

Agenda item 7

Additional updates & stakeholder reports

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East Sussex Economy Recovery Plan

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

- The East Sussex Economy Recovery Plan (ERP), termed ‘East Sussex Reset’, was officially launched in Sep 2020. All of the activities of the six ‘missions’ were listed in a detailed Action Plan, and TES has been provided with Action Plan progress reports on a quarterly basis.
- As we are now beyond the expected 18-month lifespan of the Action Plan, all of the activities have been completed and/or drawn to a close. The final version Action Plan is available to view on the [ESCC website](#).
- Despite the Action Plan being closed, there have still been important developments over the last quarter across all six missions, highlighted below, and a total of circa **£220.85m** is being invested into East Sussex as a result of the Economy Recovery Plan.
- This report also highlights the significant financial intervention provided to businesses across East Sussex through the Government’s various grant schemes, distributed through our Borough and District Councils.

Top headlines over the last quarter

- We continue to work to provide support to local SMEs against a rapidly changing backdrop of funding and policy. Funding has been awarded to the BES Growth Hub for one year (2022/23) but only at 50% of previous levels. It is clear that a reduction of this level will necessitate changes to the service that is delivered. We are working collaboratively with partners across the SELEP region to ensure we deliver the best possible value for money, and due to having brought the service in-house in 2020 we are in a good position to be as flexible and responsive to these long-awaited changes as possible.
- Government has announced that East Sussex could be given up to £41.4m towards a range of projects set out in its Bus Service Improvement Plan (BSIP). While only an *indicative* amount at this stage, colleagues are working with DfT on agreeing detailed proposals for how this funding will be utilised over the three-year funding period.
- ESTAR (part of the ESCC Employment and Skills Team) received an allocation of just under £1m to deliver support with learning and employment for those in supported or temporary accommodation.
- UK Shared Prosperity Funds (UK SPF) have been confirmed, with a total of £5.17m being allocated to our Borough and District Councils. The Government has also announced that East Sussex will receive up to £2.5m of ‘Multiply’ funding (top-sliced from UK SPF) to support the maths skills of adult residents. The Multiply programme will be managed by ESCC to deliver a range of “embedded maths in technical and employability skills provision”, as well as “maths in the context of money management and household budget setting”. The provision will support anyone aged 19+ who doesn’t have a Level 2 qualification, be them employed or unemployed.
- £100,000 Escape the Everyday funding secured by Visit Brighton for a Brighton+ campaign pan-Sussex – Visit England commended the partnership on its joined-up approach.
- First Pan-Sussex tourism leadership group meeting held at the Amex Stadium, bringing together industry leaders across Sussex to collaborate on a Sussex narrative and market segmentation analysis to identify high value overseas markets to increase the value of inward spend to the visitor economy in Sussex.

- UKCRF funded Sustainable Wine Tourism project commenced – segmentation data, Nathan Coley installations, billboard and social media marketing campaigns, Electric Vehicle charging points feasibility studies and supporting vineyards to develop visitor facilities – all in train.
- The publication of the Levelling Up and Regeneration Bill (LURB) and accompanying policy announcements confirm that many of the changes to the planning system considered in the ‘Planning for the Future’ white paper (2020) have, as rumoured, been dropped by Government. The LURB does seek to deliver major changes to the planning system that will have long term impacts on the outcomes from the planning system, however much of the key detail is left to secondary legislation. The bill is programmed to gain royal ascent in 2024, with detailed transitional arrangements to be published in due course along with consequential changes to the National Planning Policy Framework (NPPF), including potential changes to the housing target formula.
- [Boiler Upgrade Scheme](#): Government is providing grants of £5,000 to residents and small non-domestic properties to help cover the cost of buying and installing air source or ground source heat pumps (and £6,000 for biomass boilers). The scheme runs from 2022 to 2025.
- [Local Electric Vehicle Infrastructure \(LEVI\) scheme](#): Government has launched the first £10m of a longer-term fund to support the rollout of electric vehicle (EV) charging infrastructure. Closing date 17 Jun 2022.
- [Clean Maritime Demonstration Competition Round 2](#): Government has launched a £12m fund to support the development of innovative technology demonstrations of scalable clean maritime solutions (e.g. on-vessel technologies). Bids can be between £100k and £1m. Closing date is 13 Jul 2022.
- [LoCASE](#) (Low Carbon Across the South East): there are 100 free energy audits and 50 match funded grants of up to £5,000 each available for SMEs in East Sussex. The programme will end in Mar 2023, so please encourage businesses to apply.
- Working towards commencing construction of Eastbourne Town Centre Phase 2a in 2022 and secured Levelling Up Fund to deliver Phase 2b by 2024.
- Detailed plans being developed for how we plan to use the indicative funding allocation for the East Sussex BSIP, which are required by the Department for Transport before any funding is confirmed.
- Developing proposals for school streets schemes at three schools in the county.

Grants distributed through Borough and District Councils

- The following table shows that our local authorities have distributed over **£253 million** to businesses in East Sussex through the various Government support schemes initiated in response to the Covid-19 pandemic.

