's roads, and increase the percentage of children aged 5 to 10 that usually walk to school.
- 11.2 The CWIP encourages local authorities to develop their own Local Cycling and Walking Investment Plans (LCWIP). 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 LCWIP will be reported to County Council's Cabinet in Sep 2021 for approval.

Transport for the South East (TfSE)

(ESCC officer contact: [Russell Spink](#))

- In Jul 2020, Transport for the South East (TfSE) submitted its thirty-year transport strategy to the Secretary of State for Transport for consideration, alongside a proposal to secure statutory status as a sub-national transport body.
- In autumn 2020, Government decided that it would not be progressing with statutory status for TfSE at this time – but did confirm that officials will have due regard to the transport strategy when making policy decisions.
- DfT grant funding of £1.225m for 2021-22 has now been confirmed. This will enable TfSE to complete its technical programme and develop a regional strategic investment plan for public consultation in summer 2022.
- As part of that process, work is progressing on a series of geographic and thematic studies which will determine packages of investment to improve connectivity in the South East region. Taken together, these investment packages will inform the strategic investment plan, which will make a clear and compelling case for investment in our region. The intention is for the final plan to be submitted to Government in spring 2023.

- The publication of the strategic investment plan will mark a shift in emphasis for TfSE, from an organisation predominantly focused on strategy and planning to one focused on delivery and implementation. To that end, TfSE has commissioned ARUP to work with its Board to develop a set of recommendations on its future role, powers and governance.

Business East Sussex (BES)

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

BES Growth Hub

- The Growth Hub continues to play a vital role as the ‘front door’ into the wide (and growing) number of business support programmes available in the County. Business East Sussex remains the first port of call for any business looking to access help and support, and we use our reach and communications channels to support all partners to get information to businesses. We are also keeping abreast of reviews and discussions at SELEP and Government level around the future role and format of Growth Hubs. We are evaluating best practice to ensure we are in the best possible position to respond to any future direction of travel that may come out of these reviews.

Business East Sussex and the local landscape of business support

- The first quarter of 2021/22 has remained busy for the Growth Hub, with enquiries around Covid-19 support and EU transition still making up a significant proportion of the enquiries received. Government funding for our EU Transition advisor ended on 31 Mar 2021, but ESCC has provided continuation funding for this role until the end of Jul 2021 given that demand for support remains high.
- Alongside this, there is currently a wide variety of support available to businesses, both pre-existing programmes as well as a number of new initiatives launched locally, regionally and nationally in response to the pandemic and economic challenges business are facing. While these programmes provide very welcome support, it does mean that the landscape is particularly confusing for businesses at a time when there are many other pressures on business owners’ time and efforts.
- All this means that the Growth Hub’s core role of providing an independent navigation and signposting service to SMEs is particularly important. The Growth Hub team are ensuring that they keep up to date on all available programmes so that they can navigate businesses to the best source of support, and we are using our social media presence to help advertise new support programmes as they become available. We have also created a [Business Support Guide](#) which summarises the main support programmes available and which we can keep up to date as changes occur.

Growth Hub Reviews and future developments of the service

- In 2020/21 Government launched a review of Growth Hubs and a wider review of the business support landscape. While we are still awaiting results of these reviews, it is clear that there is a renewed focus on this area of work and a desire to ensure business support is working well across the country. It is also likely that the current national LEP Review will consider the future of Growth Hub provision.
- Earlier this year, as TES members will be aware, a review of the SELEP Growth Hub model was also undertaken to ensure the ‘hub and spoke’ model is as effective as possible and that it can respond to any future developments in this area.
- At the time of writing this update, the findings from this review are yet to be published, but it is our understanding that they will be shared initially with SELEP Board members in Jun 2021, with a view to a further discussion taking place in the autumn.
- While the details of both the Government and SELEP reviews are awaited, one clear theme that has emerged already is the need for all Growth Hubs to have a core service offer which is robust, transparent and quality assured. In order to get ‘ahead of the game’, we are therefore carrying out a review of best practice to ensure we can clearly demonstrate this. We believe this will not only allow the BES Growth Hub to focus on our core offer as we come out of the immediate pandemic response, but will also put us in a good position to respond to any recommendations that may come out of the reviews that are underway.

