

Agenda item 8

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Funding programmes: latest updates

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

UK Community Renewal Fund (UK CRF)

- The last interim report was submitted to Government in June 2022 and received positive feedback. County Council officers are now working with project deliverers to complete the October interim report, which is the final report before the programme concludes at the end of 2022.
- All UK CRF projects remain on track to be completed by the programme end of 31 December 2022.

Getting Building Fund (GBF)

- All but one GBF project has now completed their GBF spend. The remaining project, UTC Maritime and Sustainable Technology Hub, is due to complete spend of its GBF allocation by December 2022, and be fully completed by the end of March 2023. Three projects are still ongoing (using match funding) – Winter Garden, Observer Building and Seven Sisters – and are all due to fully complete by the end of quarter 3, 2022/23.
- During the summer, SELEP announced an additional GBF pipeline fund, available to *existing* GBF projects to cover either increases in costs due to inflation/Covid/Brexit or additional phases of the projects. Applications were received from five East Sussex GBF projects: Accessing Charleston, Winter Garden, Observer Building, Sussex Innovation Falmer, and Seven Sisters Visitors Centre. These projects were assessed and provisionally shortlisted, with this initial prioritised list approved by the TES Board via electronic procedure. The final approved list of East Sussex projects was submitted to SELEP, who will merge it into a final LEP-wide pipeline for approval at the Strategic Board meeting on 21 October 2022.

Growing Places Fund (GPF)

- A significant risk to the agreed repayment schedule for the Eastbourne Fishermen GPF project has been identified. County Council officers are working with project leads and are aiming to take a proposal for a revised repayment schedule to the next SELEP Accountability Board meeting on 25 November 2022.

Sector Support Fund (SSF)

- Following discussions with the project promoter, it has become clear that the Building Back Better SSF project cannot be delivered as set out in the original application, and as supported by TES and the SELEP Strategic Board. A Project Change Request (PCR) option has been explored but is not considered viable as the changes are so significant that the project would need to be considered as a new application, and as the SELEP Strategic Board has already resolved to not make any new SSF awards (at its meeting in March 2022), this is not possible. The County Council, as the Accountable Body for the project, has notified SELEP that the project should be removed from the SSF programme on that basis.

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 (NH) announced a package of smaller scale interventions for the A27 east of Lewes in September 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 in 2022. The signalised (Pegasus) crossing as part of the Wilmington junction safety improvements and the signalised crossing at Firle are now open for use.
- 2.3 Work on the remaining section of the shared footway/cycleway is ongoing and due for completion by the end of 2022. Visit the [National Highways website](#) for more information on the package of smaller scale interventions.

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 LEAs, for a study to look at a new dual carriageway route between Lewes and Polegate. The NH-commissioned study, which was an early-stage investigation looking at these potential new route options, was completed in May 2018.
- 2.5 The study 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). RIS2 sets out the investment that Government will be making in the Strategic Road Network (SRN) and that NH will be expected to deliver during the second road period between 2020 and 2025.
- 2.7 RIS2 was published in March 2020 and identified that further work would be undertaken on developing options 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 ESCC officers attended two engagement meetings with NH in May 2022, 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. This information will help DfT decide whether the scheme is selected for delivery as part of RIS3 or a future Road Investment Strategy.

- 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. In addition, the scheme has been included in the recommended interventions in the TfSE draft Strategic Investment Plan.

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 The schemes between Kippings Cross and Lamberhurst, as well as at Flimwell and Hurst Green, have been included as interventions in TfSE's draft Strategic Investment Plan, and we will continue to make the case to NH through the next iteration of their Route Strategies.