		Eastbourne BC	Hastings BC	Lewes DC	Rother DC	Wealden DC	East Sussex Totals
SBGF and RHLGF	(volume)	1,481	1,740	1,780	2,194	3,561	10,756
	(value)	£18,680,000	£20,235,000	£21,685,000	£24,985,000	£41,265,000	£126,850,000
LADGF	(volume)	158	114	157	130	304	863
	(value)	£1,120,750	£1,152,988	£1,265,000	£1,454,750	£2,651,000	£7,644,488
LRSB	(volume)	4,022	4,123	2,964	5,159	4,648	20,916
	(value)	£11,125,655	£11,024,780	£8,126,348	£11,563,254	£24,768,382	£66,608,420
ARG	(volume)	1,201	555	775	1,328	2,257	6,116
	(value)	£3,023,355	£3,173,833	£3,134,525	£3,531,444	£6,459,848	£19,323,005
Restart Grant	(volume)	818	849	584	854	940	4,045
	(value)	£6,441,387	£5,770,089	£4,226,715	£6,114,745	£7,176,063	£29,728,999
OHLG	(volume)	0	238	0	340	327	905
	(value)	£0	£746,723	£0	£1,061,416	£1,094,734	£2,902,873
Totals	(volume)	7,680	7,619	6,260	10,005	12,037	43,601
	(value)	£40,391,147	£42,103,413	£38,437,588	£48,710,609	£83,415,027	£253,057,785

Table showing the number of grants paid to businesses by each local authority in East Sussex and the value of those grants. Data taken from the [Gov.UK website](#), updated 9 May 2022.

- 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* (LRSG) and the *Additional Restrictions Grant* (ARG). The LRSG, which also included Christmas Support Payments, ran until Jun 2021. The ARG remained active through to Mar 2022, and included a series of ‘top-up’ payments to local authorities from Government.
- 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 open from Dec 2021 to Mar 2022.

Funding programmes: latest updates

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

UK Community Renewal Fund (UK CRF)

- Work has continued across all five East Sussex projects with good progress made.
- Government has extended the UK CRF programme until the end of 2022. This offer was passed onto East Sussex projects, which are now expected to complete:
 - **Sustainable Wines** (Lewes DC): 31 Jul 2022
 - **Minding the Gaps** (Sussex Community Development Association): 31 Oct 2022
 - **VCSE Futureproofing** (Hastings Voluntary Action): 30 Nov 2022
 - **Hastings 2066** (White Rock Neighbourhood Venture): 31 Dec 2022
 - **Innovation Masters** (Sussex Innovation): 31 Dec 2022
- The Mar 2022 interim report was submitted to Government and received positive feedback. As a result of the extension to the programme, an additional interim report has been added to the schedule for the end of Jun 2022. ESCC officers are currently working with project deliverers to complete this.

Getting Building Fund (GBF)

- The Charleston Access Road, Winter Garden, Observer Building, Lewes Creative Hub and Sussex Innovation projects all completed the spend of their GBF funding in line with the original programme dates by the end of Mar 2022.
- The Riding Sunbeams project has unfortunately been removed from the GBF programme, as site-specific technical issues came to light as the project progressed which proved impossible to overcome.

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 and the Berwick roundabout near Drusillas were completed earlier this year.

2.3 Work on the Wilmington safety improvements started in Sep 2021 and the signalised crossing is waiting to be commissioned. A new signalised pedestrian crossing (and associated works) has been installed near Firle (also waiting to be commissioned) whilst work on the remaining section of the shared footway/cycleway is ongoing, due for completion by the end of 2022. More information on the package of smaller scale interventions is available on the [National Highways website](#).

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

2.5 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.

2.8 Since the last update to TES, ESCC officers have attended two engagement meetings with NH, one alongside other local authorities and another with Transport for the South East (TfSE), covering the scope of the study and our expectations. At both meetings NH were encouraged to engage with the Borough and District Councils, particularly as they develop their emerging Local Plans, as well as the business community for their views.

2.9 The A27 Reference Group will play an important part in providing a 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 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

2.10 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.

2.11 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. Further information is available on the [National Highways website](#).

2.12 Despite not being included in RIS2, we will continue to develop the case for further improvements to the A21 with TfSE through 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. Consequently, a number of additional walking, cycling and public transport interventions are being developed which have been identified from 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 were presented to ESCC's Lead Member for Transport and Environment on 14 Mar 2022 where it was resolved to progress to detailed design and submit the Outline Business Case to DfT. ESCC has subsequently received several clarification questions on the various technical documents previously submitted to DfT, and recently met with DfT officials to go through these questions in more detail; further work is required to address these questions and integrate the necessary information into an updated OBC for submission to DfT this summer.

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.
- 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. The final proposed package of schemes and SOBC will be presented and discussed within the third round of stakeholder workshops, which are currently expected to take place after the summer holidays, in Sep 2022.
- 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. A copy of the Economic Impact Study is available to view on the [ESCC website](#).

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; electric trains; diversion of A259 at Star/Guldeford level crossings.

- 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). 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 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. Visit [Network Rail website](#) for details.

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 Following a delay due to the Covid 19 pandemic, Gatwick Airport Limited (GAL) recommenced the Development Consent Order (DCO), which follows a six-stage process, in Spring 2021 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 GAL 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](#).

5.4 GAL will also be undertaking a focused statutory public consultation on 14 Jun 2022 on its updated highway design associated with the Northern Runway project, which has changed in response to feedback received during the Autumn 2021 consultation. The consultation will run for just over six weeks, until 27 Jul 2022. GAL will also update on other aspects of its Northern Runway proposals, following feedback received from the Autumn 2021 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 (early 2023) followed by an examination of the DCO (expected later in 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. The project is being managed by Network Rail in partnership with DfT and Govia Thameslink Railway (GTR).
- 5.7 Stage 1 works involved the closure of Platform 7 and was completed in Nov 2020. Works are ongoing on Platforms 5 and 6, due to reopen early-Jan 2023, while the new concourse is scheduled to open in mid-Mar 2023. Updates on the progression of the scheme are available on the [Network Rail website](#).