Update on business support programmes

- As noted above, there are a number of new and existing support programmes currently operating in East Sussex commissioned by ESCC, SELEP and a variety of other partners. A brief update on a few key programmes is set out below for TES's information, and more information and/or referrals to all programmes can be accessed via the Growth Hub.
- **South East Business Boost (SEBB):** Interest in the SEBB Grants Programme has been high, outstripping enquiries for the previous programme, which has necessitated some managing of demand due to there being a maximum number of grants that can be processed by the central team. SEBB non-financial support is also proving popular, with all 3 programmes operating at or above target levels. These are 'Breakthrough' (aimed at women and minority ethnic entrepreneurs), 'Big Ambitions' (specialist support for growth-orientated SMEs) and 'Ready to Grow' (support for new-start businesses).
- **Bamboo Club:** We have commissioned Sussex Innovation Centre (SINC) to run this intensive programme for companies with an ambition to 'scale up'. The first cohort of businesses will start in Sep 2021 and enquiries can be directed to SINC or the Growth Hub.
- **Peer Networks:** We ran two successful cohorts of this national programme locally in 2020/21 and will run a further two groups in the current financial year.
- **SELEP Recovery Funds:** We are working with partners at SELEP to support the launch of the Covid-19 Recovery Funds. There are three programmes, focussed on the Visitor Economy, New Start Businesses and Digital Adaptation, providing a mix of group, 1:1 support and the opportunity to apply for small grants.

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 (timber, metal, mortar, bricks, tiles) and labour are ongoing.
- The most recent DES meetings in Apr and Jun 2021 have also included a presentation on sustainable construction from the Sustainable Design Collective, a commercial property update from Stiles Harold Williams (their 'Room to Grow' report), and a discussion on affordable housing including updates from Homes England on the 'First Homes' programme.
- 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 the 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, the Minister asked to meet the developer group chairs again to track progress on the issues discussed. This follow-up meeting is now being arranged. A productive roundtable meeting also took place with Homes England on 17 May 2021 to discuss First Homes.
- Discussion topics for upcoming DES meetings include construction in education and engagement with utilities.

Environment East Sussex (EES)

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

- A climate change roadmap for East Sussex is being developed and will be brought to TES for discussion in Sep 2021.
- MHCLG has agreed further funding for the Low Carbon Across the South East programme (LoCASE), bringing the total value to £14.7m. The programme provides free energy audits and grants to SMEs and will run until Jun 2023.

- The circa £2m of Green Homes Grant funding secured to assist those in fuel poverty is currently being delivered, with the next phase of Government funding being on a non-competitive allocation basis and organised through the Greater South East Energy Hub.
- the Warmer Sussex programme, which has been developing the local supply chain for domestic retrofit in the able-to-pay market, has had to be put on hold by Retrofit Works because the Government has closed the national Green Homes Grant voucher scheme due to poor take-up and delivery. Without the scheme in place there is not enough sustained demand in the able-to-pay market for a whole-house approach to retrofit measures.
- SELEP's Sector Support Fund (SSF) project on the clean growth sector, 'Clean Growth South East', has produced an updated picture on the current scale of the clean growth sector in East Sussex and has mapped out its future growth opportunity, based on known investment plans. In 2020 there were approximately 1,500 businesses in the sector in East Sussex, employing about 8,735 people and contributing around £575m to GVA.
- SELEP's SSF project to develop a market in natural capital carbon offsets, 'Nature-based climate solutions', has begun to map out key stakeholders and will focus on four trial Borough/District areas across the South East. The key challenges are likely to be in identifying enough suitable local supply to meet the demand, and building market confidence to invest.

Skills East Sussex (SES)

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

SES Board and Sector Task Groups

- The Skills East Sussex (SES) Board met on 12 May 2021 and focussed on the FE Skills White Paper, the potential Chambers-led Local Strategic Investment Plan trailblazer proposal, reviewing current SES delivery and priorities, and setting new priorities for 2021-24.
- 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 Net Zero skills working group met in Apr 2021, with an introduction from the Institute of Engineering Science, and started to explore the skills required to move East Sussex to a Net Zero future. The meeting agreed to undertake research and mapping activity in order to inform a strategy for local delivery.
- The next SES Board meeting will take place on 5 Oct 2021 to sign-off the next set of SES priorities with an interim working meeting to develop them.

Apprenticeships East Sussex

- AES met on 17 Mar 2021 to assess impact of the Skills White Paper on apprenticeships and achieving apprenticeships through social value in procurement, and has been supporting the planning for Transform Apprenticeship Roadshows (Jun/Jul 2021) and Apprenticeship Graduation (Oct 2021).
- Members received an update on the ESF-funded 'Transform' programme – support for SMEs to access apprenticeship training, unspent apprenticeship Levy and Government incentives – and were updated on SME referrals and apprenticeship starts as a result of the programme.

All Careers Campaign

- The launch of virtual sector-based careers events for young people, unemployed adults and career-changers took place on 24-28 May 2021. The events were well attended and received excellent feedback. They spotlighted a range of careers in Health and Social Care, Construction, Engineering and Creative and Digital sectors. The events were recorded and will be edited into videos that will be put onto sector pages of the [Careers East Sussex](#) website, enabling them to be used by schools and as a careers resource on an ongoing basis.
- Short bitesize information films providing an overview of our key sectors are being produced as an introduction to working in East Sussex. Four are now complete and will be uploaded to Careers East Sussex.

