

## Agenda item 9

### Additional updates & stakeholder reports

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## East Sussex Economy Recovery Plan

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

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

### Top Headlines

- **A total of circa £170.7m is being invested into East Sussex as a result of the Economy Recovery Plan**, which is a combination of £136.23m newly secured monies and £34.45m aligned from ongoing monies committed or already secured from external resources to support the survival, reset, recovery and growth of businesses in East Sussex. This is up substantially from the initial £45m investment outlined in Sep 2020.

### Mission 1: Thinking local, acting local

- The BES Steering Group has agreed a list of seven priorities for the medium/long term as we move beyond immediate covid-related needs – productivity; innovation; net zero; business support ecosystems; international trade; skills for business (including digital adoption); and access to finance.
- Research into the Tech Sector commissioned.
- Community Renewal Fund (CRF) 'Innovation Masters programme' launched in Jan 2022 and will run to Jun 2022, to improve the productivity of the county's micro-business community through masterclasses, workshops and roadshows.

### Mission 2: Building skills, creating jobs

- Skills East Sussex (SES) have agreed priorities for 2021-2030, and the sector-based task groups are now developing action plans to address.
- Plumpton College and East Sussex College are on track to maximise their Adult Education Budget grant; the Sector-based Work Academy Programmes (SWAPs) are proving to be a successful recruitment tool with employers; progress being made in Strategic Development Fund (SDF) programmes to support changing workforce training requirements for Net Zero goals and the Green economy.
- At Plumpton College, new Strategic Industry Liaison Boards have been established for Viticulture, Agriculture, Environmental Management and Horticulture, all informing curriculum intent, careers advice and new curriculum development.
- The University of Brighton's School of Business and Law has secured the Small Business Charter and will be delivering the Help to Grow East Sussex offer for SMEs which will directly support business recovery and growth. UoB continues to work with businesses to embed innovation knowledge and skills, including

hydrogen research and management Knowledge Transfer Partnerships. Entrepreneurship training also continues with additional resource secured through Santander Universities Partnership to encourage student and graduate start-ups.

- The Careers Hub has launched the Effective Transitions Fund programme 'Steps to Success' for year 10 pupils persistently absent from school and at risk of becoming NEET, to provide careers-related interventions and supported work experience placements.
- CXK successfully awarded a £2m ESF NEET contract to deliver 'Step Up' across the SELEP area until Mar 2023, for young people aged 16-24 at risk of NEET. Circa £210k forecast for East Sussex, involving partners Crossland & Dudson, Heathercroft and Wealden Works.
- Moving On Up launched, an employment support programme for residents in temporary or supported housing, led by ESCC and delivered in partnership with Sussex Council of Training Providers (SCTP) and Sussex Community Development Association (SCDA).
- Community Renewal Fund (CRF) 'Minding the Gaps' project launched in Jan 2022 and will run to Jun 2022, aiming to support participants into employment by addressing gaps in the current employment, learning and skills support provision.
- DWP National Way to Work scheme launched Jan 2022.
- Sussex Chamber of Commerce 'Local Skills Improvement Plan' (LSIP) progressing and due to be launched in Mar 2022.

#### Mission 3: Fast-forwarding business

- Everyday Creativity Project complete. Luma youth social media project with young people is extended with Public Health investment – 54 young people were engaged, 94 rough sleepers, 112 residents and staff in Care Homes, 55 Personal Assistants and 75 people either unemployed or on furlough.
- Sussex Modern, South Downs National Park Authority (SDNPA) and pan-Sussex group working together on commissioning segmentation research to identify overseas markets to target for tourism promotion. This is part of the Community Renewal Fund programme which sees this project launch a high-impact tourism campaign including pilots and research to create a global brand for wine and cultural tourism.
- RE-VIVE programme delivered by Sussex Modern with the support of Visit Kent and Southend BC; grants are currently being defrayed with consultation events having taken place in Feb 2022.
- East Sussex Art Teachers Network (ESATN), led by Polegate Primary School, has established connections with Ditchling Museum and Hastings Contemporary.
- Draft conclusions from the Same As It Never Was Programme Report (led by Priority 154) suggest an increased focus on cultural provision for youth providers outside of school; additional support for freelance creatives/educationalists; and a greater awareness of the role of creativity and culture for children's and young people's service leads and commissioners.

#### Mission 4: Better places, fuller lives

- All actions now closed, with work now best delivered by ongoing processes like Local Plans or with matters simply now adopted as 'business as usual'.

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

- Evaluation of school streets schemes has identified three schools for further work to develop longer term permanent school streets solutions rather than being run on a volunteer-led basis. Initial workshops with schools and local communities held in Feb 2022.
- Eastbourne Town Centre Phase 2a scheme (Terminus Road: Bankers Corner to Langney Road/Bolton Road) due to commence Apr 2022.
- The East Sussex Environment Board finalised the [East Sussex Climate Emergency Road Map](#), which covers the period 2022-25 and which was endorsed by TES in Jan 2022.
- Electric vehicle charging infrastructure: the public sector SPACES partnership is working up a common prioritised list of potential EV charge points in the county.

- Business support: the LoCASE and Clean Growth programmes remain on target with support to businesses through a range of one-to-one, training and grants.
- Housing: the East Sussex fuel poverty partnership continues to deliver the BEIS-funded LAD1B (Local Authority Delivery phase 1B) programme of support to 182 households, with completion due in Apr 2022. There remains a key gap in national and local delivery of a programme to reduce carbon from the able-to-pay domestic housing market.

#### Mission 6: The future is digital

- The IT for You At Home project completed its four-month pilot at the end of Dec 2021. Over 100 devices were loaned out to clients from the five referring organisations, with project funding extended to the end of Aug 2022.

#### Grants distributed through Borough and District Councils

- Three grant schemes were originally made available from the Government in 2020 to support businesses through the pandemic, all distributed through our Borough and District Councils. These were the *Small Business Grants Fund (SBGF)*, the *Retail, Hospitality & Leisure Business Grants Fund (RHLGF)* and the *Local Authority Discretionary Grants Fund (LADGF)*. All three schemes closed in Aug 2020.
- Two more grant schemes were announced in Oct 2020 – the *Local Restrictions Support Grant (LRSB)* and the *Additional Restrictions Grant (ARG)*. The LRSB, which also included Christmas Support Payments, ran until Jun 2021. The ARG has remained active, with a series of ‘top-up’ payments being made to local authorities from Government (the most recent in Jan 2022).
- A sixth grant support scheme, the *Restart Grant*, was opened in Apr 2021 and closed in Jul 2021.
- Finally, the *Omicron Hospitality and Leisure Grant (OHLG)* was launched in Dec 2021. The scheme will close for applications on 18 Mar 2022 and all final payments must be made by 31 Mar 2022.
- The following table shows that our local authorities have distributed over **£250 million** to businesses in East Sussex through these Government support schemes.

|                       |          | Eastbourne BC      | Hastings BC        | Lewes DC           | Rother DC          | Wealden DC         | East Sussex Totals  |
|-----------------------|----------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| <b>SBGF and RHLGF</b> | (volume) | 1,481              | 1,740              | 1,780              | 2,194              | 3,561              | <b>10,756</b>       |
|                       | (value)  | £18,680,000        | £20,235,000        | £21,685,000        | £24,985,000        | £41,265,000        | <b>£126,850,000</b> |
| <b>LADGF</b>          | (volume) | 158                | 114                | 157                | 130                | 304                | <b>863</b>          |
|                       | (value)  | £1,120,750         | £1,152,988         | £1,265,000         | £1,454,750         | £2,651,000         | <b>£7,644,488</b>   |
| <b>LRSB</b>           | (volume) | 4,022              | 4,123              | 2,964              | 5,159              | 4,648              | <b>20,916</b>       |
|                       | (value)  | £11,125,655        | £11,024,780        | £8,126,348         | £11,563,254        | £24,768,382        | <b>£66,608,420</b>  |
| <b>ARG</b>            | (volume) | 1,201              | 555                | 775                | 1,276              | 1,961              | <b>5,768</b>        |
|                       | (value)  | £3,023,355         | £3,173,833         | £3,134,525         | £3,018,673         | £5,313,758         | <b>£17,664,144</b>  |
| <b>Restart Grant</b>  | (volume) | 818                | 849                | 584                | 854                | 940                | <b>4,045</b>        |
|                       | (value)  | £6,441,387         | £5,770,089         | £4,226,715         | £6,114,745         | £7,176,063         | <b>£29,728,999</b>  |
| <b>OHLG</b>           | (volume) | no data            | 238                | no data            | 115                | 130                | <b>483</b>          |
|                       | (value)  | no data            | £746,723           | no data            | £408,020           | £456,022           | <b>£1,610,765</b>   |
| <b>Totals</b>         | (volume) | <b>7,680</b>       | <b>7,619</b>       | <b>6,260</b>       | <b>9,728</b>       | <b>11,544</b>      | <b>42,831</b>       |
|                       | (value)  | <b>£40,391,147</b> | <b>£42,103,413</b> | <b>£38,437,588</b> | <b>£47,544,443</b> | <b>£81,630,225</b> | <b>£250,106,816</b> |

Table showing the number of grants paid to businesses by each local authority in East Sussex and the value of those grants. Data taken from the [Gov.UK website](https://www.gov.uk), updated 10 Feb 2022.

## Funding programmes: latest updates

(ESCC officer contacts: [Zoe England](#), [Alex Colbran](#) and [Marwa Al-Qadi](#))

#### UK Community Renewal Fund (CRF)

- Grant Funding Agreements between the County Council and the five project deliverers are now in place and projects have commenced.

- ESCC has set up a monthly Monitoring and Claims Process; officers are currently gathering and evaluating information relating to activity/spend.
- Government has confirmed that they will require ESCC to submit an Interim Report on UKCRF in Mar 2022; officers will work with project deliverers to complete the submission in the requested format.

#### Getting Building Fund (GBF)

- The *Charleston Access Road*, *Winter Garden* and *Observer Building* projects are all expected to complete their spend of GBF funding by the end of Mar 2022. This will bring the total spend on completed GBF projects in East Sussex to over £4m.
- GBF funding has now also been awarded to two additional East Sussex projects that were sat on the GBF pipeline, approved by the SELEP Accountability Board in Feb 2022:
  - Food Street, Eastbourne (£100k to support bringing commercial units back into use).
  - Seven Sisters Country Park Visitor Infrastructure Uplift (£200k to add retail space and warden accommodation to the wider project).

#### Local Growth Fund (LGF)

- Eastbourne Fishermen's Quay Phase 2 and 3, which includes their Visitor Centre, is on track for completion by end of Mar/early Apr 2022.
- At Plumpton College, the steel frames for the agri-food building project (Skill for Rural Businesses) are being erected on 8 Mar 2022.
- The Queensway Gateway Road project remains on SELEP's high-risk register, meaning update reports are being taken regularly to the SELEP Accountability Board, with the latest update presented at the 11 Feb 2022 meeting. The Accountability Board will be given a further update on the project, with updates to the project delivery plan and associated milestones, at its meeting on 29 Apr 2022.
- SELEP and ESCC are also focusing on completing the LGF Benefits Realisation reporting to Government with delivery partners of completed Local Growth Fund schemes to demonstrate both the benefits realised from the programme as a result of the investments and as part of their lessons learnt on the programme delivery.

#### Growing Places Fund (GPF)

- In Feb 2022 delivery partner Sea Change Sussex made the final repayment of their GPF loan back to the GPF pot for the North Queensway (Hastings) project, plus a repayment as planned on Sovereign Harbour (Eastbourne).
- Many of the GPF projects across the SELEP area received flexibility on their loan repayment profiles in 2020/21 as a result of the covid impacts on the schemes, including several projects in East Sussex. All of the East Sussex projects are now successfully meeting their revised repayment schedules.