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.
- 6.3 An update on the scheme was provided to the SELEP Accountability Board on 27 May 2022 (see the [Agenda Pack](#), pages 194 – 209).

Signalised connection to A21

- 6.4 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.
- 6.5 National Highways has provided 'in principle' technical approval of the modelling aspect of the scheme and has signed-off the Stage 1 Road Safety Audit. Following this sign-off, a full package of plans and detailed designs for the scheme, including a Stage 2 Road Safety Audit, were submitted in Nov 2021 by Sea Change Sussex to National Highways and East Sussex County Council for final approval. The Stage 2 Road Safety Audit report was issued via National Highways in Jan 2022. Design amendments have been made by Sea Change Sussex (SCS) in line with the independent auditors' comments and East Sussex County Council and National Highways are awaiting their submission.
- 6.6 Legal agreements to undertake works on the highway will be required, and these cannot be sealed until the scheme detailed design and technical approval has been given by NH and ESCC.
- 6.7 In addition, opening the route to traffic will be subject to Traffic Regulation Orders (TROs) to close off Junction Road, which has been advertised, as well as to introduce parking restrictions on Whitworth Road. ESCC has commenced informal consultation with key stakeholders on the Whitworth Road TRO and provided feedback to SCS with no significant issues having been raised. This proposed parking restriction will be subject to a formal TRO advertisement process but its progression is subject to receipt of the required documentation from SCS.
- 6.8 Based on the estimated timescales for the approvals process and delivery programme, it is currently anticipated that the signalised connection will be constructed and completed by autumn 2022 at the earliest.

Permanent connection to A21

- 6.9 The final section of the permanent connection involves the introduction of a roundabout on the A21 which is dependent upon completion of the ongoing land acquisition process. The County Council has indicated that their preferred scenario would be for SCS to secure all the necessary land through negotiations from all of the relevant landowners. If land cannot be secured through negotiation, and a Compulsory Purchase Order (CPO) process is deemed necessary, then the timescales for construction start/completion could be delayed by anywhere between 6 and 18 months.

- 6.10 At present, works to the permanent connection have been placed on hold as resources at ESCC and SCS are focused on progressing the signalised connection to the A21 to enable the road to be fully opened to traffic and enable the scheme's full benefits to be realised as soon as possible.

Newhaven Port Access Road (NPAR)

- 6.11 NPAR is an integral part of Newhaven Enterprise Zone, which came into effect in Apr 2017, and is identified within the ESCC Council Plan as a key priority for driving sustainable economic growth.
- 6.12 The first phase of the road was completed by a developer in 2015, with the County Council completing the route with a bridge over the Newhaven–Seaford railway line and Mill Creek, taking the road into port land to the south and ultimately linking into the East Quay area. 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).

Port Access Road connections

- 6.13 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.
- 6.14 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 2022/23 local transport capital programme was approved by the Lead Member for Transport and Environment in Mar 2022. The 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 One element of the package was the 'School Streets' pilot scheme which was implemented 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.
- 7.4 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](#).
- 7.5 ESCC has been working with three of these schools (All Saints CE Primary in Sidley, Langney Primary in Eastbourne and Southover CE Primary in Lewes) to investigate whether they could be made into permanent School Street sites. To support the development of permanent School Street schemes, a 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. Feedback meetings with emerging proposals were presented to the schools for comment in May 2022.

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. Traffic Regulation Orders (TROs) will be advertised in Jun/Jul 2022. A preferred contractor has been appointed to undertake the work and construction is programmed to start in Sep 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 Borough Council's approved Levelling Up Fund (LUF) bid, will be subject to public consultation in autumn 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. Arup is currently finalising the preferred option which will be presented to the project team in Jun 2022.

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. The first round of LUF, covering the period Apr 2021 to Mar 2024, focussed on three investment themes – Transport; Regeneration & Town Centre; and Cultural.
- 9.2 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. The Eastbourne LUF bid included £4.8m towards the pedestrianisation of the Seaside Road to Grand Parade section of Terminus Road (Victoria Place) which forms part of the wider public realm and pedestrian improvements that have been delivered in the town centre in recent years.
- 9.3 Government announced the opening of the second round of LUF in late-Mar 2022. It focusses on the same three investment themes as round 1 and on smaller scale, local projects that require less than £20m of funding. Applicants that were unsuccessful in the first round, such as Wealden and Rother (Hastings did not bid), or who still have a bid allowance after round 1 (which is linked to the total number of whole and partial constituencies within their boundaries), are eligible to re-apply in this round. Second round bids will need to be submitted to Government by 6 Jul 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 funding bids.
- 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. The BSIP was developed in collaboration with East Sussex bus operators, having engaged with stakeholders and members of the public.
- 11.2 Government announced in Apr 2022 that East Sussex could be given up to £41.4m towards a range of projects set out in its BSIP. While only an indicative amount at this stage, we are working with the

Department for Transport on agreeing the detailed proposals for how this funding will be utilised over the three year funding period.

12. East Sussex Local Transport Plan

- 12.1 Initial work has begun on the review of our East Sussex Local Transport Plan. We are also expecting Government to publish draft guidance on updating Local Transport Plans this summer, and the review of our plan will look to align with this guidance.
- 12.2 The key tasks which will be undertaken during 2022 include developing the evidence base for the plan and undertaking early engagement and consultation with the public and stakeholders to seek their views, feelings and ideas on the future of transport and mobility for the county.