- Interactive infographics promoting jobs in key sectors (including nursing, construction site management and digital) will be launched on the Careers East Sussex website in Jun 2021.
- A course and careers search tool is in development, and this will 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.
- The Hub delivered CPD training for Careers Leaders and Enterprise Advisers to focus on lessons learned from the pandemic and linking their careers strategy to their school development plan for the coming academic year.
- Virtual [Open Doors](#) and Work Experience as an alternative to physical workplace visits are proving to be successful and popular with schools. Several hundred pupils will access workplaces in this way between Mar and Jul 2021.
- The 'iCan' campaign and careers event launches in Jun 2021, to support pupils with Special Educational Needs and Disabilities make successful 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 has now established itself as lead of a Careers Subject Leader Hub, sharing practice with other primaries across the county to support 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 ESTAR forum has brought together housing providers with those offering pre-employment support alongside Jobcentre Plus, Youth Employability Service and the National Careers Service to provide networking opportunities for those who need pre-employment support provision.
- 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 will be available to download from Careers East Sussex in Jun 2021. The brochure is also being adapted and turned into an online searchable directory of pre-employment support by Sep 2021, to aid professionals working with those furthest from the workplace to identify relevant local support.

Locate East Sussex (LES)

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

- Director Philip Johnson resigned this quarter and the Sites and Premises Location Manager, Mike Cogswell, retired. There is a recruitment drive on for both positions.
- The team continues to work well going back to remote working in the latest lockdown. They have completed the first year of this three-year contract and are on track with their targets despite the very challenging business environment and added complications of working remotely.
- The focus of the team has been delivering support to companies that are looking to a resumption of business after a challenging end to 2020 and to building momentum as 2021 gets underway. As well as the pressures that Covid-19 is putting on the local economy and companies, the Brexit transition period ended at the end of 2020, adding further to the uncertain environment in which companies are operating.
- The success of the vaccination programme started to manifest itself during this quarter helping to revive a sense of optimism for the future with a growth in business activity levels and enquiries resulting in a range of ongoing assignments that continued to see companies focus on funding and advice on commercial property rather than simply a need to secure their survival.

- In spite of the difficult circumstances, commercial moves are progressing and interest is being followed-up in new developments for companies based in East Sussex, as well as those from neighbouring counties and a number of international prospects via the Department for International Trade. The outputs achieved in the last quarter are:

Output	April – June 2021		Project Total	
	Target	Actual	Target over 3 years	Actual after 1 year
C4 12hr support	3.3	1	60	22
C8 employment increase	6	0	115	44.29
investment success	2	0	36	19
reinvestment success	2.5	1	45	15
jobs created (core)	19	7	345	140.5

- The LES-commissioned Stiles Harold Williams study of the Commercial Property market in East Sussex, ‘Room to Grow Two’, was completed and has been presented to the LES Sponsors Board and Developers East Sussex (DES). The main message from the study is that the shortage of light industrial/warehousing/logistics buildings in East Sussex is acute and the ageing condition of much of the existing stock means it will need to be updated before energy efficiency regulations for lettings of commercial buildings come in the next decade.

Projects completed (summary)

green energy	an opportunity was negotiated for each District and Borough Council to participate in a programme operated by the Danish Embassy – this would find a suitable local authority in Denmark that could explain how they have developed and use heat networks – and use the relationship as a sounding board to discuss different energy solutions.	February
webinar – defence procurement	working with Sally-Ann Hart MP for Hastings and Rye, Locate East Sussex hosted a roundtable for companies interested in finding out more about procurement in the defence sector and the work of the MoD’s Defence and Security Accelerator (see below)	February
Craft and Design T-level	Locate East Sussex has been asked to support engagement of the East Sussex creative community and creative companies with the development of the new Craft and Design T-level curriculum – circulated to practitioners, wider network, Culture East Sussex and Skills East Sussex	webinars took place w/c 11.1.21
Made Local – promoting the ‘local’ agenda	Locate East Sussex is supporting the ‘local’ agenda and worked with TES and ACES on a Christmas campaign as well as with Lewes and Eastbourne Councils on madelocal.info	December 2020
high streets	support continuing to be provided to funding applications for Newhaven and Hastings	

Defence and Security Sector round table meeting with Sally-Ann Hart MP for Hastings & Rye

- Following conversations with Sally-Ann Hart MP regarding the different sectors of business and highlighting that some of the largest employers all had links into the Defence and Security sector as well as long supply chains that again fed into this sector, it was agreed to formally organise a virtual round table event to bring together the businesses, local chamber, local authorities, Locate East Sussex and Sally-Ann Hart to discuss the opportunities and challenges within the sector.
- Locate East Sussex organised the event with the assistance of Sally-Ann’s office. Seventeen companies were identified and directly invited to attend the event. Invitations were also extended to the Manufacturing Group in Hastings as there is a crossover for all the businesses.
- The event was attended by 8 businesses, as well as representatives from Rother District Council, East Sussex County Council, Locate East Sussex, Hastings Chamber and DASA (Defence and Security Accelerator).