## **Transport Infrastructure and Major Projects**

(ESCC officer contacts: [Jon Wheeler](#) and [Rebecca Newby](#))

### **1. Introduction**

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

### **2. Strategic Road Network (SRN)**

#### A27 smaller scale interventions

- 2.1 National Highways (formerly Highways England) announced a package of smaller scale interventions for the A27 east of Lewes in Sep 2017 following the inclusion of the scheme in the Government's Roads Investment Strategy 2015–20. These interventions comprised:
  - capacity improvements at Polegate comprising two lanes in both directions from Cophall to an enhanced A27/A2270 traffic signal junction;

- improved capacity at Drusillas roundabout;
- safety improvements at Wilmington crossroads;
- new shared use path along the A27;
- a new path from Drusillas to Berwick station, new/upgraded crossings at Wilmington, Selmeston and Firle.

2.2 Construction of the improvements at the A27/A2270 junction, which also includes changes to the A27 junctions with Brown Jack Avenue and Gainsborough Lane, as well as the widening from the junction up to Cophall roundabout, commenced Jun 2020. These improvements were completed in late-Jan 2022. Construction work at the Berwick roundabout near Drusillas, subject to landscaping work on the roundabout, has been substantially completed.

2.3 Work on the Wilmington safety improvements started in Sep 2021 and are nearing completion. A new signalised pedestrian crossing (and associated works) is currently being installed near Firle whilst work on the remaining section of the shared footway/cycleway will start again in Mar 2022 and is due for completion by the end of 2022. More details on the package of smaller scale interventions and their progress are available at [nationalhighways.co.uk/our-work/south-east/a27-east-of-lewes](https://nationalhighways.co.uk/our-work/south-east/a27-east-of-lewes).

#### A27 East of Lewes Study

2.4 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 LEAs, for a study to look at a new dual carriageway route between Lewes and Polegate. The National Highways commissioned study looking at these potential new route options was completed in May 2018.

2.5 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.

2.6 The outcomes of the final study fed into the Department for Transport (DfT) as part of the development of the Roads Investment Strategy 2 (RIS2), which sets out the investment that Government will be making in the Strategic Road Network (SRN) and that National Highways (NH) will be expected to deliver during the second road period between 2020 and 2025.

2.7 RIS2 was published in Mar 2020 and identified further work to be undertaken on developing proposals for the A27 between Lewes and Polegate as a potential pipeline scheme for construction between 2025 and 2030. This further work is being managed by NH, and we are making contact with their project team regarding the scope of the study and stakeholder input.

2.8 The A27 Reference Group will play an important part in providing that single voice to NH and Government on the case for this much-needed investment in a more comprehensive solution for the A27 to Lewes that improves the economic connectivity of Eastbourne and South Wealden. It will be equally important to ensure that the scheme is also included in the recommended interventions identified through the Transport for the South East (TfSE) Strategic Investment Plan, which is being informed by the outcomes of the various areas, including the one for the Solent and Sussex Coast area.

#### A21

2.9 Improvements to the A21 Kippings Cross to Lamberhurst, Flimwell and Hurst Green sections were identified in our submission to Government as priorities for inclusion NH's second RIS. None of these projects were eventually included, but the RIS did identify the development of a package of road safety improvements for the A21 corridor.

2.10 NH commenced work on the safety package study in early 2021, looking at a holistic approach for improving safety along the A21 corridor north of Hastings by reducing the overall variability of speed limits along the route, thus creating a more consistent driving experience, affecting driver behaviour and increasing compliance. Visit [nationalhighways.co.uk/our-work/south-east/a21-safety-package](https://nationalhighways.co.uk/our-work/south-east/a21-safety-package) for more information.

2.11 Despite not being included in RIS2, we will continue to develop the case for further improvements to the A21 with TfSE through their South East area study and seek inclusion of the schemes in their emerging Strategic Investment Plan for the geography, as well as ensure they are considered in the next iteration of NH's Route Strategies.

### 3. Major Road Network (MRN)

3.1 Following Government consultation in early 2018, Government announced its final Major Road Network (MRN) in Dec 2018. The MRN comprises the most economically important 'A' class local authority managed roads, sitting between the NH-managed Strategic Road Network (SRN) and the local road network.

3.2 In East Sussex the following roads have been included in the MRN:

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

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

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

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

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

#### A22 Corridor Package

3.6 East Sussex has developed an initial £35m outline business case, including a 15% local contribution from development contributions and CIL monies, for a package of junction improvements on the A22 Corridor in South Wealden. This is an early entry MRN scheme for commencement before Apr 2023.

3.7 This package of improvements has been identified in the Wealden Local Transport Plan Study (2018) as infrastructure required to support the current and planned housing and employment growth in the Wealden Local Plan; it includes:

- Boship roundabout;
- Hempstead Lane;
- A295 (Eagles) South Road roundabout;

- A27/A22 roundabout;
- A22 Golden Jubilee Way/Dittons Road roundabout.

- 3.8 The outline business case (OBC) was submitted to DfT in Jul 2019. Following ongoing engagement with DfT throughout 2020, further transport modelling work is now being undertaken to inform a revised OBC. A public consultation on the proposals took place between Jul and Sep 2021.
- 3.9 Some of the key issues raised during the consultation concerned the need for additional improvements for walking and cycling in and around the A22 corridor; this also supported the Government guidance that MRN schemes needed to consider/include measures supporting their Bus Back Better and Gear Change Strategies. A number of potential additional walking, cycling and public transport interventions have been identified from the comments made during the consultation but also the Local Cycling and Walking Infrastructure Plan evidence base for the area and the East Sussex Bus Service Improvement Plan.
- 3.10 The consultation outcomes will be presented to ESCC's Lead Member for Transport and Environment on 14 Mar 2022, and will then be fed into the revised outline business case for submission to DfT at the end of Mar 2022 (albeit we are sending technical documents through to officials for comment on an ongoing basis).

#### A259 South Coast Road Corridor

- 3.11 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.
- 3.12 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.
- 3.13 The commissioning of a local study was delayed to follow-on from the TfSE Solent and Sussex Coast area study (formerly known as the Outer Orbital Study). Therefore, the detail of the package and the content of the Strategic Outline Business Case (SOBC) will be informed by the TfSE study, which will look at strategic interventions, and our own study which will look at more localised interventions. WSP was commissioned in May 2021 to undertake the local study and this, alongside the development of the SOBC, will be completed by Apr 2022.
- 3.14 Stakeholder workshops were initially held in Oct 2021 to ask stakeholders about the issues, challenges and opportunities along the corridor. A second series of workshops took place in Jan 2022 to seek views on the long list of schemes and stakeholder priorities to inform the further sifting and shortlisting process. A final round of workshops scheduled for Mar/Apr 2022 will present the study outcomes and preferred package.
- 3.15 Subject to Government approval of the SOBC, further work will be required to progress to the Outline Business Case and then Final Business Case stages, which can take up to a further two to three years to complete.

## **4. Rail**

### High Speed Rail

#### *Economic Impact*

- 4.1 A 2017 study into the economic impact of High Speed rail into East Sussex, commissioned by East Sussex, Hastings, Rother and Eastbourne, identified that High Speed rail would be a potential game changer for the local economy and will:
- transform the connectivity and image of the area with reduced journey times;
  - support growth in London and the South East with improved connectivity with the capital critical to economic prosperity;

- act as a catalyst for economic growth attracting investment and ensuring the area is a more desirable place to live and work leading to lower out-migration of skilled labour and in-migration of higher earners.

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

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

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

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

#### Kent and East Sussex Rail Connectivity pre-GRIP study

4.5 Network Rail (NR) announced in Feb 2020 that they would be undertaking the Kent and East Sussex Rail Connectivity pre-GRIP study. Funded by DfT and ESCC, the study commenced in Sep 2020 and looked at four options to potentially improve rail connectivity to the Kent and East Sussex coast – two options in Kent (for Thanet and Dover/Folkestone) and the following two options in East Sussex relating to Hastings/Bexhill/Eastbourne:

- partial line speed improvements between Rye & Ore and Bexhill & Hampden Park; use of bi-mode diesel or battery trains; and
- full scale line speed improvements; Marshlink third rail electrification; diversion of A259 at Star/Guldeford level crossings; electric trains.

4.6 The study was completed in Apr 2021 and set out the costs, economic benefits, strategic case, indicative construction timescales and level of disruption to passengers – this has been used to inform the Strategic Outline Business Case (SOBC). NR undertook a series of briefings with MPs, local Councillors and officers, and local rail groups on the outcomes of the study and content of the SOBC. In summary, the study and SOBC identifies that whilst the economic case is less strong for the East Sussex options (high benefits offset by high costs) compared to the Kent options, the strategic case for our options is a lot stronger.

4.7 NR has submitted the SOBC to DfT for their consideration and it will be for them to provide direction on what option(s) should be progressed, if any. This project is not currently on the national priority list of rail projects. Therefore, the County Council and various other stakeholders submitted letters of support to Government in Aug 2021, setting out why High Speed rail in East Sussex should be a priority for investment. We still await the Government's response.

#### Williams-Shapps Plan for Rail White Paper

4.8 The Government published the [Williams-Shapps Plan for Rail](#) White Paper in May 2021, setting out its proposals for reform and restructuring of the rail industry.

4.9 The White Paper contemplates a raft of reforms across all aspects of the rail industry, including:

- The creation of a new public body, Great British Railways (GBR) as a single “guiding mind” to own infrastructure, receive fare revenue, run and plan the network and set most fares and timetables; from a practical perspective, the White Paper anticipates that Network Rail, along with relevant functions of the Rail Delivery Group and DfT, will be absorbed into GBR;
- The establishment of a new, unified brand and identity across the whole system, with national and regional sub-identities;



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

4.10 Whilst the GBR Transition Team has now been established, the implementation of certain reforms may take several years, particularly where new or amending primary legislation is required, and/or to provide time for the expiration of existing 'legacy' franchise commitments.

#### Brighton Mainline – Croydon remodelling

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

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

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

#### Uckfield Line

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

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

## **5. Aviation**

### Gatwick

5.1 The consultation on Gatwick's Masterplan closed in Jan 2019, and included proposals for the potential use of the standby runway by smaller aircraft for departures only (e.g. A321s, 737s, with larger aircraft departing from the main runway and all aircraft arriving on the main runway) to increase the overall capacity of the airport.

5.2 Gatwick initially commenced the Development Consent Order (DCO), which follows a six-stage process, in 2019 to enable the use of the standby runway. This would involve adjusting the distance between the standby and main airfield taxiway by 12m, requiring a new pier location, hangar and ancillary development, and assessments of impacts including flood risk, surface access improvements and car parking.

5.3 Gatwick submitted an Environmental Impact Assessment (EIA) scoping report to the Planning Inspectorate (PINS) in Sep 2019, who subsequently consulted key stakeholders, including the County Council, on what should be included in the EIA. Gatwick had proposed to undertake a more detailed consultation with local authorities, lasting several months, from Mar 2020 as part of the pre-

application stage of the DCO. However, in Mar 2020 Gatwick announced that the DCO process would pause and the consultation would be delayed owing to the Covid-19 pandemic.

5.4 Gatwick restarted work on progressing the DCO for their northern runway proposals in Spring 2021 and undertook a 12-week consultation on these proposals between Sep and Dec 2021. As the DCO process is at the pre-application consultation stage, the purpose of the consultation was to provide technical feedback and a critical analysis of the proposals, impacts, assessments and mitigation, so that the applicant can refine their application as much as possible. A copy of the County Council's response to the consultation is available at [ESCC Response to Gatwick Northern Runway PEIR Consultation](#).