Transport for the South East (TfSE)

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

Strategic Investment Plan development

- Work is well underway to develop TfSE's draft *Strategic Investment Plan*, the blueprint for future investment in strategic transport infrastructure in the South East for the next thirty years.
- The Strategic Investment Plan is the culmination of five years of technical work, stakeholder engagement and institutional development, building on the Transport Strategy published in 2020 and bringing together the area studies, future mobility strategy and the freight, logistics and gateways strategy.
- Working with engagement specialists ECF (Engage Communicate Facilitate), TfSE has developed an interactive digital consultation, planned to be launched on 20 Jun 2022.
- The consultation will be supported by a number of events including a parliamentary reception at Portcullis House on 22 Jun 2022, 'Connecting the South East' at G-Live in Guildford on 5 Jul 2022, and two webinars on 11 and 12 Jul 2022.

Funding bids

- In Mar 2022, in response to the three-year funding bid submitted to the Department for Transport (DfT), TfSE received a grant letter setting out an allocation of £1.725m funding for 2022/23.
- The grant funding will enable TfSE to continue to resource and deliver its ambitious technical programme. The grant letter supports our core costs, which includes capacity for additional staff resource to develop and deliver our technical programme.
- The grant letter also sets out indicative funding allocations for 2023/24 (£2.065m) and 2024/25 (£2.240m). In effect this is an indicative multi-year funding allocation for business planning purposes and it should be noted that the funding is not yet confirmed.
- The bid submitted by TfSE focused on the continued delivery of the technical programme and moved into the delivery of schemes included in the Strategic Investment Plan 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 Strategic Investment Plan schemes, additional work on thematic areas (such as future mobility, freight, rural and rail) and the ongoing implementation of the four new workstreams that Subnational Transport Bodies (STBs) have been asked to lead by DfT (see below). As required by the terms of the grant, TfSE has now submitted [a 2022/23 business plan and budget](#) to DfT.
- TfSE is also progressing work around the four new workstreams defined by DfT, 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. A request for quotation (RFQ) is currently underway for this work, with an aim to start the project early Jul 2022.
 - **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. The first stage of this work is underway and will involve working with local transport authorities to identify capability gaps and how these could be addressed.
 - **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. This work is currently out for procurement.

- **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. This work is currently out for procurement.
- 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](#))

Growth Hub update

- As TES members are aware, funding decisions on the Growth Hub were delayed ahead of this current financial year. We finally received confirmation of 2022/23 funding very late in Mar 2022, and were notified at the same time that funding would be at 50% of previous years’ funding. Furthermore, there is no guarantee of any funding beyond this current financial year.
- The late notification combined with the significant reduction have obviously created a difficult operating environment for the hubs across the SELEP region. In East Sussex we had the advantage of having insourced the operation of the hub, meaning we had increased flexibility over operations which enabled us to maintain a core service provision whilst working to reduce liabilities for ESCC as the host organisation. We have been carrying one vacant post since late 2021 and will be imminently losing the Growth Hub Manager from the team and will not be replacing this role.
- It is clear however that a cut of this magnitude requires significant changes to the operating model in order to make it viable into the future. Discussions around this future model are being led by SELEP with close input from all three regional hubs, including the team at ESCC. Principles for the future model include maximising our digital offer and delivering economies of scale on functions such as marketing. We are also looking to ensure that there are legacy resources created in each area should there be no further funding beyond this year, while also looking to preserve the important convening function the Growth Hub team have played for the Business Support landscape locally. This will continue to be an important role as we transition from the current ERDF-led landscape to one where decisions on funding are devolved down to a much more local level through District and Borough Councils via the UK Shared Prosperity Fund (UKSPF).
- A key element of this is via the BES Providers Network meeting which we continue to run. The group met in Apr 2022 with a focus on Net Zero, and will meet again in Jul 2022 looking at Wellbeing in the Workplace. A further meeting is planned for Oct 2022 with a focus on Innovation.

ERDF and UKSPF

- We continue to manage the final stages of the successful ERDF programmes, notably the South East Business Boost (SEBB) programme. We are on schedule to meet or exceed all targets for this programme, including delivering over £1.5m of grants into local SMEs, leveraging £3.5m of private sector investment, and supporting over 500 businesses to create over 140 jobs. The business support elements of this programme are now closing to new applicants, and we will start closing to new grant applicants in Aug/Sep 2022, with all final activity needing to be completed in the final quarter of this calendar year.
- We are working with colleagues across the suite of ERDF programmes locally to capture the learning from the projects to feed into the development of UKSPF investment portfolios in District and Borough areas.

BES Steering Group

- The BES Steering Group will next meet on 13 Jun 2022. The group will be looking at ways to take forward work on the seven agreed priorities for sustainable growth, which are:
 - **Productivity:** addressing East Sussex's low productivity levels.
 - **Innovation:** increasing innovation support to drive sustainable growth.
 - **Skills for businesses:** helping businesses to upskill and develop pathways for career progression.
 - **Net zero:** supporting local SMEs to implement reductions in carbon use.
 - **Business support ecosystems:** ensuring a supportive environment for entrepreneurialism in East Sussex.
 - **International trade:** ensuring SMEs are supported on trading with 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 regular discussions on the ongoing impacts of Covid-19 and/or Brexit on development.
- Overall, the housing sales market seems to be buoyant, but build costs are an ever-moving picture. Issues around price increases and the supply of materials and labour are still ongoing, so whilst the demand is clearly there, delays caused by supplies/costs are continuing. Another key concern for DES is the resourcing of Planning teams, which seems to be a problem stretching far wider than the south east region.
- The most recent DES meetings have included an annual housing stats review, a presentation from Transport for the South East (TfSE) on strategic infrastructure needs, a discussion on Public Health in Construction, and a presentation from UK Power Networks on their future net-zero plans.
- 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, Stuart Andrew MP (who replaced Chris Pincher MP as Housing Minister earlier this year). The most recent discussions have focussed on the issues of planning resourcing. 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.