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/3xwueu3s>.

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	Post 2021		
A21/A259 Hastings/Bexhill Growth Corridor												
LGF Transport	Queensway Gateway Road	2015/16	2021/22	1.419	1.121	5.000	0.89	1.57			10	1. QGR provides a new road between Queensway and A21 in north Hastings; 2. Additional £4m LGF reallocated plus additional £2m Sea Change Sussex (SCS) funding in Feb 2018; 3. First phase of the road to the mid-roundabout opened Dec 2018; 4. Phase 2a (intermediate roundabout to Ramblers Coaches entrance) completed mid-2019; 5. A temporary traffic solution to provide a link between the completed road and the A21 will be completed by the end of summer 2021 subject to completion of necessary legal agreements by SCS with both ESCC and Highways England; 6. 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 - this element will enable the above temporary solution to be implemented; 7. Phase 3B will provide permanent connection of QGR through to the A21; 8. Not possible to give a definite timescale for construction start as 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 summer 2021 with completion early 2022; 9. Regular updates are being provided to the SELEP Accountability Board, with the next update due 3 Jul 2021, and a full update report in Sep 2021.
LGF Transport	North Bexhill Access Road	2015/16	2018/19	6.41	4.6	5.590	2				18.6	1. NBAR runs from a roundabout on the BHLR to the A269 north of Sidley; 2. Business case approved Nov 2015, planning permission granted by Rother DC Feb 2016; 3. The full length of NBAR was completed and opened to traffic in Mar 2019; 4. There 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	1.476	1.98	4.403	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 of package elements to recommence during summer and autumn 2021 but consequently construction of some package elements will slip into 2022/23; 6. Received SELEP Strategic Board approval in Dec 2020 for spend beyond Growth Deal period.
LGF Infrastructure	Bexhill Enterprise Park North	2019/20	2021/22					0.44	1.1	0.4	1.94	1. Site and servicing infrastructure to provide full access to the individual development plots within the Bexhill Enterprise Park North business park from the North Bexhill Access Road; 2. LGF-3B allocation agreed by 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 in Jun 2021, the scheme is programmed for completion by late Summer 2021.
LGF Infrastructure	East Sussex Strategic Growth Package	2016/17	2020/21			3.550	4.3	0.35			8.2	COMPLETED 1. Funding approved by SELEP Accountability Board Jan 2017; 2. Work on the road extension at Bexhill Enterprise Park completed Sep 2017; 3. Construction of High Weald House at Bexhill completed Apr 2019; 4. SCS will look to refinance against the property and utilise the funding to commence construction of further employment space at Sovereign Harbour.

LGF infrastructure	Churchfields Business Centre (formerly Sidney Little Road Incubator Hub)	2019/20	2020/21					0.192	0.208	0.1	0.5	1. LGF-3B allocation agreed by 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, consent obtained 3 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. LGF spend is still planned to be achieved by Sep 2021.
LGF Infrastructure	Bexhill Creative Workspace	2019/20	2020/21					0.7	0.26		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. RDC Bexhill College lease currently sitting with legal; 8. Work with SpaceMakers and Locate East Sussex underway to start marketing the studios; 9. Revised estimated completion date currently Jul 2021 with summer opening of the studios, however a concrete timeline will be confirmed when Phase 2 is agreed.
TOTAL											49.2	