5.5 Should the principle of the development be acceptable, it will be at the next stage that a more detailed and formal application will be made to the Planning Inspectorate (expected summer/autumn 2022) followed by an examination of the DCO (expected mid 2023).

#### Gatwick Rail Station

5.6 A £150m upgrade of Gatwick Airport station to increase capacity, improve accessibility, provide a better journey experience and improve train performance started in May 2020.

5.7 The project is being managed by Network Rail in partnership with DfT and Govia Thameslink Railway (GTR) and is being delivered by Costain. Gatwick Airport Ltd and Coast to Capital LEP are co-funding the project with £37m and £10m respectively. GTR, the company that operates Gatwick Express, Thameslink and Southern services, is operating a dedicated timetable during the project.

5.8 Stage 1 works involved the closure of Platform 7 and was completed in Nov 2020. Stages 2 and 3 are currently in progress. The key remaining dates for the scheme are:

- Stage 2 - Platforms 5 & 6 closed: Nov 2020 – May 2022
- Stage 3 - Platforms 3 & 4 lift and staircase installed: Sep 2020 – Mar 2023
- Stage 4 - concourse work: Sep 2021 – Mar 2023
- Completion of remainder of the work: Sep 2023

5.9 Updates on the progression of the scheme are available on the [Network Rail website](#). You can also view a [time lapse video of progress](#).

## **6. Infrastructure to Unlock Jobs and Homes**

### North Bexhill Access Road (NBAR)

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

### Queensway Gateway Road (QGR)

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

#### *Signalised connection to A21*

6.3 In light of the delays encountered with the required acquisition of land for the final section of the road, a signalised connection has been developed which involves the introduction of traffic lights at the junction between the A21 and Junction Road: [Queensway Gateway/A21 junction details](#). The delivery of this connection will maximise the employment benefits of the scheme already realised through the substantial section of QGR which is already complete and will resolve existing traffic congestion, particularly along The Ridge.

6.4 National Highways (NH) has provided in-principle technical approval of the modelling aspect of the scheme and the Stage 1 Road Safety Audit has been completed and signed off. A full package of plans and detailed designs of the scheme, including a Stage 2 Road Safety Audit, will need to be submitted to NH and ESCC for final approval. Subject to the design work being acceptable, approval from both highway authorities should be forthcoming in Spring 2022.

6.5 To enable use of the signalised connection, a permanent Traffic Regulation Order (TRO) also needed to be progressed to prevent traffic using Junction Road and enable the signalised junction to operate

safely and efficiently. This TRO was considered by the County Council's Planning Committee in Oct 2021. The three objections received were not upheld and the TRO was approved by the Committee.

- 6.6 The recently undertaken Stage 1 Road Safety Audit also highlighted the need for a TRO to support the prohibition of parking along sections of Whitworth Road (being used as part of the Gateway Road) where it will cause a road safety issue, and a TRO to introduce speed limits. The processing of the TROs is reliant on receipt of the necessary information to draft the Order; this information is expected to be provided by Sea Change Sussex (SCS) in Mar 2022. The TROs will be processed in a timely manner and will be subject to statutory and public consultation. Any unresolved objections would need to be considered by the County Council's Planning Committee.
- 6.7 The s278 legal agreement between ESCC, NH and SCS to enable works to take place on the highway is being progressed; this needs to be in place before construction can commence. SCS has advised that the expected programme for delivery of the signalised connection is six weeks with an additional two-week contingency. Based on the estimated timescales for the approvals process and the delivery programme, it is currently anticipated that the signalised connection will be constructed and completed, at the earliest, by mid-2022. However, opening the route to traffic will be subject to the three TROs (to close off Junction Road, to introduce parking restrictions on Whitworth Road and to introduce speed limits) having all been sealed.

#### *Permanent connection to A21*

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

#### Newhaven Port Access Road (NPAR)

- 6.10 NPAR is an integral part of Newhaven Enterprise Zone, which came into effect in Apr 2017, and is identified within the ESCC Council Plan as a key priority for driving sustainable economic growth.
- 6.11 The first phase of the road was completed by a developer in 2015, with the County Council completing the route with a bridge over the Newhaven–Seaford railway line and Mill Creek, taking the road into port land to the south and ultimately linking into the East Quay area.
- 6.12 Following a 20-month construction period, the scheme was completed in Oct 2020. The total cost of the scheme was £23.2m (£13.2m from ESCC and £10m LGF).
- 6.13 The new cycle path and footway which runs alongside the road and provides access to Tide Mills and the beach, as well as Newhaven, will provide an economic boost to both the town and East Sussex. In Mar 2021 Newhaven Port started work on a new link road, connecting to the Port Access Road, which will allow HGV traffic to enter and leave the East Quay Port without having to use local residential streets as they have previously. The cycle path and footway that runs alongside the Port Access Road, linking up with existing footpaths north and south of Mill Creek to create new circular walking and biking routes, was opened to the public in Jul 2021.

#### *Port Access Road connections*

- 6.14 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.
- 6.15 Alongside the new connection into the Port, the Port Access Road fully opened to traffic on 28 Feb 2022.

## **7. Local Transport**

### Local Transport Capital Programme

- 7.1 The draft 2022/23 local transport capital programme will be considered by the Lead Member for Transport and Environment in Mar 2022. The draft programme includes a broad mix in scale/value of

over 70 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 in 2022/23.

#### Emergency Active Travel Fund tranche 2

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

## **8. Regenerating Town Centres**

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

#### Eastbourne Town Centre Improvements

- 8.2 Phase 1 of the package, costing £8.25m with £5m coming from LGF, was developed to support the extension of the town centre's Arndale (renamed 'Beacon') shopping centre. The scheme focussed on improving the pedestrian environment and public realm on Terminus Road between Station roundabout and Bankers Corner, Gildredge Road and Cornfield Road, and the relocation of the bus stops into Cornfield Road and Gildredge Road with a one-way bus lane through Terminus Road from its Ashford Road junction to Bankers Corner. Phase 1 was completed in Jan 2020 with the final snagging works undertaken in Apr 2021.
- 8.3 For Phase 2, engagement has taken place with stakeholders from across the community in Eastbourne since early 2018 to identify priorities for better movement and access in and around Eastbourne's town centre. A package for Phase 2 was identified through a series of stakeholder workshops, with priority given to developing proposals for the section of Terminus Road between Bankers Corner and Langney Road (Phase 2a), to utilise £3m of LGF monies approved by SELEP in Feb 2019 for improving movement and access in Eastbourne town centre.
- 8.4 Consultation on the Phase 2a proposals was undertaken in Nov/Dec 2019, and work on the detailed design commenced in Jun 2020. To inform the detailed design, stakeholder update meetings were held in Sep 2020, Oct 2020 and Feb 2021. The final design for Phase 2a was approved by the Lead Member for Transport and Environment in Jul 2021. Consultation on the Traffic Regulation Orders (TROs) has been undertaken with the statutory consultees, and the TROs will be advertised in Mar 2022. Construction is programmed to start in Apr 2022.

- 8.5 Work has been progressing on designs for further improvements to movement and access in the town centre, comprising Terminus Road (Langney Road to Grand Parade), Memorial roundabout and Ring Road relocation. Preliminary designs for the Terminus Road element, which formed part of Eastbourne BC's approved Levelling Up Fund (LUF) bid, will be subject to public consultation in late spring/early summer 2022. This will ensure we can continue the design and delivery of the scheme within the LUF timescales of completion by Mar 2024 (see section 9 below).

#### Bexhill and Hastings

- 8.6 Proposals for London Road in Bexhill and for improving connectivity between the rail station and seafront in Hastings were consulted upon in autumn 2021. Both will be funded through LGF monies secured for the area with an additional Community Infrastructure Levy (CIL) contribution towards the London Road scheme. Detailed design and construction of both schemes is programmed for 2022/23.
- 8.7 In addition, £3m has been allocated in the Hastings Town Deal (see below) for a Town Centre Public Realm and Green Connections project, with Arup commissioned in Feb 2022 to undertake the initial preliminary design work.

#### Future High Streets Fund

- 8.8 Recognising the importance of ensuring the vitality of our town centres, both now and in the future, Government announced its £650m Future High Streets Fund in Dec 2018.
- 8.9 The fund, to support local areas' plans to make their high streets and town centres fit for the future, expected any potential investment bids to fall under several themes, including improvements to transport access, traffic flow and circulation, public realm improvements and supporting adaptation of the high street in response to changing technology.
- 8.10 Following a call for expressions of interest, all our Borough and District Councils submitted EOIs in Mar 2019. Government announced in Jul 2019 that Lewes DC, with their EOI related to Newhaven town centre, had been successful in progressing to the next stage (developing a business case). Lewes DC submitted their £7.2m business case in Jun 2020, and Government announced in Spring 2021 that Newhaven would receive just over £5m to deliver a package of interventions to transform vacant or underutilised commercial properties in the heart of the town centre by Mar 2024.

#### Town Deals

- 8.11 In Sep 2019 Government announced that it would invite 100 places to develop proposals for 'Town Deals' to transform their town's economic growth prospects with a focus on improved transport, broadband connectivity, skills and culture.
- 8.12 Hastings and Newhaven were both chosen for the opportunity to bid for up to £25m from this programme. Government subsequently worked with Hastings BC and Lewes DC, along with other local stakeholders, to understand each town's local assets, opportunities and challenges. Government published its guidance to enable towns to develop their Town Deals in Jun 2020, and both Hastings BC and Lewes DC submitted their evidence-based Town Investment Plans on 31 Jan 2021.
- 8.13 An announcement on the Hastings Town Deal was made in Jun 2021, with a £24.3m provisional allocation, and a further announcement in Jul 2021 indicated a provisional allocation of £19.3m for Newhaven. As these allocations are both less than the original submissions, each Deal is subject to individual projects adjusting their financial scope to within the overall allocation and submitting business cases for approval. Further details on the two Town Deals are available at:
- [Newhaven Town Deal](#)
  - [Hastings Town Deal](#)

### **9. Levelling Up Fund**

- 9.1 Government announced its £4.8 billion Levelling Up Fund (LUF) in early 2021, to provide funding to invest in local infrastructure that has a visible impact on people and their communities covering the period Apr 2021 to Mar 2024 (schemes funded up to Mar 2025 in exceptional circumstances), with bids up to £20m capital funding or more by exception.
- 9.2 The first round of LUF addresses the three investment themes of Transport; Regeneration & Town Centre; and Cultural.
- 9.3 Each upper-tier authority has the right to have one successful bid on transport investment throughout the lifetime of the LUF programme. As such the County Council submitted a transport bid for funding

to deliver the replacement of Exceat Bridge on the A259 near Seaford, which links two of our growth areas, Eastbourne and Newhaven, both of which are within the highest priority areas for the LUF.

- 9.4 Lower-tier authorities were able to put forward bids across all three investment themes (but requiring the support of the local transport authority for any bids that contain transport investments). Four of our East Sussex Borough and District Councils – Lewes, Eastbourne, Wealden and Rother – put forward bid submissions for projects/packages in their respective areas.
- 9.5 Government announced in late Oct 2021 that the East Sussex bid for Exceat Bridge was successful and would receive £7.958m. In addition, Eastbourne BC and Lewes DC were also successful and received £19.847m and £12.686m respectively. More information on both bids is available at [www.lewes-eastbourne.gov.uk/regeneration/levelling-up-fund](http://www.lewes-eastbourne.gov.uk/regeneration/levelling-up-fund).
- 9.6 It is expected that further Levelling Up Fund bidding rounds will be announced in Spring/Summer 2022.