Skills East Sussex (SES)

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

Skills East Sussex (SES) Board and Sector Task Groups

- The SES Board met on 9 May 2022 and were updated on the action plans being undertaken by the Sector-based Task Groups (Construction, Engineering, Health and Social Care, Visitor Economy, Creative and Digital and Land-based) to meet recruitment, retention and skills training priorities.
- SES has been briefed on the Future Skills research being undertaken by Institute for Employment Studies to better understand the impact of the move to Net Zero, Digital/Technology and Brexit on the East Sussex economy and employment landscape.
- SES has held initial discussions on the UK Shared Prosperity Fund, led by Wealden District Council, and on the newly launched £2.5m Multiply numeracy programme that will be delivered via the County Council.
- Sussex Chamber of Commerce provided an update on the Local Skills Improvement Plan (LSIP) priorities and timeline following their submission to the Department for Education in Mar 2022.

Apprenticeships East Sussex (AES)

- AES met on 21 Apr 2022 and is working collaboratively to deliver Apprenticeship Roadshows in Hastings on 20 Jun and Eastbourne on 6 Jul 2022, aimed at young people and job seekers, providing them with an opportunity to meet employers and training providers with live vacancies, and hear from a Q&A panel of representatives from employers, providers, University of Brighton and apprentices themselves.
- AES is further planning a graduation ceremony for apprentices in Oct 2022 (which has been on hold since the last event in Oct 2019).
- The Transform programme continues to support SMEs to access apprenticeship training, unspent apprenticeship Levy and Government incentives, with over 70 SMEs supported by the project. The programme is led by Skills East Sussex who are also supporting businesses to access the Moving On Up programme (below).

Careers East Sussex

- The [Careers East Sussex website](#) has been relaunched, and includes search options for post-16 courses and applications, pre-employment training, apprenticeships, careers search tool and interactive careers information.
- The all-age careers campaign is focused on communications to recruit educators to HE/FE and school level, 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”, and creating resources to promote careers in key sectors and Net Zero.

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 has been relaunched this year and hundreds of young people have had the opportunity to visit a number of East Sussex employers, including Glyndebourne, Albion in the Community and a number of SMEs across priority sectors. A further 3,000 students are going out on work experience placements this year.
- The Primary Careers focus to support raising of aspirations and challenge gender and socioeconomic 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 is working with 105 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 ESCC Public Health and Adult Social Care to broker those in temporary, supported housing and refugees into learning and work, is working with housing providers to build capacity to support learning and employment amongst this vulnerable group. The team is now also exploring how to broaden the offer to Ukrainian, Syrian and Afghan refugees and Travelling communities.
- 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 135 individuals have already come forward from residential settings to ask to participate in the Moving On Up programme, which provides pre-employment support, mentoring support for three months, help to find a job with training, or an

apprenticeship and then help to apply for and move into the role. The programme offers employers a £2,000 incentive on top of Government incentives 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, we already have 13 jobs secured for participants, with three of these moving into independent accommodation. Other initiatives include a horticulture programme – with 25 qualifications achieved, 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 in order to help them develop positive aspirations.

- The ESTAR forum has been bringing together housing providers with those offering pre-employment support alongside Jobcentre Plus, Youth Employability Service, the National Careers Service and REED UK to focus on developing a programme of training to support those working in the sector to better understand the skills and employment landscape.
- The ESTAR team is undertaking a first-year evaluation, to identify progress to date and inform future planning.

Locate East Sussex (LES)

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

- Business confidence is beginning to show signs of stalling in view of inflation, the cost-of-living crisis, recruitment challenges, energy costs etc.
- LES’s recently appointed Property Research Manager, John Wood, has left to take up a senior role with a Telecom company. The quarterly property updates will be completed by SHW for the time being whilst LES colleagues review the way forward for the role. Harrison Piper has also left LES’s marketing team to take on a Graduate Management Development role, and has been replaced by Molly Oliver.
- The team is on track to achieve all of its KPIs. It is possible they may hit all their ERDF targets by the end of the current quarter – 12 months early.

Outputs	Jan - Mar 2022		Apr - Jun 2022		Current quarter breakdown			Project to date		Project Total		
	Target	Actual	Target	Actual	Apr	May	Jun	Target	Actual	Target	Actual	%
C4 above (non-financial support)	5	8	5	5	3	2		43.3	54	60	54	90.00%
C8 Employment increase	9.5	21.95	9.5	9.62	9.62	0		82	126.74	115	126.74	110.21%
C29 New to firm products	0.5	3	0.5	0	0	0		3.5	7	7	7	100.00%
Investment Success	3	3	3	1	1	0		26	33	36	33	91.67%
Re-investment success	3.75	5	3.75	4	3	1		32.5	33	45	33	73.33%
Jobs Created (core)	28.75	18	28.75	5	0	5		249	305	345	305	88.41%

- LES has increased external networking, including events in Brighton and exhibiting at a Kent Business Show. Further exhibitions are planned.
- Brett Pearson attended the UK Real Estate Investment and Infrastructure Forum and made contact with a number of potentially useful partners and Investor Promotion Agencies.
- Various projects are on track, including a Film and TV Sector proposition, a Creative Tech report and a new East Sussex (and District and Borough) video.
- Case Study: To the Rise Bakery – see the [Rise for the Occasion](#) article on the LES website.