A22/A27 Eastbourne/South Wealden Growth Corridor

LGF Transport	Hailsham / Polegate / Eastbourne Movement and Access corridor	2015/16	2016/17			0.254	0.664	0.471	0.001	0.72	2.11	1. Sustainable Transport Corridor between Hailsham, Polegate & Eastbourne, part of strategic transport improvements identified to support planned housing & employment growth within the Wealden & Eastbourne Local Plans; 2. Includes improvements for buses to/from Hailsham accessing Polegate Station, the DGH/East Sussex College & Eastbourne Town Centre, plus walking & cycling improvements along the corridor for more local journeys; 3. Business case approved by Feb 2017 Accountability Board; 4. Consultation on Phase 1 proposals Sep 2017, results reported to LMTE Jun 2018; 5. Detailed design completed for Victoria Drive bus lane and progressing for other approved schemes - A2270/Wannock Road/Polegate High Street junction & Eastbourne Road bus lane; 6. Delivery in 2021/22 and 22/23 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	Eastbourne and South Wealden LSTF walking & cycling package	2015/16	2020/21	0.6	0.37	1.63	0.498	0.949	0.677	1.876	6.6	1. Package of walking & cycling schemes identified in Eastbourne & Wealden Cycle Strategies to support housing & employment growth in these areas; 2. Business case for extension of first tranche of schemes (£2.6m) approved by SELEP Accountability Board Nov 2015 with spend focussed on Phase 3 of Horsey Way cycle route; 3. Spend in 2018/19 related to design of a number of schemes and the construction of Meads pedestrian improvements (completed); 4. Business case for the remaining £4m approved by Accountability Board Feb 2019; 5. Design work 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, consultation on a number of schemes (Willingdon Drove cycle route, Eastbourne Town Centre cycle route, Stone Cross - Langney Rise - Royal Parade) will now take place summer 2021; 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 Infrastructure	Swallow Business Park	2015/16	2018/19	0.505	0.895						1.4	COMPLETED. 1. Planning permission granted for northern & southern parts of site; 2. Business case approved by SELEP Accountability Board Feb 2016; 3. Site's first tenant (VACGEN) has taken possession of the building and is installing production facilities; 4. Construction of the starter units completed and ready for tenants - My Life Bathrooms has occupied Block E; 5. Overall the business park has generated 60 FTE jobs to date and there has been great interest in the units; 6. ESCC continues to monitor project outcomes as part of the SELEP Benefits Realisation reporting.

LGF Transport	Eastbourne town centre LSTF access & improvement package	2015/16	2020/21		0.55	0.245	3.7	0.6	0.3	2.605	8	<p>Phase 1: 1. Business case developed for £3m funding for Terminus Road improvements associated with Arndale Centre (The Beacon) extension, approved by SELEP Accountability Board Apr 2016; 2. Additional £2m LGF allocated to ensure completion of this phase; 3. Works started Mar 2018 with Mildren Construction; 4. Construction completed Jan 2020 and snagging completed Apr 2021.</p> <p>Phase 2: 1. Business case for £3m approved at Feb 2019 Accountability Board; 2. Preliminary design completed and consultation on Phase 2a (Terminus Road: Bankers Corner to Langney Road) held in autumn 2019; 3. Following LMTE approval in Apr 2020, detailed design commenced Jun 2020, with stakeholder detailed design updates held Sep 2020, Oct 2020 & Feb 2021; 4. Received approval at the Oct 2020 SELEP Strategic Board meeting for revised programme to spend LGF beyond Growth Deal period; 5. Early Contractor Involvement workshop held with Costain and potential subcontractors in Jan & May 2021; 6. LMTE approval on final design to be sought Jul 2021, TROs to be advertised summer 2021 and construction programmed to start early 2022.</p>
LGF Transport	A22/A27 Junction improvements (removed from LGF programme)	-	-								0	<p>WITHDRAWN. 1. Since the £4m LGF allocation was initially made in 2014, delivery of a number of the junction improvements was successfully secured from different match funding sources (HE's smaller scale interventions & the HPEMAC); 2. As a consequence and in light of other funding pressures in the overall East Sussex LGF programme, £3m of the £4m was reallocated to other LGF projects in late-2017/early-2018 with TES approval, leaving £1m available for remaining junctions in this package; 3. Designs were progressed for the two junctions in Stone Cross as part of the wider package of junction improvements in South Wealden in order to support planned housing growth set out in the Wealden Local Plan, but it became clear that the £1m available was <u>not</u> sufficient to deliver any of the junctions without significant additional monies being allocated; 4. SELEP advised it wasn't possible to reallocate the £1m to other projects in the East Sussex LGF programme, so the £1m was instead made available for the LGF-3B pot; 5. A Major Roads Network outline business case for £35m was submitted to DfT in Jul 2019 in relation to a package of junction improvements on the A22 corridor, which includes these and other junction improvements in the area.</p>
LGF Infrastructure	Strategic Site Investment Package (formerly Sovereign Harbour Innovation Park)	2015/16	2021/22	0.53	1.17						1.7	<p>COMPLETED. 1. Review of projected costs originally allocated to site infrastructure at Sovereign Harbour resulted in a broadening of the scope to also include North Queensway and North Bexhill Business Parks, so investment will enable site infrastructure to be delivered across the three sites; 2. Revised scope approved by Government, and revised business case approved by SELEP Accountability Board Feb 2016; 3. Works related to this scheme have now been completed at all sites.</p>
LGF Infrastructure	Devonshire Park Quarter Redevelopment	2017/18	2019/20			5					5	<p>COMPLETED. 1. Scheme approved by SELEP Accountability Board Mar 2017; 2. Accelerated spend for 2017/18 approved by Accountability Board Nov 2017; 3. Congress Theatre completed and opened Mar 2019 with an inaugural concert by the London Philharmonic Orchestra; 4. Welcome Building construction also complete; 5. Site open Jun 2019 with first conferences from Oct 2019.</p>
LGF Infrastructure	Eastbourne Fisherman Quayside and Infrastructure Development project (LGF)	2020/21	2021/22						0.72	0.36	1.08	<p>1. Provisional LGF-3B allocation agreed by SELEP Investment Panel Jun 2019; 2. Scheme already utilising GPF (£1.15m) and EMFF grant funding (£1m) to deliver Phase 1 of the scheme, so Phases 2 & 3 can now be completed collectively with Phase 1; 3. Business Case approved by SELEP Accountability Board Jul 2020; 4. Construction now 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 then prioritised for funding at the Dec 2020 SELEP Strategic Board meeting; 6. The additional LGF and updated business case approved at the Feb 2021 SELEP Accountability Board, to commence delivery of Phases 2 & 3 in Apr 2021; 7. LGF grant agreement between ESCC and scheme promoter anticipated for completion Jun 2021; 8. Project received SELEP approval to spend beyond growth deal deadline with estimated completion Mar 2022.</p>
TOTAL											25.89	