## **10. Local Cycling and Walking Investment Plan**

- 10.1 Local Cycling and Walking Investment Plans, which provide a strategic approach to identifying cycling and walking improvements required at a local level, were identified within the Department for Transport (DfT) Cycling and Walking Investment Plan (CWIP), published in 2017.
- 10.2 The CWIP encouraged local authorities to develop their own Local Cycling and Walking Investment Plans (LCWIPs). Following public consultation on the draft East Sussex LCWIP in autumn 2020, the final LCWIP was approved by County Council's Cabinet on 30 Sep 2021. Several actions have been identified to support the delivery and application of the plan, including strengthening the walking element in the LCWIP and developing a pipeline of cycling and walking schemes for inclusion in future bids for funding.
- 10.3 The focus of the newly established Active Travel England in Feb 2022 will be to ensure walking and cycling schemes adhere to 'Gear Change', the new Government strategy on active travel, and its supplementary scheme design guidance (to undertake thorough consultation representative of all local views and to fully monitor and evaluate schemes). DfT has intimated that performance in relation to these areas will determine future funding for local transport authorities.

## **11. Bus Service Improvement Plan**

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

## **Transport for the South East (TfSE)**

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

### Stakeholder engagement

- Councillor Keith Glazier, Chair of TfSE, held a series of briefing sessions with TfSE Board members and senior officers throughout Dec 2021. The meetings provided detailed updates on the emerging packages of interventions and geographically specific potential interventions that are emerging from the area studies.
- To support this engagement activity, TfSE also held a parliamentary reception at the House of Commons on 1 Feb 2022, inviting MPs from across the South East region to attend. At the reception, Board members and officers from TfSE provided updates on the themes emerging from our area studies. This was followed by a series of four virtual sessions where outputs were shared and discussed in greater detail.
- Further engagement sessions are also planned to update Leaders, chief executives and senior officers from district and borough authorities on the progress of our work programme as we begin developing our Strategic Investment Plan (SIP). The draft SIP will go out for public consultation in Summer 2022.

## Developing our Strategic Investment Plan

- As work on our geographical area studies draws to a close, we have also completed and published our Freight, Logistics and Gateway Strategy which was signed-off by our Partnership Board in Jan 2022. This strategy sets out the challenges that need to be tackled to enable the industry to operate more efficiently whilst working towards net zero.
- The outputs of our area and thematic studies will now be fed into our draft Strategic Investment Plan, the blueprint for future investment in strategic transport infrastructure in the South East for the next thirty years. We are also working closely with an engagement specialist to plan for the public consultation on the draft plan this summer.

## Funding bids

- In Sep 2021 TfSE submitted a multi-year funding bid to the Department for Transport (DfT); we are still waiting to hear the outcome. The bid focused on the delivery of the core functions of a Sub-national Transport Body (STB), particularly the technical programme and the delivery of the SIP in 2023/24 and 2024/25. Central to the proposal is the need to bring forward credible and affordable long-term proposals. The submission sets out how we will use the certainty provided by a multi-year funding settlement to accelerate delivery, speed up processes and realise efficiencies.
- The bid mainly focuses on the continued delivery of the technical programme and moves into the delivery of schemes included in the SIP in the final two years of the bid. The technical programme includes work on an analytical and assurance framework to support the development of business cases for SIP schemes, additional work on thematic areas (such as future mobility, freight, rural and rail) and the ongoing implementation of the four new workstreams that STBs have been asked to lead by DfT (see below). The additional work included with the implementation of the SIP and the four new workstreams does mean that there will be potential implications on the capacity within TfSE to deliver. As such the bid includes provision for additional staff, with the intention that any new posts would be funded through DfT funding, and the Board would be informed of any future staffing proposals.
- TfSE has been awarded an additional £610k in-year funding from the Government to support work on decarbonisation, EV charging infrastructure, Bus Back Better and local capacity and capability, demonstrating Government's confidence in TfSE and our work programme.
- The breakdown of funding is as follows:
  - **Electric Vehicle Infrastructure Strategy:** TfSE was awarded £100,000 to develop an EV Infrastructure Strategy for the region, including the associated evidence base and action plan.
  - **Local Capacity and Capability:** TfSE was awarded £300,000 to develop a regional centre of excellence, with the aim of supporting local authorities in the accelerated delivery of their Local Transport Plans and related existing programme.
  - **Bus Back Better Support:** TfSE was awarded £300,000 to take forward a joint project working with Transport East and England's Economic Heartland to identify and deliver the support needed to assist local transport authorities with the delivery of their Bus Service Improvement Plans and Enhanced Partnerships in the three STB areas. A total of £100,000 of this support will be delivered in the TfSE area.
  - **Decarbonisation:** TfSE was party to a joint proposal with Transport East and England's Economic Heartland for the development of a tool that will enable local transport authorities to assess the carbon reduction impacts of different packages of transport interventions. The toolkit will be particularly useful for local transport authorities in formulating their next local transport plans. The value awarded was £100,000 per STB, with a total project value of £300,000.
- Working with the six other STBs, TfSE also supported a joint bid for further work on decarbonisation. Collectively they were awarded £70,000 (£10,000 per STB). The money will be used to commission research to investigate and quantify the decarbonisation impacts of different policy options and scheme interventions in a variety of scenarios across the seven STB geographies, identifying the most effective routes to decarbonisation. This will feed into the decarbonisation toolkit described above.

## Business East Sussex (BES)

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

### Business Support and the Levelling Up White Paper

- As TES is aware, a number of developments and evaluations relating to Growth Hubs and the wider Business Support landscape were paused in this financial year while we waited for the Levelling Up White Paper. While the white paper did make a number of important announcements, the implications of these for the Growth Hub network and the future of business support funding is still an emerging picture. At the time of writing, no announcements have been made regarding Growth Hub funding beyond the end of Mar 2022.
- The positive news for East Sussex is that we have been able to maintain a consistent Growth Hub service to businesses in the county in spite of the continued uncertainty. Having ‘insourced’ the Growth Hub in 2020, ESCC is in a position to take a more flexible approach to delivery, and we are committed to maintaining resources in the front end of the service while we work with colleagues to scope out what will be asked of the Growth Hub network in the future. We are working with partners across SELEP to ensure that we are as well prepared for all eventualities as possible, and continue to sit on a number of national Growth Hub fora to ensure we maximise our opportunities to communicate with other Growth Hubs and with central Government colleagues.
- While we wait for the future Growth Hub situation to be resolved, the delivery of our other business support programmes continues apace, and we continue to provide an important and valued convening role to partners within the wider business support network. Some highlights from other work that has continued to take place over the past quarter are set out below.
- **Peer Networks:** we have successfully completed delivery of the second year of this national programme, delivering an engineering cohort and a female-founders cohort. This programme is being superseded by the ‘Help to Grow’ schemes going forward, and we will work with Government and local delivery partners to ensure that as many SMEs in East Sussex as possible can access this.
- **Bamboo Club Scale Up programme:** the second cohort of this nationally recognised programme starts in Feb 2022, with the third scheduled for May 2022. Twenty ambitious East Sussex businesses have already enrolled on the programme, with positive results already showing from initial cohort 1 evaluation data.
- **South East Business Boost:** the SELEP-wide project board for this programme is negotiating a reprofile of targets to take account of the significant changes to the economic landscape that have taken place since the programme was initially designed, pre-covid. We welcome this move which will ensure that the programme as a whole delivers successfully, and we are pleased to see the East Sussex elements (both in terms of grants of up to £10k and business support services) delivering well and ahead of target in many areas.
- **BES Providers Group:** a further meeting of the providers group was held in Jan 2022, with continued strong attendance. The group was joined by representatives from the Bank of England and the British Business Bank, as well as the national Business Support Helpline and the Small Business Commissioner. The importance of this convening role during the current transitional times for business support continues to be high, enabling the wide variety of business support providers to network and share information and intelligence around current ‘hot topics’.
- **BES Steering Group:** We are also working with the BES Steering Group to further develop intelligence around the group’s seven identified priorities for sustainable growth:
  - **Productivity:** addressing East Sussex’s low productivity levels.
  - **Innovation:** increasing innovation support to drive sustainable growth.
  - **Skills for businesses:** helping businesses to upskill and develop pathways for career progression.
  - **Net zero:** supporting local SMEs to implement reductions in carbon use.
  - **Business support ecosystems:** ensuring a supportive environment for entrepreneurialism in East Sussex.
  - **International trade:** ensuring SMEs are supported on trading with EU and rest of world.
  - **Access to finance:** helping SMEs access the full range of financial options available.



## Developers East Sussex (DES)

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

- The DES group has continued to hold more frequent virtual meetings, with an ongoing focus on the impact of Covid-19 and/or Brexit on development. Issues around price increases and the supply of materials and labour are still ongoing, although shortages are seemingly moving towards the end of the supply chain (e.g. white goods). An additional concern is *international* logistics, as things can't improve quickly if the problems are global.
- The most recent DES meeting in Jan 2022 focused on Local Planning Authorities, with the discussion including commentary on housing numbers and recently updated Housing Delivery Test figures, Local Plans and Neighbourhood Plans, the reintroduction of pre-application services at some authorities, and the overall resourcing of Planning teams.
- DES, along with the Kent and Essex developer groups, have maintained regular engagement with officials from the Department for Levelling Up, Housing and Communities (DLUHC), as well as Homes England, on market intelligence and the ongoing issues caused by the pandemic. Monthly calls with officials have continued, as have virtual meetings and written correspondence with the Minister of State for Housing, *Chris Pincher MP* – the most recent letter was sent to the Minister on 17 Jan 2022, setting out the key subjects and issues discussed at the DES meetings. DLUHC officials are also now regularly attending DES meetings, clearly demonstrating the Ministry's genuine interest in the issues being highlighted on the ground by DES.
- The next DES meeting in Mar 2022 will include a conversation with Homes England on the Government's Levelling Up White Paper and an annual housing stats review. Subsequent meetings will cover Public Health in construction, a discussion with Transport for the South East (TfSE) on strategic infrastructure needs, and a presentation from UK Power Networks on their future net-zero plans.

## Environment East Sussex (EES)

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

- The East Sussex Environment Board has finalised the [East Sussex Climate Emergency Road Map](#), which covers the period 2022-25 and which was endorsed by TES in Jan 2022.
- As previously agreed, the intention is to provide TES with regular progress updates on Road Map actions. For the moment, progress on some of the initial actions are already being given in the Economy Recovery Plan updates (the detailed ERP Action Plan). Once the ERP draws to a close later this year, Andy Arnold will start providing separate bi-annual updates on the Road Map.
- Electric vehicle charging infrastructure: the public sector SPACES partnership is working up a common prioritised list of potential EV charge points in the county.
- Business support: the LoCASE and Clean Growth programmes remain on target with support to businesses through a range of one-to-one, training and grants.
- Housing: the East Sussex fuel poverty partnership continues to deliver the BEIS-funded LAD1B (Local Authority Delivery phase 1B) programme of support to 182 households, with completion due in Apr 2022. There remains a key gap in national and local delivery of a programme to reduce carbon from the able-to-pay domestic housing market.

## Skills East Sussex (SES)

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

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

- The SES Board met on 7 Feb 2022 and were updated on how the Sector-based Task Groups (Construction, Engineering, Health and Social Care, Visitor Economy, Creative and Digital and Land-based) are developing actions plans to meet SES priorities:
  1. Ensuring national policy and funding does support the delivery of learning and skills in East Sussex.
  2. Enabling our FE/HE establishments to recruit excellent educators with specialist technical knowledge.