Economic Profile

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

- The Economic Profile report is attached as a separate document. It’s also available to view on the East Sussex in Figures website: <https://tinyurl.com/bdewerpm>.

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
Local Growth Fund (LGF) - A21/A259 Hastings/Bexhill Growth Corridor					
LGF Transport	Queensway Gateway Road	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; 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 remains outstanding; 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 in Aug 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 27 May 2022.
LGF Transport	North Bexhill Access Road	2015/16	2018/19	18.6	COMPLETED 1. NBAR runs from a roundabout on the BHLR to the A269 north of Sidley; 2. Business case approved Nov 2015, planning permission granted by Rother DC Feb 2016; 3. 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	Hastings and Bexhill Movement and Access Package	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 were considered by the Lead Member in Mar 2022 who resolved to progress the scheme to construction. 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 Jun 2022. Subject to the byelaws, 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. SELEP Accountability Board approval was given in May 2022 to defer spend on the Havelock Road element on the package to support the wider Towns Deal scheme, extending LGF spend and delivery to Summer 2025; 9. Hastings and Bexhill bus stop upgrades are nearing completion and the Collington pedestrian improvement was also completed as of Jan 2022.
LGF Infrastructure	Bexhill Enterprise Park North	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 has spent all of the LGF and is programmed for completion by end of Jun 2022.
LGF Infrastructure	East Sussex Strategic Growth Package	2016/17	2020/21	8.2	COMPLETED 1. Funding approved by SELEP Accountability Board Jan 2017; 2. Work on the road extension at Bexhill Enterprise Park completed Sep 2017; 3. Construction of High Weald House at Bexhill completed Apr 2019; 4. SCS will look to refinance against the property and utilise the funding to commence construction of further employment space at Sovereign Harbour.

LGF Infrastructure	Churchfields Business Centre (formerly Sidney Little Road Incubator Hub)	2019/20	2020/21	0.5	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 and Towns Deal funding has been secured; 8. Completion of build is anticipated in Sep 2022 and letting of incubator units anticipated to commence in Oct 2022.
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 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. Full LGF was spent by year end 2021/22 and the project build completed; 13. The Gallery Launched on 9 Apr 2022.

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 other approved schemes - A2270/Wannock Road/Polegate High Street junction & Eastbourne Road bus lane - following surveys, further detailed design work is required to improve the drainage as part of both schemes; 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 its pipeline of schemes; 10. Detailed design ongoing on the four cycle route schemes.
LGF Transport	Eastbourne town centre LSTF access & improvement package	2015/16	2020/21	8	Phase 1 COMPLETED: 1. Business case developed for £3m funding for Terminus Road improvements associated with Arndale Centre (The Beacon) extension, approved by SELEP Accountability Board Apr 2016; 2. Additional £2m LGF allocated to ensure completion of this phase; 3. Works started Mar 2018 with Mildren Construction; 4. Construction completed Jan 2020 and snagging completed Apr 2021. Phase 2: 1. Business case for £3m approved at Feb 2019 Accountability Board; 2. Preliminary design completed and consultation on Phase 2a (Terminus Road: Bankers Corner to Langney Road) held in autumn 2019; 3. Following LMTE approval in Apr 2020, detailed design commenced Jun 2020, with stakeholder detailed design updates held Sep 2020, Oct 2020 & Feb 2021; 4. Received approval at the Oct 2020 SELEP Strategic Board meeting for revised programme to spend LGF beyond Growth Deal period; 5. Early Contractor Involvement workshop held with Costain and potential subcontractors in Jan & May 2021; 6. LMTE approval on final design received Jul 2021, statutory consultation on TROs completed with formal advertisement of TROs due in Jun/Jul 2022; 7. Construction tenders received in Feb 2022, further clarification questions issued Mar 2022. Preferred bidder due to be announced early Jun 2022 along with updated construction programme; 8. Construction still anticipated to start in 2022.
LGF Transport	A22/A27 Junction improvements (removed from LGF programme)	-	-	0	WITHDRAWN. 1. Since the £4m LGF allocation was initially made in 2014, delivery of a number of the junction improvements was successfully secured from different match funding sources (HE's smaller scale interventions & the HPEMAC); 2. As a consequence and in light of other funding pressures in the overall East Sussex LGF programme, £3m of the £4m was reallocated to other LGF projects in late-2017/early-2018, with TES approval, leaving £1m available for remaining junctions in this package; 3. Designs were progressed for the two junctions in Stone Cross as part of the wider package of junction improvements in South Wealden in order to support planned housing growth set out in the Wealden Local Plan, but it became clear that the £1m available was <u>not</u> sufficient to deliver any of the junctions without significant additional monies being allocated; 4. SELEP advised it wasn't possible to reallocate the £1m to other projects in the East Sussex LGF programme, so the £1m was instead made available for the LGF-3B pot; 5. A Major Roads Network outline business case for £35m was submitted to DfT in Jul 2019 in relation to a package of junction improvements on the A22 corridor, which includes these and other junction improvements in the area.