Newhaven Maritime and Clean Tech Growth Corridor											
LGF Infrastructure (C2C funded)	Newhaven Port Access Road	2015/16	2020/21				7.5	2.5		10	COMPLETED 1. Identified by DfT as one of their 'portfolio' schemes meaning they retain overall decision-making responsibilities for approving the release of LGF monies; 2. £13m also allocated in ESCC's capital programme towards scheme; 3. First phase completed as part of the Eastside development; 4. Tender completed, BAM Nutall identified as preferred contractor; 5. Value engineering exercise undertaken, scheme including ancillary costs can be funded within overall £23.2m budget; 6. Business case for £10m approved by DfT Aug 2018; 7. Construction started Jan 2019 and was completed in Oct 2020; 8. Funding from the Ports Infrastructure Fund secured to enable connections between the end of the Port Access Road and the Port land to be provided.
LGF Infrastructure (SELEP & C2C funded)	Newhaven Flood Alleviation Scheme	2016/17	2017/18	0.3	0.8	0.4				1.5	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. Majority of works now complete - only substantive work remaining is completion of rail flood barrier infrastructure in Area 1, and whilst the appropriate outline design approvals have not been received from Network Rail, verbal confirmation that they have been agreed in principal has been provided; 7. Some civil works undertaken in Nov 2020, and rail possessions booked in Dec 2020 and Mar 2021.
LGF Infrastructure	Exceat Bridge (removed from LGF programme)	-	-							0	WITHDRAWN. 1. £2.6m secured from ESCC capital programme plus £2.1m LGF-3B funding (business case approved by SELEP Jul 2020), however further funding required to plug a funding gap of approx £3m; 2. Project unable to plug funding gap so does not meet LGF funding conditions; 3. LGF allocated to the scheme has been returned to the LGF pipeline, confirmed at the Sep 2020 Accountability Board meeting.
										TOTAL	11.5

Pan LEP											
LGF Pan-LEP	Housing Regeneration Project (Hastings)	2016/17	2017/18			0.667				0.667	COMPLETED. 1. Offer of £2m LGF from original £10m ask was made as part of the Growth Deal 'expansion' in Jan 2015; 2. Pan-LEP project includes Hastings, Thanet & Tendring so the East Sussex share of the £2m is approx £666k; 3. Bid documents recast to reflect £2m offer, revised business case approved at Feb 2017 Accountability Board; 4. Hastings BC partnered with Amicus Horizon in a major intervention programme, 'CoastalSpace', involving acquisition & refurbishment of properties in St. Leonards; 5. A new property was selected following destruction of the property originally identified in the business case, approved by Sep 2017 Accountability Board; 6. Grant agreement between ESCC & HBC signed Nov 2017 and the property purchased; 7. All LGF funds have now been defrayed to the project partner; 8. Housing association Optivo has taken possession of the property and is developing a plan for full refurbishment to create 16 social housing units as part of the CoastalSpace programme.
										TOTAL	0.667

LGF Skills / Skills Capital and Equipment Funds											
East Sussex College Group	Refurbished Science Facilities	2016/17	2017/18		0.16					0.16	COMPLETED. 1. East Sussex College awarded £159,400 towards total project costs of £478,320 (33%) in Round 1 for refurbishing the reception/hub of the new STEM Centre and an alteration to the existing Science Laboratory at their Lewes campus; 2. Work completed so now in delivery; 3. Due to negotiations with builders/subcontractors, overall costs reduced, so SELEP's 33% contribution also reduced to £80k resulting in a surplus of £79,440; 4. SELEP Accountability Board agreed Jan 2017 that the college could utilise the £79k underspend for their broader project, enhancing the first floor laboratory, subject to full application and approval by the Board; 5. Application for £39,515 approved by Accountability Board May 2017, with remaining unused funds returned to LGF programme for later allocation.
East Sussex College Group	Specialist Equipment for STEM Centre	2016/17	2017/18		0.075					0.075	COMPLETED. 1. Specialist industry-relevant equipment supporting a new STEM Centre enabling delivery of 35 new apprentices per annum in Laboratory Technician, Science Manufacturing Technician, Laboratory Scientist and Science Industry Maintenance Technician qualifications from 2017/18; 2. East Sussex College has now made the final claims for this scheme.