3. Improving our digital skills and digital inclusion.
  4. Upskilling our workforce to increase regional productivity.
  5. Supporting the unemployed and unqualified.
  6. Developing skills and provision for a Net Zero future.
- A further evidence base on skills required across sectors, including the Green Economy, to 2030 is due to be commissioned.
  - The Board heard updates on new funded initiatives: Sussex Community Development Association's Minding the Gaps programme (Community Renewal Fund) and CXK's NEET (Not in Education, Employment or Training) programme for young people (European Social Fund), and were provided with a synopsis and subsequent discussion on the skills elements of the Levelling Up White Paper and associated funding such as UK Shared Prosperity Fund and Adult Education Budget.
  - Sussex Chamber of Commerce provided an update on the Local Skills Improvement Plan (LSIP) priorities for change due to be submitted to the Department for Education in Mar 2022.
  - The Health and Social Care and Construction groups have met to explore their action plans for the coming year. Health and Social Care are exploring careers campaign activities building on the [Careers East Sussex](#) website.

#### Apprenticeships East Sussex (AES)

- AES met in Dec 2021 and agreed communications for National Apprenticeship Week, Apprenticeship Roadshows to be delivered in Jun 2022 and an Apprenticeship Graduation ceremony in Oct 2022.
- The *Transform* programme continues to support SMEs to access apprenticeship training, unspent apprenticeship Levy and Government incentives, with 52 SMEs supported by the project, and 28 apprentices having started by the end of Dec 2021. The programme is led by Skills East Sussex who are also supporting businesses to access the Moving On Up programme (below).

#### All Careers Campaign

- Careers East Sussex, the all-age careers campaign is working to:
  - create 15 interactive infographics focusing on the most in-demand jobs in East Sussex, which will be promoted via the Careers East Sussex website;
  - develop a new careers section in partnership with East Sussex Health Trust (NHS) and Adult Social Care on the Careers East Sussex website, to promote the key opportunities in the Health and Social Care Sector with an accompanying social media campaign;
  - focus on the SES priorities, in particular on a communications piece to recruit educators to HE/FE and a campaign to encourage employers to invest in staff development so that we can promote East Sussex as “a great place to live, work and learn”.

#### 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.
- Open Doors launched in Nov 2021, with employers providing face-to-face visits for groups of students for the first time since 2019. This is the fifth year of the project and to date over 3,000 students have visited nearly 100 businesses. This year we have over 300 students visiting 11 businesses, and it will be run again in the Spring term.
- Schools have started signing-up for the Work Experience service again this year, with over 3,000 pupils expected to take part in this 2021/22 academic year. Last academic year only 1,200 pupils accessed physical placements, although 1,300 were able to access the Virtual Work Experience programme that the team put in place.
- The Primary Careers focus to support raising of aspirations and challenge gender and socio-economic stereotypes from an earlier age is now being driven through a collaboration between the Careers Hub and

Cavendish all-through primary school, lead on the Careers Subject Leader Hub 2021/22, sharing practice with other primaries across the county to support employability and transitions.

- The *Effective Transitions* pilot ‘Steps to Success’ launched in Jan 2022, one of only ten pilots in a national research project to understand what works to support transitions of the most vulnerable young people in the current year 10 cohort into post-16 education. The East Sussex programme will target young people on Free School Meals and persistently absent from school, providing them with access to a 1:1 coach to set personal and career-related goals and undertake a supported work experience placement with an employer. The impact will be evaluated through qualitative surveys and case studies, and by tracking further education, employment and training outcomes post-16 from Sep 2023 to Mar 2024. Learning from the research pilot will be shared nationally and locally.

Social and Temporary Housing pilot project (ESTAR)

- ESTAR, funded by Public Health and Adult Social Care to broker those in temporary, supported housing and refuges into learning and work, is working with housing providers to build capacity to support learning and employment amongst this vulnerable group.
- The team has started to deliver partnership programmes using the £1m of funding from the Public Health Contain Outbreak Management Fund (COMF) to deliver a range of interventions to upskill those living in supported and temporary housing and at risk of homelessness. Over 90 individuals have already come forward from residential settings to participate in the Moving on Up programme, which provides pre-employment support, and help to find a job with training, or an apprenticeship. The programme offers employers £2,000 to ringfence an apprenticeship or a job with training for this cohort. Although the project is experimental and ambitious, as these are individuals with very complex needs, seven jobs have now been secured for participants. Other initiatives include a horticulture programme, work readiness initiatives in Rother and Wealden and a partnership with Wave and Freedom leisure to improve the health and wellbeing of those in accommodation to help them develop positive aspirations.
- The ESTAR forum has met for a fourth time, bringing together housing providers with those offering pre-employment support alongside Jobcentre Plus, Youth Employability Service, the National Careers Service and REED UK to provide networking opportunities for those who need pre-employment support provision. Valuable connections are being made to address issues such as basic skills for the cohort.

**Locate East Sussex (LES)**

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

- John Wood has been appointed to the role of Location Research Manager. John was formerly the MD of Cluttons and has substantial experience within the sector. He will resume the property reports previously produced and will act as the property expert for the Locate Inward Investment Service.
- Harrison Piper has been recruited as Marketing Assistant, supporting Stacey Pretty on all aspects of marketing support.
- The outputs achieved in this quarter\* are as follows:

| Outputs                          | Jan – Mar 2022 |         | Project Total |                 |         |
|----------------------------------|----------------|---------|---------------|-----------------|---------|
|                                  | Target         | Actual* | 3-year target | Project to date | Current |
| C4 above (non-financial support) | 5              | 2       | 60            | 38.3            | 43      |
| C8 Employment increase           | 9.5            | 8.72    | 115           | 72.5            | 103.89  |
| C29 New to firm products         | 0.5            | 2       | 7             | 3               | 6       |
| Investment Success               | 3              | 3       | 36            | 23              | 32      |
| Re-investment success            | 3.75           | 4       | 45            | 28.75           | 28      |
| Jobs Created (core)              | 28.75          | 0       | 345           | 220.25          | 282     |

\*Actual figures as at 28 Feb 2022

Locate Project Updates

- **Business Planning workshops:** currently running a series on Finance, and plan to do another series due to its success. There is also a Women in Business workshop planned for Apr 2022.
- **Film and TV Sector Proposition:** this has been completed and is currently with the designers to upload onto the new hosting and distribution platform, Turtl.

- **Creative Technology Sector Proposition:** Wired Sussex has been appointed and work has started on the piece of research which will culminate in a detailed report.
- **Wealden Wine Project:** all vlogs have been filmed and are now in post-production for editing and completion. Some key staff are still suffering from Long Covid which has delayed post-production as voiceovers need to be recorded.
- **Locate Leaflet:** completed and being distributed across the county via libraries, council offices, businesses and shared workplaces.
- **Video Project:** the filmmaker is gathering footage and conducting the last three interviews with businesses across the county. There was a slight delay due to covid and businesses not being available prior to Christmas, along with a realisation of the complexity of having so many partners involved, so it took longer than originally expected. Editing for the initial draft has now started and this should be ready in early Mar 2022, with final production in Apr 2022.
- **Articles and case studies:** upcoming articles include county investments (awaiting approval); a business centres article highlighting the various options available; The Yard (collective of businesses in Hastings); fishing investment for the Hastings fishing fleet; and FSB (opportunities for businesses). Case studies include Box Broadband; To the Rise Bakery; Inde electric vehicles; and Quench cycles.
- **Website Review:** budget approved and agency instructed to start updates and amendments.

## 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: [ESIF link](#)

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

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

| Project Category   | Scheme Name   | Start Date | End Date | Funding Award (£m) | Progress Update  |
|--|---|------------|----------|--------------------|--|
| <b>Local Growth Fund (LGF) - A21/A259 Hastings/Bexhill Growth Corridor</b> |   |            |          |                    |  |
| LGF Transport  | <b>Queensway Gateway Road</b>   | 2015/16    | 2021/22  | 10                 | 1. QGR provides a new road between Queensway and A21 in north Hastings; 2. Additional £4m LGF reallocated plus additional £2m Sea Change Sussex (SCS) funding in Feb 2018; 3. First phase of the road to the mid-roundabout opened Dec 2018, and Phase 2a (intermediate roundabout to Ramblers Coaches) completed mid-2019; 4. Phase 3a started onsite autumn 2020, completing access to the last of the businesses with a QGR frontage and completing the road to the boundary of the car showroom; 5. A signalised connection to provide a link between the completed road and the A21 received in-principle technical approval of the modelling aspect of the scheme from National Highways - the design has now received Road Safety Audit Stage 1 approval from National Highways, and the Stage 2 Road Safety Audit was submitted by SCS to National Highways and ESCC on 19 Nov 2021; 6. An S278 legal agreement between SCS, ESCC and HE will be required for the signalised connection - work on the legal agreement will be progressed when the detailed designs receive technical approval from both HE and ESCC (expected Mar/Apr 2022); 7. The TRO necessary for the closure of Junction Road (required to enable the signalised junction to operate safely and efficiently) was considered by ESCC's Planning Committee on 13 Oct 2021 - the 3 objections received were not upheld and the TRO was approved by the Committee. A further TRO will be required to restrict parking along Whitworth Road, and ESCC is awaiting information from SCS to progress this TRO which is expected in Mar 2022; 8. The current focus of both SCS and ESCC is to progress the signalised junction with the A21 in order to fully maximise the scheme's benefits; 9. It is estimated that the signalised junction scheme could be open to traffic at the earliest by mid 2022 (6 week construction plus two week contingency) but the road cannot open until the TROs have been processed and sealed; 10. It is not possible to give a definite timescale for construction of the final permanent connection of QGR through to the A21, as start is dependent on land ownership issues being resolved and whether this is through negotiation or not - if CPO is required then that could result in a further 6 to 18 months before construction would start; 11. Regular updates are being provided to the SELEP Accountability Board, with the most recent provided on 11 Feb 2022. |
| LGF Transport  | <b>North Bexhill Access Road</b>  | 2015/16    | 2018/19  | 18.6               | <b>COMPLETED</b> 1. NBAR runs from a roundabout on the BHLR to the A269 north of Sidley; 2. Business case approved Nov 2015, planning permission granted by Rother DC Feb 2016; 3. The full length of NBAR was completed and opened to traffic in Mar 2019; 4. However 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  | <b>Hastings and Bexhill Movement and Access Package</b>                         | 2015/16    | 2022/23  | 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. Varying slippage and delays were experienced across the package as a result of Covid-19, resulting in consultations being delayed which has knock-on impacts on schemes progressing through to construction; 4. Received SELEP Strategic Board approval in Dec 2020 for spend beyond Growth Deal period; 5. Consultation on various package elements undertaken during 2021/22; 6. There has been a petition submitted to remove the cycle proposal from Alexandra Park as well as one to retain the proposed route - both petitions and the proposed way forward will be considered by the Lead Member in Mar 2022. There are also Byelaws advertised by HBC to allow the paths to be converted for cycle use which have received objections; this is subject to a decision by the SoS and HBC will consider in May/June 2022. Subject to Lead Member approval, the Alexandra Park scheme will progress to construction in late 2022, as will the Hastings western cycle route; 7. Following consultation in autumn 2021, the Beeching Road and Sackville Road elements of London Road corridor will progress to implementation in 2022, with a further decision on the Town Hall Square part of the scheme to be considered in relation to the wider plans for redeveloping the Bexhill Town Hall campus; 8. The Albert Road and Station Approach elements of the Hastings MARS scheme have been approved and will progress to construction in 2022/23. However, the proposals for Havelock Road are to be considered as part of the wider aspirations for Hastings Town Centre and the £3m public realm/green connections funding in the Hastings Towns Deal. Therefore discussions are required with SELEP in terms of transferring the funds to HBC to support the Towns Deal scheme; 9. Hastings and Bexhill bus stop upgrades are nearing completion and the Collington pedestrian improvement is also complete in construction as of Jan 2022.  |
| LGF Infrastructure   | <b>Bexhill Enterprise Park North</b>  | 2019/20    | 2021/22  | 1.94               | 1. Site and servicing infrastructure to provide full access to the individual development plots within the Bexhill Enterprise Park North business park from the North Bexhill Access Road; 2. LGF-3B allocation agreed by SELEP Investment Panel Mar 2019, and Business Case approved by SELEP Accountability Board Jun 2019; 3. Initial Reserved Matters application was rejected in Oct 2019 resulting in a delay to the programme but still within funding period; 4. A planning appeal was submitted Dec 2019, and SCS submitted a separate planning application for the Site Access Road to progress site enabling works (the planning appeal was delayed due to Covid, and the SELEP Accountability Board agreed in Sep 2020 that the project should remain on hold until the planning appeal was concluded - the planning appeal was heard in Jan 2021 and the Planning Inspectorate advised SCS on 1 Apr 2021 that their appeal had been successful); 5. The grant agreement with ESCC was completed in Oct 2021 allowing the project to meet the conditions and begin LGF drawdown; 6. An update was taken to the SELEP Accountability Board in Nov 2021 where the release of the allocation to the project (as it has now met its funding conditions) was approved; 7. The scheme is programmed for completion by Summer 2022.   |
| LGF Infrastructure   | <b>Churchfields Business Centre</b> (formerly Sidney Little Road Incubator Hub) | 2019/20    | 2020/21  | 0.5                | 1. LGF-3B allocation agreed by SELEP Investment Panel Mar 2019; 2. Business Case approved by SELEP Accountability Board Jun 2019 and grant agreement to transfer funding to Hastings BC completed Nov 2019; 3. Planning application submitted Oct 2019 with consent obtained Jun 2020; 4. Delay had a knock-on effect on the programme and tendering process, with HBC having to consider the build phase given the potential impact of Covid-19 on the construction industry; 5. Construction RIBA Stage 5, appointment of contractor, build tender documents published Jun 2020; 6. The project experienced significant cost increases after receiving higher than anticipated Tender returns - HBC Cabinet made the decision in Feb 2021 to proceed with a cost increase of £750k, planned to be covered by the HBC Town Investment Plan proposal as a shovel-ready project, with construction work due to commence summer 2021; 7. Full LGF allocation spent and claimed for the project in Nov 2021; 8. Completion of build and letting of incubator units are anticipated in Spring 2022.  |