LGF Infrastructure	Swallow Business Park	2015/16	2018/19	1.4	COMPLETED. 1. Planning permission granted for northern & southern parts of site; 2. Business case approved by SELEP Accountability Board Feb 2016; 3. Site's first tenant (VACGEN) has taken possession of the building and is installing production facilities; 4. Construction of the starter units completed and ready for tenants - My Life Bathrooms has occupied Block E; 5. Overall the business park has generated 60 FTE jobs to date and there has been great interest in the units; 6. ESCC continues to monitor project outcomes as part of the SELEP Benefits Realisation reporting.
LGF Infrastructure	Strategic Site Investment Package (formerly Sovereign Harbour Innovation Park)	2015/16	2021/22	1.7	COMPLETED. 1. Review of projected costs originally allocated to site infrastructure at Sovereign Harbour resulted in a broadening of the scope to also include North Queensway and North Bexhill Business Parks, so investment will enable site infrastructure to be delivered across the three sites; 2. Revised scope approved by Government, and revised business case approved by SELEP Accountability Board Feb 2016; 3. Works related to this scheme have now been completed at all sites.
LGF Infrastructure	Devonshire Park Quarter Redevelopment	2017/18	2019/20	5	COMPLETED. 1. Scheme approved by SELEP Accountability Board Mar 2017; 2. Accelerated spend for 2017/18 approved by Accountability Board Nov 2017; 3. Congress Theatre completed and opened Mar 2019 with an inaugural concert by the London Philharmonic Orchestra; 4. Welcome Building construction also complete; 5. Site open Jun 2019 with first conferences from Oct 2019.
LGF Infrastructure	Eastbourne Fisherman Quayside and Infrastructure Development project (LGF)	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. All LGF has been spent in FY 2021/22 and completion of Building 2 was achieved and handed over on 21 Mar 2022.

26.24

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

LGF Infrastructure (C2C funded)	Newhaven Port Access Road	2015/16	2020/21	10	COMPLETED 1. Identified by DfT as one of their 'portfolio' schemes meaning they retain overall decision-making responsibilities for approving the release of LGF monies; 2. £13m also allocated in ESCC's capital programme towards scheme; 3. First phase completed as part of the Eastside development; 4. Tender completed, BAM Nutall identified as preferred contractor; 5. Value engineering exercise 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)	Newhaven Flood Alleviation Scheme	2016/17	2017/18	1.5	COMPLETED: 1. Environment Agency led scheme to reduce flood risk in Newhaven and recognise wider benefits in encouraging regeneration in the town; 2. £10m from EA and £1.5m from C2C as well as SELEP funding; 3. Contracts signed Mar 2016; 4. EA appointed 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. Completion date of 31 Mar 2022 for the Principal Contractor related works achieved following rectification of minor outstanding elements.
LGF Infrastructure	Exceat Bridge (removed from LGF programme)	-	-	0	WITHDRAWN. 1. £2.6m secured from ESCC capital programme plus £2.1m LGF-3B funding (business case approved by SELEP Jul 2020), however further funding required to plug a funding gap of approx. £3m; 2. Project unable to plug funding gap so does not meet LGF funding conditions; 3. LGF allocated to the scheme has been returned to the LGF pipeline, confirmed at the Sep 2020 Accountability Board meeting.

11.5

Local Growth Fund (LGF) - Pan LEP

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

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

Plumpton College	Skills for Rural Business post-Brexit	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 Dec 2022.
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East Sussex College Group	Specialist Equipment for STEM Centre	2016/17	2017/18	0.075	COMPLETED. 1. Specialist industry-relevant equipment supporting a new STEM Centre enabling delivery of 35 new apprentices per annum in Laboratory Technician, Science Manufacturing Technician, Laboratory Scientist and Science Industry Maintenance Technician qualifications from 2017/18; 2. East Sussex College has now made the final claims for this scheme.
East Sussex College Group	Refurbished Science Facilities	2016/17	2017/18	0.16	COMPLETED. 1. East Sussex College awarded £159,400 towards total project costs of £478,320 (33%) in Round 1 for refurbishing the reception/hub of the new STEM Centre and an alteration to the existing Science Laboratory at their Lewes campus; 2. Work completed so now in delivery; 3. Due to negotiations with builders/subcontractors, overall costs reduced, so SELEP's 33% contribution also reduced to £80k resulting in a surplus of £79,440; 4. SELEP Accountability Board agreed Jan 2017 that the college could utilise the £79k underspend for their broader project, enhancing the first floor laboratory, subject to full application and approval by the Board; 5. Application for £39,515 approved by Accountability Board May 2017, with remaining unused funds returned to LGF programme for later allocation.
Plumpton College	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	COMPLETED 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. Project completed in 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 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.
GBF	Observer Building, Hastings (Phase 1b)	2020/21	2021/22	1.713	COMPLETED 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. Completion of the elements of the project covered by the GBF funding in Mar 2022; 4. Completion of the remaining elements of the overall project anticipated in Aug 2022.
GBF	Delivering the Glory of the Winter Garden	2020/21	2021/22	1.6	COMPLETED 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. GBF spend completed in Mar 2022; 4. Final elements of project being completed using match funding.
GBF	Riding Sunbeams (removed from programme)	-	-	0	WITHDRAWN 1. Funding awarded at Nov 2020 SELEP Accountability Board; 2. GBF funding intended to develop the route to market for the world's first MW scale solar farm directly powering the DC railway network; 3. Request for project extension to Sep 2022 approved at the Sep 2021 SELEP Accountability Board; 4. Despite their best efforts, Riding Sunbeams and Network Rail concluded that this project cannot be delivered at this time due to insurmountable technical issues; 5. As a result at the May 2022 Accountability Board meeting, SELEP confirmed the removal of this project from the GBF programme.
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. 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 with lease expected to be completed in Jun 2022; 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 completed; 4. Project completion expected quarter 2 of 2022/23.
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 finalised; 5. Project completion expected Sep 2022.
				5.69	