Plumpton College	Skills for Rural Business post-Brexit	2019/20	2020/21					0.384	1.034	1.5	2.918	1. LGF-3B allocation agreed by 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. Progress against the main elements is as follows: (a) Finance: the college financial year ended on 31 Jul 2020 and a small operating surplus was made; this is highly significant and ensures a wider opportunity of choice for borrowing requirements; (b) Planning: obtained full planning permission with SDNPA planning committee voting unanimously in favour of the application and several members expressing very complimentary views of the scheme and the benefits; the process undertaken will significantly reduce risk by bringing forward many of the preliminary elements such as archaeology survey works ahead of main contractor procurement; (c) Main contractor procurement: almost finalised full QS cost plan against which the tender will be set; work underway to align the specification with the budget and so far remains within budget; Plumpton is appraising a local development framework as a potential source of procurement; 4. Project had experienced a degree of cost escalation as procurement work continues, identifying a funding gap of £1.4m, so applied for additional SELEP LGF Covid Response funding; 5. 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; 6. The additional LGF and project change request was approved at the 12 Feb 2021 SELEP Accountability Board; 7. Project programme on track for estimated completion and spend of LGF elements by Dec 2021.
Plumpton College	Science & Engineering for Tree Management	2016/17	2017/18					0.14			0.14	COMPLETED. 1. Scheme complete and fully claimed.
Plumpton College	Growing Apprenticeship & Skills Training in Engineering	2016/17	2017/18					0.088			0.088	COMPLETED. 1. Scheme complete and fully claimed.

TOTAL 3.38

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 to be considered at Jul 2021 SELEP Accountability Board; 6. 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 - building is water tight and boilers replaced; 4. Work also started on additional building work for phase 2 including re-pointing, stud walling and restoration of front door; 5. Anticipated completion date and opening of ground floor May 2021, subject to Covid-19 restrictions; 6. Upper floor due to be completed Summer 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; 7. Grant agreement for project being finalised; 8. Anticipated project completion Mar 2022.

GBF	Observer Building, Hastings (Phase 1b)	2020/21	2021/22						0.93	0.783	1.713	1. Funding awarded at Oct 2020 SELEP Accountability Board; 2. GBF investment will significantly accelerate the full redevelopment of the 4,000 sqm Observer Building, which has been empty and increasingly derelict for 35 years, into a highly productive mixed-use building, creating new homes, jobs, enterprise space and support; 3. Tender returns received and a contractor appointed; 4. Work has commenced onsite; 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 designed, installed and commissioned, east apse roof work complete, flooring in Bistro complete, Floral Hall dance floor restored, toilets completed, Bistro Bar decoration complete, Floral Hall bar complete, hot water system for toilets and kitchen installed and commissioned; 4. Project completion expected by Mar 2022.
GBF	Riding Sunbeams	2020/21	2021/22							2.528	2.528	1. Funding awarded at Nov 2020 SELEP Accountability Board; 2. GBF funding will develop the route to market for the world's first MW scale solar farm directly powering the DC railway network; 3. Project team appointed; 4. Concept design completed to provide planning amendments, agreed the scope and to provide design for tender pricing; 5. Feasibility study completed on the cable route; 6. Planning consultants appointed; 7. Network Rail CRD is 95% agreed; 8 Grant agreement for project being finalised; 9. Anticipated completion of Riding Sunbeams element of the project is 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. Anticipated project completion Jul 2021.
GBF	UTC Maritime and Sustainable TechHub	2020/21	2021/22							1.3	1.3	1. Funding awarded at Nov 2020 SELEP Accountability Board; 2. GBF funding will allow conversion of the former UTC@harbourside building into an education-led skills training centre with commercial workspace for SMEs specialising in the marine sector; 3. Initial Heads of Terms have been received; 4. Continued refinement of National Maritime business case has taken place; 5. Initial feasibility work has been undertaken; 6. Grant agreement for project being finalised.
TOTAL											11.18	