|                    |                                      |         |         |      |   |
|--------------------|--------------------------------------|---------|---------|------|---|
| LGF Infrastructure | East Sussex Strategic Growth Package | 2016/17 | 2020/21 | 8.2  | <b>COMPLETED</b> 1. Funding approved by SELEP Accountability Board Jan 2017; 2. Work on the road extension at Bexhill Enterprise Park completed Sep 2017; 3. Construction of High Weald House at Bexhill completed Apr 2019; 4. SCS will look to refinance against the property and utilise the funding to commence construction of further employment space at Sovereign Harbour.  |
| LGF Infrastructure | Bexhill Creative Workspace           | 2019/20 | 2020/21 | 0.96 | 1. LGF-3B allocation agreed by SELEP Investment Panel Jun 2019, business case approved by Accountability Board Sep 2019; 2. Spend commenced Q4 2019/20; 3. Building contractors BD Harris onsite Oct 2020 for Phase 1 (external envelope), completed Jan 2021; 4. Phase 1 external building work overrun due to issues with the contractor, but as of May 2021 keys are back in possession of Rother DC; 5. Light industrial units now restored with new roofs, walls and flooring; 6. Phase 2 delayed due to reworking plans for the internal layout, tender deadline 7 May 2021 (for internal work to the building including M&E and studio divisions) - contractors being engaged through procurement hub; 7. Work with SpaceMakers and Locate East Sussex underway to start marketing the studios; 8. The covid and weather delays to Phase 1 of the build have had an impact on Phase 2 and therefore the project completion has slipped by approx. a further 9 weeks; 9. The 11 Feb 2022 SELEP Accountability Board approved an extension to spend beyond the growth deal extension for covid delays (Dec 2021); 10. The project has spent all of its LGF allocation; 11. The Bexhill college has dropped out of operating the site, however RDC have taken this on, working closely with the college; 12. Handover from the contractors for Phase 2 is currently taking place. |

49.2

**Local Growth Fund (LGF) - A22/A27 Eastbourne/South Wealden Growth Corridor**

|                    |   |         |         |     |  |
|--------------------|---|---------|---------|-----|--|
| LGF Transport      | Hailsham / Polegate / Eastbourne Movement and Access corridor | 2015/16 | 2016/17 | 2.1 | 1. Sustainable Transport Corridor between Hailsham, Polegate & Eastbourne, part of strategic transport improvements identified to support planned housing & employment growth within the Wealden & Eastbourne Local Plans; 2. Includes improvements for buses to/from Hailsham accessing Polegate Station, the DGH/East Sussex College & Eastbourne Town Centre, plus walking & cycling improvements along the corridor for more local journeys; 3. Business case approved by Feb 2017 Accountability Board; 4. Consultation on Phase 1 proposals Sep 2017, results reported to LMTE Jun 2018; 5. Detailed design completed for Victoria Drive bus lane and progressing for other approved schemes - A2270/Wannock Road/Polegate High Street junction & Eastbourne Road bus lane - drainage surveys required to support detailed design work; 6. A revised programme and spend beyond the Growth Deal period approved by the Dec 2020 SELEP Strategic Board; 7. SELEP Accountability Board in Nov 2021 approved a further extension from Mar 2022 to Mar 2023 for the LGF spend; 8. Delivery in 2022/23 at earliest.   |
| LGF Transport      | Eastbourne and South Wealden LSTF walking & cycling package   | 2015/16 | 2020/21 | 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 and design work progressed for this package of various cycle routes; 6. Received approval at the Oct 2020 SELEP Strategic Board meeting for revised programme to spend LGF beyond Growth Deal period to end of Mar 2023; 7. Consultation on Willingdon Drove cycle route, Horsey Phase 1b, Eastbourne Town Centre cycle route, Stone Cross - Langney Rise - Royal Parade scheme undertaken in summer 2021; 8. Analysis of consultation responses was completed and reported to LMTE at Feb 2022 decision making meeting; 9. Agreed that four of the cycle routes - Horsey Way Phase 1b, Eastbourne Town Centre to seafront, Willingdon Drove and Langney Rise - are taken forward to detailed design and construction as part of the Capital Programme for Local Transport Improvements whilst the Stone Cross to Royal Parade will not be progressed to detailed design and construction but the County Council will look to identify future funding opportunities as part of our pipeline of schemes. |
| LGF Transport      | Eastbourne town centre LSTF access & improvement package      | 2015/16 | 2020/21 | 8   | <b>Phase 1 COMPLETED:</b> 1. Business case developed for £3m funding for Terminus Road improvements associated with Arndale Centre (The Beacon) extension, approved by SELEP Accountability Board Apr 2016; 2. Additional £2m LGF allocated to ensure completion of this phase; 3. Works started Mar 2018 with Mildren Construction; 4. Construction completed Jan 2020 and snagging completed Apr 2021.<br><b>Phase 2:</b> 1. Business case for £3m approved at Feb 2019 Accountability Board; 2. Preliminary design completed and consultation on Phase 2a (Terminus Road: Bankers Corner to Langney Road) held in autumn 2019; 3. Following LMTE approval in Apr 2020, detailed design commenced Jun 2020, with stakeholder detailed design updates held Sep 2020, Oct 2020 & Feb 2021; 4. Received approval at the Oct 2020 SELEP Strategic Board meeting for revised programme to spend LGF beyond Growth Deal period; 5. Early Contractor Involvement workshop held with Costain and potential subcontractors in Jan & May 2021; 6. LMTE approval on final design received Jul 2021, statutory consultation on TROs completed with formal advertisement of TROs due in Mar 2022; 7. Construction tenders received in Feb 2022, currently being reviewed ahead of awarding the tender, along with communications materials being developed for publication in line with construction starting in Apr 2022.  |
| LGF Transport      | A22/A27 Junction improvements (removed from LGF programme)    | -       | -       | 0   | <b>WITHDRAWN.</b> 1. Since the £4m LGF allocation was initially made in 2014, delivery of a number of the junction improvements was successfully secured from different match funding sources (HE's smaller scale interventions & 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.   |
| LGF Infrastructure | Swallow Business Park   | 2015/16 | 2018/19 | 1.4 | <b>COMPLETED.</b> 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 Infrastructure | Devonshire Park Quarter Redevelopment                         | 2017/18 | 2019/20 | 5   | <b>COMPLETED.</b> 1. Scheme approved by SELEP Accountability Board Mar 2017; 2. Accelerated spend for 2017/18 approved by Accountability Board Nov 2017; 3. Congress Theatre completed and opened Mar 2019 with an inaugural concert by the London Philharmonic Orchestra; 4. Welcome Building construction also complete; 5. Site open Jun 2019 with first conferences from Oct 2019.   |

|                    |  |         |         |              |   |
|--------------------|--|---------|---------|--------------|---|
| LGF Infrastructure | <b>Strategic Site Investment Package</b><br>(formerly Sovereign Harbour Innovation Park) | 2015/16 | 2021/22 | 1.7          | <b>COMPLETED.</b> 1. Review of projected costs originally allocated to site infrastructure at Sovereign Harbour resulted in a broadening of the scope to also include North Queensway and North Bexhill Business Parks, so investment will enable site infrastructure to be delivered across the three sites; 2. Revised scope approved by Government, and revised business case approved by SELEP Accountability Board Feb 2016; 3. Works related to this scheme have now been completed at all sites.   |
| LGF Infrastructure | <b>Eastbourne Fisherman Quayside and Infrastructure Development project (LGF)</b>        | 2020/21 | 2021/22 | 1.44         | 1. Provisional LGF-3B allocation agreed by SELEP Investment Panel Jun 2019; 2. Scheme already utilising GPF (£1.15m) and EMFF grant funding (£1m) to deliver Phase 1 of the scheme, so Phases 2 & 3 can be completed collectively with Phase 1; 3. Business Case approved by SELEP Accountability Board Jul 2020; 4. Construction commenced onsite for GPF Phase 1 elements in 2020; 5. Following a review of costing in light of the pandemic, a funding gap of £0.36m was identified, so the project applied for additional SELEP LGF Covid Response funding, endorsed by TES as a high priority project and prioritised for funding at the Dec 2020 SELEP Strategic Board meeting; 6. Additional LGF and updated business case approved at the Feb 2021 SELEP Accountability Board, to commence delivery of Phases 2 & 3 in Apr 2021, and where the project received SELEP approval to spend LGF beyond the Growth Deal deadline to Apr 2022; 7. Work has started onsite and is on programme, with estimated completion end of Mar 2022. |
|                    |  |         |         | <b>26.24</b> |   |