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	COMPLETED. 1. Physical outputs comprise a new café-restaurant facility in the converted Threshing Barn with more than twice the covers of the previous café, an auditorium and education space in the adjoining converted Hay Barn and completely new Wolfson gallery spaces with retail foyer; 2. To support these developments there is improved separate access to the Charleston site and a significantly enlarged and improved car park with landscaping; 3. GPF elements of scheme complete - Charleston Centenary has met forecast jobs figure for the project and monitoring continues for post-delivery benefits realisation; 4. Project updates indicate that completion of the project has enhanced the potential for secondary spend and offers a new attraction to the Charleston site which is independent of the house, potentially appealing to a wider market; 5. Due to the substantial financial impact of Covid-19 to the charity, the project was granted flexibility on the GPF loan repayments, and a revised repayment schedule was approved at the Jul 2020 Accountability Board.
GPF (Round 3)	Observer Building, (Phase 1a and Phase 2) Hastings	2020/21	2022/23	1.75	<u>Phase 1 loan funding</u> 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. Delivery programme on track for completion Q1 2022/23. <u>Phase 2 loan funding</u> 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 Jun 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	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. 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; 5. The former UTC is integral to Railway Quay, and LDC officers are undertaking work to bottom out the level of commercial interest ahead. Consultants have been working on the utilisation mix and are due to present their recommendations to the Council within the next 3-4 weeks (Jun 2022); 6. Purchase of the former UTC building is also anticipated in Jun 2022 when a further update will be provided.
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.

C2C LGF	Newhaven Eastside South	2016/17	2020/21	1.6	COMPLETED. 1. Work on Eastside South is complete and fully let, despite the impact of Covid-19.
C2C LGF	Charleston Centenary	2017/18	2018/19	0.4	COMPLETED. 1. The grant has supported the various parts of the Centenary project including facilities for the barn renovation, specialist catering and exhibition equipment and landscaping of the grounds to help attract over 50,000 visitors per year and introduce them to Charleston's cultural offer.
				5.5	
SELEP Sector Support Fund (SSF) Revenue Funding					
SSF	Planning and prioritising future skills, training and business support needs for rural businesses across SELEP (Lead: Plumpton College)	2019/20	2020/21	0.096	COMPLETED. 1. All outputs have been delivered; 2. Final report has been published.
SSF	Coastal Communities Supplement to the SELEP Strategic Economic Plan (Lead: Hastings Borough Council)	2019/20	2020/21	0.04	COMPLETED. 1. Project now fully complete; 2. A variation agreement has been signed by both SELEP and ESCC; 3. The funding has been drawn down from SELEP and is awaiting payment.
SSF	Creative Open Workspace Masterplan and Prospectus (Lead: East Sussex County Council)	2019/20	2020/21	0.049	1. SECEN Prospectus: finalised and published on SELEP website, and approved by TES and KMED; 2. Draft Map options appraisal and scorecard produced - preferred option agreed and map specification finalised; 3. Third draft of Masterplan in progress, 70% completed - awaiting access of pdf for final amendments; 4. COZ paper: awaiting access to pdf for final corrections; 5. 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. Seeking consultant to complete the work. Consideration of where to publish the document and in what format still to be agreed. SELEP style guide to be followed.
SSF	Accelerating Opportunities Within the Newhaven Enterprise Zone (Lead: Lewes District Council)	2019/20	2020/21	0.115	1. Variation agreement has been signed by SELEP and ESCC; 2. Monies have been drawn down from SELEP and are awaiting payment; 3. The majority of outputs have been delivered, specifically with regards to the marketing component; 4. The capital enhancement works at Avis Way are on site and will be launched in Jun 2022.
SSF	Building Back Better (Lead: Orbit Housing Association)	2020/21	2021/22	0.192	1. Variation Letter has been signed by SELEP and ESCC; 2. Grant Agreement has been issued to the Lead Partner, Orbit Housing, and we are awaiting return of the signed document; 3. Monies have been requested from SELEP and we are awaiting payment - first payment will be transferred to the Lead Partner upon receipt of a signed GFA.
SSF	Accelerating Nature-based Climate Solutions (Lead: East Sussex County Council)	2021/22	2022/23	0.135	<u>Work package 1 - Demand analysis:</u> a) The 4 target local authority areas (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) 8 businesses: 5 businesses have been recruited and discussions are being held with a further 3. The carbon reduction strategies of the recruited businesses have been reviewed, where they've been produced, and carbon "insetting" opportunities are being assessed. An online survey of a wider set of businesses has been completed and analysed. <u>Work package 2 - Supply side analysis:</u> Landuse and habitat mapping has been completed for all four local authority areas to estimate the carbon sequestration potential in each area. 4 landowners have been recruited as case studies and an engagement event has been held with the nature-based sector (i.e. environmental NGOs) operating in the South East. Supply side support resources: Kent Wildlife Trust's 'Wilder Carbon' standards have been issued, which provide a range of tools, and KWT are working up a guide for landowners and eNGOs to signpost them to existing tools and resources. <u>Work package 3 - demonstration projects:</u> discussions are being held with the recruited businesses and landowners, and the eNGOs, about appropriate projects to take forward. <u>Work package 4 - brokerage hub development:</u> etec consultancy have been commissioned to produce a review and analysis of brokerage hubs, to be completed by Jul 2022.
				0.63	