Growing Places Fund - loan funding

GPF (Round 2)	Eastbourne Fishermen's Quay (GPF)	2017/18	2018/19						0.575	0.575	1.15	1. Project approved at Dec 2017 Accountability Board; 2. Before land purchase could be completed Carillion went into administration and Administrators sold the freehold to Premier Marinas who were not willing to sell it on; 3. As an alternative the lease of the land over 75 years with peppercorn rent was offered, presenting a feasible option to enable 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, GPF repayment profile is due for a decision at 3 Jul SELEP Accountability Board; 8. Repayments commenced and first £0.25m repayment made in Q4 2020/21.
GPF (Round 2)	Charleston Centenary	2017/18	2018/19						0.12		0.12	COMPLETED. 1. Physical outputs comprise a new café-restaurant facility in the converted Threshing Barn with more than twice the covers of the previous café, an auditorium and education space in the adjoining converted Hay Barn and completely new Wolfson gallery spaces with retail foyer; 2. To support these developments there is improved separate access to the Charleston site and a significantly enlarged and improved car park with landscaping; 3. GPF elements of scheme complete - Charleston Centenary has met forecast jobs figure for the project and monitoring continues for post-delivery benefits realisation; 4. Project updates indicate that completion of the project has enhanced the potential for secondary spend and offers a new attraction to the Charleston site which is independent of the house, potentially appealing to a wider market; 5. Due to the substantial financial impact of Covid-19 to the charity, the project was granted flexibility on the GPF loan repayments, and a revised repayment schedule was approved at the Jul 2020 Accountability Board.

GPF (Round 3)	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. LMSMED approval given Jul 2020 to enter into loan agreement with White Rock Neighbourhood Ventures Ltd, and business case approved at Sep 2020 Accountability Board; 3. Planning permission granted Sep 2020; 4. Loan agreement finalised Dec 2020 for project to draw down loan funding; 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 has commenced on a Pre-Contract Services Agreement with 8Build so they have been 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 will receive a funding decision at 3 Jul 2021 SELEP Accountability Board.
GPF (Round 3)	Barnhorn Green, Bexhill	2020/21	TBC							1.75	1.75	1. Loan to fund delivery of Commercial and Healthcare Development project (Phase 1) at Barnhorn Green in Bexhill; 2. LMSMED approval given Jul 2020 to enter into loan agreement with Rother DC; 3. Business case submitted to SELEP ITE for Gate 1 review Nov 2020; 4. Business case and GPF funding approved at 12 Feb 2021 SELEP Accountability Board; 5. Minor delays experienced due to Local Planning Inspectorate and it is anticipated to set programme back for scheme commencement in Dec 2021.
										TOTAL	4.77	

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

C2C LGF	Newhaven Eastside South	2016/17	2020/21		0.4	1.2					1.6	COMPLETED. 1. Work on Eastside South is complete and fully let, despite the impact of Covid-19.
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 now opened with a formal launch planned for mid-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 the 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	COMPLETED. 1. Grant supported the various parts of the Centenary project including facilities for the barn renovation, specialist catering and exhibition equipment and landscaping of the grounds to help attract over 50,000 visitors per year and introduce them to Charleston's cultural offer.
										TOTAL	6	

Revenue Funds - SELEP Sector Support Fund												
SSF	Planning and prioritising future skills, training and business support needs for rural businesses across SELEP (Lead: Plumpton College)	2019/20	2020/21					0.096		0.096	COMPLETED. 1. All outputs have been delivered; 2. Final report has been published.	
SSF	Coastal Communities Supplement to the SELEP Strategic Economic Plan (Lead: Hastings Borough Council)	2019/20	2020/21					0.04		0.04	COMPLETED. 1. Project now fully complete; 2. A revised Grant Agreement has been issued and is awaiting signature.	
SSF	Creative Open Workspace Masterplan and Prospectus (Lead: East Sussex County Council)	2019/20	2020/21					0.049		0.049	SECEN Prospectus: 1. A holding draft version is currently in design phase; 2. Content will reflect the period of uncertainty in the face of the pandemic and will be revisited in the future. SECEN Creative Open Workspace: 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 Creative Opportunity Zone (COZ) papers approved, now in development; 5. First pilot workspace project in East Sussex under consideration to pursue. PCR request submitted for extension to timeline.	
SSF	Accelerating Opportunities Within the Newhaven Enterprise Zone (Lead: Lewes District Council)	2019/20	2020/21						0.115	0.115	1. Project Change Request submitted to extend the timeframes due to Covid; 2. Once approved an appropriate Grant Agreement will be issued.	
SSF	Building Back Better (Lead: Orbit Housing Association)	2020/21	2021/22							0.192	0.192	1. Project approved at Dec 2020 SELEP Strategic Board; 2. Grant agreement signed by ESCC and awaiting signature by SELEP - once signed a Grant Agreement can be issued to the Lead Partner.
SSF	Accelerating Nature-based Climate Solutions (Lead: East Sussex County Council)	2021/22	2022/23							0.135	0.135	1. New project approved at the Mar 2021 SELEP Strategic Board meeting; 2. Grant Agreement with Legal for signing.
										TOTAL	0.63	