#### Local Growth Fund (LGF) - Newhaven Maritime and Clean Tech Growth Corridor

|   |  |         |         |             |   |
|---|--|---------|---------|-------------|---|
| LGF Infrastructure (C2C funded)         | <b>Newhaven Port Access Road</b>                     | 2015/16 | 2020/21 | 10          | <b>COMPLETED.</b> 1. Identified by DfT as one of their 'portfolio' schemes meaning they retain overall decision-making responsibilities for approving the release of LGF monies; 2. £13m also allocated in ESCC's capital programme towards scheme; 3. First phase completed as part of the Eastside development; 4. Tender completed, BAM Nutall identified as preferred contractor; 5. Value engineering exercise confirmed the scheme including ancillary costs could 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; 9. PAR and link into the Port fully opened to traffic on 28 Feb 2022.  |
| LGF Infrastructure (SELEP & C2C funded) | <b>Newhaven Flood Alleviation Scheme</b>             | 2016/17 | 2017/18 | 1.5         | <b>COMPLETED.</b> 1. Environment Agency led scheme to reduce flood risk in Newhaven and recognise wider benefits in encouraging regeneration in the town; 2. £10m from EA and £1.5m from C2C as well as SELEP funding; 3. Contracts signed Mar 2016; 4. EA appointed Jackson Hyder to produce detailed designs and construct flood defences; 5. Construction started Nov 2016, originally scheduled to be completed late-2019/early-2020; 6. Overnight railway works completed Jun 2021 meaning EA able to install a temporary flood barrier across the railway during future flood events - this was the last part of the scheme to be completed so it is now fully operational, subject to snagging; 7. Rail works are now fully completed - the temporary flood defence barrier was deployed during a trial in Nov 2021 which coincided with planned rail engineering works; 8. The contractor completion date (driven primarily by the seasonally dependent planting programme) was Dec 2021. |
| LGF Infrastructure                      | <b>Exceat Bridge</b><br>(removed from LGF programme) | -       | -       | 0           | <b>WITHDRAWN.</b> 1. £2.6m secured from ESCC capital programme plus £2.1m LGF-3B funding (business case approved by SELEP Jul 2020), however further funding required to plug a funding gap of approx. £3m; 2. Project unable to plug funding gap so does not meet LGF funding conditions; 3. LGF allocated to the scheme has been returned to the LGF pipeline, confirmed at the Sep 2020 Accountability Board meeting.  |
|   |  |         |         | <b>11.5</b> |   |

#### Local Growth Fund (LGF) - Pan LEP

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

#### Local Growth Fund (LGF) - Skills / Skills Capital and Equipment Funds

|                           |  |         |         |       |  |
|---------------------------|--|---------|---------|-------|--|
| Plumpton College          | <b>Skills for Rural Business post-Brexit</b> | 2019/20 | 2020/21 | 4.41  | 1. LGF-3B allocation agreed by SELEP Investment Panel Mar 2019, Business Case approved by SELEP Accountability Board Jun 2019; 2. Issued a 6-month LGF extension so the project has continued to work towards 'scenario B', as set out in the Covid-19 impact assessment submitted May 2020; 3. The college financial year ending 31 Jul 2020 made a small operating surplus, ensuring a wider opportunity of choice for borrowing requirements; 4. Full planning permission obtained, with SDNPA planning committee voting unanimously in favour of the application; 5. Project experienced a degree of cost escalation through procurement, identifying a funding gap of £1.4m, so applied for additional SELEP LGF Covid Response funding; 6. The additional ask was endorsed by TES as a high priority project and was prioritised for funding at the Dec 2020 SELEP Strategic Board meeting, with the project change request and additional LGF approved at the Feb 2021 SELEP Accountability Board; 8. Project programme on track for estimated completion and spend of LGF elements by end of Mar 2022. |
| East Sussex College Group | <b>Specialist Equipment for STEM Centre</b>  | 2016/17 | 2017/18 | 0.075 | <b>COMPLETED.</b> 1. Specialist industry-relevant equipment supporting a new STEM Centre enabling delivery of 35 new apprentices per annum in Laboratory Technician, Science Manufacturing Technician, Laboratory Scientist and Science Industry Maintenance Technician qualifications from 2017/18; 2. East Sussex College has now made the final claims for this scheme.   |
| East Sussex College Group | <b>Refurbished Science Facilities</b>        | 2016/17 | 2017/18 | 0.16  | <b>COMPLETED.</b> 1. East Sussex College awarded £159,400 towards total project costs of £478,320 (33%) in Round 1 for refurbishing the reception/hub of the new STEM Centre and an alteration to the existing Science Laboratory at their Lewes campus; 2. Work completed so now in delivery; 3. Due to negotiations with builders/subcontractors, overall costs reduced, so SELEP's 33% contribution also reduced to £80k resulting in a surplus of £79,440; 4. SELEP Accountability Board agreed Jan 2017 that the college could utilise the £79k underspend for their broader project, enhancing the first floor laboratory, subject to full application and approval by the Board; 5. Application for £39,515 approved by Accountability Board May 2017, with remaining unused funds returned to LGF programme for later allocation.  |

|                  |   |         |         |       |  |
|------------------|---|---------|---------|-------|--|
| Plumpton College | Science & Engineering for Tree Management               | 2016/17 | 2017/18 | 0.14  | COMPLETED. 1. Scheme complete and fully claimed. |
| Plumpton College | Growing Apprenticeship & Skills Training in Engineering | 2016/17 | 2017/18 | 0.088 | COMPLETED. 1. Scheme complete and fully claimed. |
|                  |   |         |         | 4.87  |  |

#### Getting Building Fund (GBF) - from July 2020

|     |  |         |         |       |   |
|-----|--|---------|---------|-------|---|
| GBF | Charleston Access Road   | 2020/21 | 2021/22 | 0.329 | 1. Funding awarded at Nov 2020 SELEP Accountability Board; 2. GBF investment will support completion of resurfacing and improved drainage to the 1km access road to the venue; 3. Contractor appointed; 4. Additional £240k GBF funding (from funds returned from other GBF projects) awarded to this project at the Mar 2021 SELEP Strategic Board to enable the addition of a cycle path along the access road and connection to other cycle routes; 5. Business case for this additional funding approved at Jul 2021 SELEP Accountability Board; 6. Work completed on road surface in Nov 2021 with only work outstanding on replacement road signage; 7. Anticipated project delivery by end of Mar 2022.  |
| GBF | Creative Hub - Fisher St, Lewes  | 2020/21 | 2021/22 | 0.25  | COMPLETED. 1. Funding awarded at Nov 2020 SELEP Accountability Board; 2. GBF investment will ensure the project is able to bring an historic public asset in a central location back into active economic use and deliver 533sqm of redeveloped commercial floorspace; 3. Project completed with opening in Sep 2021 and available spaces let.  |
| GBF | Fast Track Business Solutions for the Hastings Manufacturing Sector (removed from GBF programme) | -       | -       | 0     | WITHDRAWN. 1. Funding awarded at Oct 2020 SELEP Accountability Board; 2. GBF investment intended to help deliver 4,000 sqm GIA of business accommodation on part of North Queensway Innovation Park (NQIP); 3. Programme heavily delayed by planning issues around the complexities of the site; 4. At the Sep 2021 SELEP Accountability Board it was agreed that the project needed to secure planning permission for the project site and have a grant agreement finalised by the date of the Nov 2021 Accountability Board meeting, or it would be removed from the GBF programme; 5. Due to further delays in the planning process, the project was not able to achieve planning permission in time, which also meant that the grant agreement could not be finalised; 6. As a result, at the Nov 2021 Accountability Board meeting, SELEP confirmed the removal of this project from the GBF programme; 7. ESCC has requested that the project be retained in the approved list of 'pipeline projects', and a decision on that will now be deferred to the SELEP Strategic Board with the outcome that the project would have to be considered alongside others should a further funding call be made. |
| GBF | Observer Building, Hastings (Phase 1b)   | 2020/21 | 2021/22 | 1.713 | 1. Funding awarded at Oct 2020 SELEP Accountability Board; 2. GBF investment will significantly accelerate the full redevelopment of the 4,000 sqm Observer Building, which has been empty and increasingly derelict for 35 years, into a highly productive mixed-use building, creating new homes, jobs, enterprise space and support; 3. Work continues according to programme with rapid progress made; 4. Roof insulation completed and first tenants successfully moved in; 5. Work ongoing to install UKPN substation; 6. Practical completion of GBF spend elements of project anticipated by end of Mar 2022.   |
| GBF | Delivering the Glory of the Winter Garden  | 2020/21 | 2021/22 | 1.6   | 1. Funding awarded at Oct 2020 SELEP Accountability Board; 2. GBF investment will restore and complete the regeneration and refurbishment of the Winter Garden to its former glory to ensure its longevity and enhance visitor experience; 3. Project continues according to plan - kitchen, toilets, floral hall decorations, stage and technical install all complete, M&E install ongoing, work to replace lift almost completed; 4. Completion of GBF spend expected by end of Mar 2022.  |
| GBF | Riding Sunbeams  | 2020/21 | 2021/22 | 2.528 | 1. Funding awarded at Nov 2020 SELEP Accountability Board; 2. GBF funding will develop the route to market for the world's first MW scale solar farm directly powering the DC railway network; 3. Grant agreement finalised and signed, DSA with Network Rail finalised, Land agreements finalised, and planning permission for solar farm and cable route approved; 4. Legal agreements to allow work to commence on site being finalised; 5. Request for project extension to Sep 2022 to allow additional time for Network Rail to connect cable to their system approved at the Sep 2021 SELEP Accountability Board; 6. GRIP stages 5-8 pending release of UKPN study to confirm effectiveness of project, expected Apr 2022. 7. Current anticipated completion of Riding Sunbeams element of the project is Sep 2022, with full completion (connection to rail network) by Nov 2022, though this may be impacted by when the UKPN report is released.  |
| GBF | Sussex Innovation Falmer   | 2020/21 | 2021/22 | 0.2   | COMPLETED 1. Funding awarded at Nov 2020 SELEP Accountability Board; 2. GBF investment will enable sustainable transport investment and increase availability of Covid-19 compliant workspace; 3. Work complete on installation of electric car charging points, contactless door system, clean air A/C installation, seminar and board room improvements, toilet refurbishments and most of digital infrastructure; 4. Project completion Dec 2021.  |
| GBF | UTC Maritime and Sustainable TechHub   | 2020/21 | 2021/22 | 1.3   | 1. Funding awarded at Nov 2020 SELEP Accountability Board; 2. GBF funding will allow conversion of the former UTC@harbourside building into an education-led skills training centre with commercial workspace for SMEs specialising in the marine sector; 3. Ongoing issues with resolving building ownership have caused delays to project start date but substantial progress has been made recently to address these, and LDC now in final stages of negotiation; 4. Request for project extension to Sep 2022 to allow for this delay, approved at the Sep 2021 SELEP Accountability Board; 5. Grant agreement for project being finalised.   |
| GBF | Food Street Eastbourne   | 2021/22 | 2021/22 | 0.1   | 1. GBF pipeline project with funding awarded at Feb 2022 Accountability Board; 2. GBF investment will support bringing 5 commercial units back into use in Eastbourne Town Centre; 3. Grant agreement for project being finalised; 4. Project completion expected Apr 2022.   |
| GBF | Seven Sisters Country Park Visitor infrastructure Uplift   | 2021/22 | 2022/23 | 0.2   | 1. GBF pipeline project with funding awarded at Feb 2022 Accountability Board; 2. Extension to project delivery to Sep 2022 agreed by Accountability Board pending approval by Strategic Board in Mar 2022; 3. GBF investment will widen the scope of the project to incorporate a high footfall retail space to support local businesses and accommodation for the onsite warden; 4. Grant agreement for project being finalised; 5. Project completion expected Sep 2022.   |
|     |  |         |         | 8.22  |   |



| Growing Places Fund (GPF) loan funding |  |         |         |      |  |
|--|--|---------|---------|------|--|
| GPF Round 2                            | Eastbourne Fishermen's Quay (GPF)                  | 2017/18 | 2018/19 | 1.15 | 1. Project approved at Dec 2017 Accountability Board; 2. Carillion went into administration before land purchase could be completed, and Administrators sold the freehold to Premier Marinas who were not willing to sell it on; 3. As an alternative the lease of the land over 75 years with peppercorn rent was offered, presenting a feasible option to enable delivery of the project - change from land-purchase to long-lease will not impact outcomes nor the cost of delivery, and change of scope noted at Sep 2018 Accountability Board; 4. Contractor procured and costs rose slightly from original contractor's bid, but EU10CIC secured increased grant from EMFF to cover the difference; 5. Premier Marinas lease signed Mar 2020; 6. Phase 1 GPF building now up and running as designed (shop opening shortly) and project reached practical completion Apr 2021; 7. Due to impact of Covid and Brexit, revised GPF repayment profile was approved at Jul 2021 SELEP Accountability Board; 8. Revised repayments are being made on schedule.  |
| GPF Round 2                            | Charleston Centenary                               | 2017/18 | 2018/19 | 0.12 | <b>COMPLETED.</b> 1. Physical outputs comprise a new café-restaurant facility in the converted Threshing Barn with more than twice the covers of the previous café, an auditorium and education space in the adjoining converted Hay Barn and completely new Wolfson gallery spaces with retail foyer; 2. To support these developments there is improved separate access to the Charleston site and a significantly enlarged and improved car park with landscaping; 3. GPF elements of scheme complete - Charleston Centenary has met forecast jobs figure for the project and monitoring continues for post-delivery benefits realisation; 4. Project updates indicate that completion of the project has enhanced the potential for secondary spend and offers a new attraction to the Charleston site which is independent of the house, potentially appealing to a wider market; 5. Due to the substantial financial impact of Covid-19 to the charity, the project was granted flexibility on the GPF loan repayments, and a revised repayment schedule was approved at the Jul 2020 Accountability Board.  |
| GPF Round 3                            | Observer Building, (Phase 1a and Phase 2) Hastings | 2020/21 | 2022/23 | 1.75 | <u>Phase 1 loan funding</u><br>1. Loan to fund delivery of Observer Building (Phase 1) project in Hastings; 2. Business case approved at Sep 2020 Accountability Board; 3. Planning permission granted Sep 2020; 4. Loan agreement with White Rock Neighbourhood Ventures Ltd finalised Dec 2020; 5. Contract went out to tender Nov 2020, with tender deadline extended to Jan 2021 - tenders received but £1.3m+ higher than the Cost Plan; 6. Following value engineering, 8Build identified as selected contractor for £4.5m contract; 7. Additional funding achieved from Historic England and UKPN's Green Recovery Fund to help meet outstanding shortfall; 8. During this time scheme delivery commenced on a Pre-Contract Services Agreement with 8Build so they were able to get started on the works; 9. Scaffolding on east and west elevations is complete and initial demolition works underway; 10. Estimated completion still on track for end of Mar 2022.<br><u>Phase 2 loan funding</u><br>11. Phase 2 on GPF pipeline, for second tranche of GPF funding, was approved at Jul 2021 SELEP Accountability Board; 12. Further SLA between Essex CC, ESCC and SELEP for loan monies issued has now been entered into and back-to-back agreement between ESCC and WRNV was completed in Dec 2021; 13. ESCC awaiting claim from WRNV to draw down the second tranche of GPF. |
| GPF Round 3                            | Barnhorn Green, Bexhill                            | 2022/23 | TBC     | 1.75 | 1. Loan to fund delivery of Commercial and Healthcare Development project (Phase 1) at Barnhorn Green in Bexhill; 2. LMSMED approval given Jul 2020 to enter into loan agreement with Rother DC; 3. Business case submitted to SELEP ITE for Gate 1 review Nov 2020; 4. Business case and GPF funding approved at Feb 2021 SELEP Accountability Board; 5. Delays to anticipated planning approvals, now expected by end of Mar 2022 - a funding condition is attached to the loan agreement with Essex/SELEP that funding cannot be defrayed to the project sponsor until planning is secured.   |
|  |  |         |         | 4.77 |  |

| Other: Coast to Capital LEP Funded Schemes |                         |         |         |     |   |
|--|-------------------------|---------|---------|-----|---|
| C2C LGF                                    | Newhaven Eastside South | 2016/17 | 2020/21 | 1.6 | <b>COMPLETED.</b> 1. Work on Eastside South is complete and fully let, despite the impact of Covid-19.  |
| C2C LGF                                    | Railway Quay            | 2016/17 | 2024/25 | 1.5 | 1. Purchase of Railway Quay completed by Lewes DC Apr 2017; 2. LDC has developed 'The Sidings', a meanwhile-use scheme to reanimate the site - the facility has now opened with a café, Active Travel Hub and a clubhouse for the Newhaven Gig Rowing Club; 3. LDC also remains in negotiations with DfE regarding the former UTC building (which adjoins the site) and has secured GBF funding for the refurbishment, enabling delivery of more than 5,000 sqm of refurbished commercial and education space; 4. The former UTC is integral to Railway Quay, and LDC officers are undertaking work to bottom out the level of commercial interest ahead of a planning application early 2022; 5. Via the EZ, a Creative Producer role has been appointed and is developing an Events Plan to animate the Railway Quay space as much as possible to drive footfall through the site.  |
| C2C LGF                                    | Springman House         | 2016/17 | 2019/20 | 2   | 1. Lewes DC completed purchase of the Springman site from the vendors in Mar 2017 with the intention of relocating the existing Lewes Community Fire Station from the North Street Quarter (NSQ) site to Springman. This was to enable the comprehensive redevelopment of the NSQ site which is a strategic allocation in the South Downs National Park Authority (SDNPA) Local Plan for a mix of uses including residential and employment; 2. Corstorphine & Wright architects appointed Jan 2018 to design the blue light facility; 3. Corstorphine & Wright architects drew up a new fire station scheme for Springman, approved by East Sussex Fire and Rescue's (ESFRS) Policy and Resources Panel in Jan 2019 (subject to detailed design and planning). The proposal was that if the new fire station goes ahead on the Springman site, ESFRS would dispose of its existing fire station land to the new NSQ developer (Human Nature) to be included in the NSQ regeneration scheme. Springman is therefore an enabling project for the NSQ and is inseparably linked to this wider scheme; 4. In 2020 the majority landowner at NSQ (NSQ Ltd) announced that it would sell its land to the developer Human Nature - this sale has now been completed; 5. In Dec 2020 Lewes DC's Cabinet confirmed that the Council will sell its minority share of land at NSQ to this same developer in order that it can progress the comprehensive redevelopment of the site. The sale of the Council's land is dependent on Human Nature securing planning permission for the new NSQ scheme that it wishes to deliver. Human Nature is proposing a more sustainable development, including more new homes alongside commercial and community uses. This developer is referring to the NSQ scheme as the 'Phoenix' project, which references the Victorian Phoenix ironworks which once stood on the site; 6. Human Nature is currently developing its masterplan for the NSQ site. It is also exploring how it would intend to use the Springman site to enable delivery of the NSQ, including the preferred option of relocating the fire station. It is anticipated that proposals for Springman will be available prior to the new NSQ planning application being submitted in 2022. |

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|--|--|---------|---------|-------------|--|
| C2C LGF  | <b>Charleston Centenary</b>  | 2017/18 | 2018/19 | 0.4         | <b>COMPLETED.</b> 1. The grant has supported the various parts of the Centenary project including facilities for the barn renovation, specialist catering and exhibition equipment and landscaping of the grounds to help attract over 50,000 visitors per year and introduce them to Charleston's cultural offer.   |
|  |  |         |         | <b>5.5</b>  |  |
| <b>SELEP Sector Support Fund (SSF) Revenue Funding</b> |  |         |         |             |  |
| SSF  | <b>Planning and prioritising future skills, training and business support needs for rural businesses across SELEP</b> (Lead: Plumpton College) | 2019/20 | 2020/21 | 0.096       | <b>COMPLETED.</b> 1. All outputs have been delivered; 2. Final report has been published.  |
| SSF  | <b>Coastal Communities Supplement to the SELEP Strategic Economic Plan</b> (Lead: Hastings BC)   | 2019/20 | 2020/21 | 0.04        | <b>COMPLETED.</b> 1. Project now fully complete; 2. A variation agreement has been issued by SELEP and is awaiting signature by ESCC; 3. The back-to-back agreement has been signed by Hasting BC - once the variation agreement has been signed the payment will be drawn down.   |
| SSF  | <b>Creative Open Workspace Masterplan and Prospectus</b> (Lead: East Sussex County Council)  | 2019/20 | 2020/21 | 0.049       | Progress to date:<br><ul style="list-style-type: none"> <li>• SECEN Prospectus finalised and published on SELEP website; approved by TES and KMEP.</li> <li>• SECEN Creative Open Workspace contract in place.</li> <li>• Creative Peer Challenge Group and Planners Challenge Group in place.</li> <li>• Draft Map options appraisal and scorecard produced; preferred option agreed and map specification finalised.</li> <li>• 3rd draft of Masterplan in progress.</li> <li>• COZ draft paper: 4th and final version now in progress.</li> <li>• Toolkit: existing national guidance collated and considered, process of scoping achievable and useful content which is appropriate for the sector and to operate as advice for planners agreed; progress pending successful completion of Masterplan and COZ paper.</li> <li>• Consideration of where to publish the document and in what format still to be agreed; SELEP style guide to be followed.</li> <li>• Project Change Request submitted (for SELEP Strategic Board consideration 18 Mar 2022) applying for an extension to Sep 2022 due to outputs requiring several iterations to achieve maximum value for money, and the decision not to commission the infrastructure map (not within the scope of this project but a co-dependent output) as there is less primary data and we are having to proceed with caution in the absence of that key data to ensure that the reports are robust. Contract extension to follow.</li> </ul> |
| SSF  | <b>Accelerating Opportunities Within Newhaven Enterprise Zone</b> (Lead: Lewes DC)   | 2019/20 | 2020/21 | 0.115       | 1. Project Change Request approved by SELEP Strategic Board; 2. Grant agreement issued and signed by ESCC; 3. Back-to-back agreement awaiting signature by project promoter - once signed, monies can be drawn down and issued.  |
| SSF  | <b>Building Back Better</b> (Lead: Orbit)  | 2020/21 | 2021/22 | 0.192       | 1. Project Change Request approved by SELEP Strategic Board; 2. Variation agreement issued to ESCC, although this cannot be formalised until the 'sign-off' section has been updated by SELEP (due to personnel changes) - this process is currently underway; 3. Once complete, grant agreements can be issued and monies drawn down.   |
| SSF  | <b>Accelerating Nature-based Climate Solutions</b> (Lead: East Sussex County Council)  | 2021/22 | 2022/23 | 0.135       | <u>Work package 1 - Demand analysis</u><br>(a) <b>4 x target local authority areas</b> (Swale, Lewes, Thurrock and Colchester): meetings have been held with key staff and carbon reduction strategies and policies have been received and analysed (except for Thurrock, which hasn't produced a carbon reduction strategy); (b) <b>8 x businesses</b> : 3 businesses have been recruited and discussions are being held with a further 2; the carbon reduction strategy of one of these businesses has been reviewed and a full analysis of "insetting" opportunities carried out; an online survey of businesses was issued in Dec 2021 and reissued in Jan 2022 to increase the response rate, and will provide a means to recruit a further 3 businesses as case studies.<br><u>Work package 2 - Supply side analysis</u><br>Land use and habitat mapping has been completed for all four local authority areas to estimate the carbon sequestration potential for each local authority area; 4 landowners have been recruited as case studies; Supply side support resources - Kent Wildlife Trust's 'Wilder Carbon' standards have been issued, which provide a range of tools.<br><u>Work package 4 - brokerage hub development</u><br>A brief has been prepared to commission a review of existing brokerage hubs in the UK and discussions are being held with organisations to partner in this review (e.g. South West LEP and Environment Agency).   |
|  |  |         |         | <b>0.63</b> |  |