3. Major Road Network (MRN)

- 3.1 Following Government consultation in early 2018, Government announced its final Major Road Network (MRN) in December 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 Drive (Eastbourne/South Wealden).
- 3.3 Funding is available for the MRN through the National Roads Fund from the early 2020s, and DfT guidance identifies the types of schemes that are eligible for funding:
- bypasses or new alignments;
 - missing links between existing stretches of the MRN or SRN;
 - widening of existing MRN roads;
 - major structural renewals on roads, bridges, tunnels and viaducts on MRN roads;
 - major junction improvements (e.g. grade separation);
 - Variable Message Signs (VMS), traffic management and the use of smart technology and data to raise network performance;
 - packages of improvements which may include elements of safety, widening, new alignment and junction improvements.
- 3.4 DfT will provide funding between £20m and £50m, although the lower threshold will not be applied rigidly, and there is an expectation of a local contribution of at least 15% towards the scheme.
- 3.5 TfSE was asked to coordinate with its constituent local transport authorities on potential MRN schemes across their geography that could come forward as 'early entry' MRN schemes, commencing before April 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 Community Infrastructure Levy (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 April 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 Following public consultation in 2021, the consultation outcomes were presented to ESCC's Lead Member for Transport and Environment in March 2022, where it was resolved to progress to detailed design and submit the Outline Business Case (OBC) to DfT. ESCC has been addressing additional technical clarifications with DfT officials and are working on the basis that the updated OBC will be submitted to DfT later this autumn. In addition, the A22 Corridor Package was identified in the Chancellor's recently published Growth Plan as one of a number of infrastructure projects to be fast tracked, with regulations and statutory processes looked at differently to enable delivery. ESCC is now seeking clarification from DfT to understand the next steps.

A259 South Coast Road Corridor

- 3.9 East Sussex put forward a pre-strategic outline business case relating to the A259 East Sussex South Coast Road Corridor Package, focussed on the section of the road between Eastbourne and Brighton, as a potential MRN scheme for delivery between 2023 and 2025.
- 3.10 It is anticipated that the package will focus on delivering measures to enhance access to public transport and to enable people to cycle or walk for all or part of their journeys, alongside localised road and junction capacity improvements, highways structural maintenance and safety improvements, and the potential use of smart technology. This will provide a balanced package of measures by improving the efficiency, effectiveness and resilience of this key corridor of movement that will be fundamental for both existing and future users.
- 3.11 The commissioning of a local study was delayed to follow-on from the TfSE Solent and Sussex Coast area study (formerly known as the Outer Orbital Study). Therefore, the detail of the package and the content of the Strategic Outline Business Case (SOBC) will be informed by the TfSE study, which will look at strategic interventions, and our own study which will look at more localised interventions. WSP was commissioned in May 2021 to undertake the local study.
- 3.12 Since November 2021, our commissioned consultants have used the outputs from the first stage of A259 key stakeholder workshops and engagement held in October 2021, and their baseline report, to identify and develop a long list of schemes for development under the study, with some initial high-level sifting. This will be presented to stakeholders in the form of a shortlist in early 2023. In the meantime, ESCC is in discussion with DfT regarding the transport modelling work that has been undertaken to date, and we are also factoring in the data from the Bus Service Improvement Plan (BSIP) now that funding has been approved. This has caused a slight delay to the programme of a few months, but it is hoped that combining this modelling data will provide a stronger SOBC to DfT early in 2023, as it is something they will expect us to have provided to them.

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 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 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 In February 2020 NR announced that they would undertake the Kent and East Sussex Rail Connectivity pre-GRIP study. Funded by DfT and ESCC, the study commenced in September 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 and Ore and between Bexhill and 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 April 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 submitted the SOBC to DfT in May 2021 for their consideration and it will be for DfT 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 August 2021, setting out why High Speed rail in East Sussex should be a priority for investment. We have yet to receive a response from Government on the SOBC, however the scheme has been included in the Kent, Medway and East Sussex package of interventions in the draft TfSE Strategic Investment Plan.

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 sets out 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 GBR's Transition Team is now in place and is currently working on the development of a 30-year strategy for the railway, setting the strategic context and key priorities for the sector, that will then be delivered by GBR when they come into effect in 2023. The first version of the strategy is expected to be available by the end of 2022.

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 September 2020. Full details of the scheme are available on the [Network Rail website](#).

4.13 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 was developed to set out the case, costs and delivery timescales for such power solutions, and was submitted to DfT in May 2021 for consideration. We are awaiting Government's response on how this will proceed. Introducing power solutions on the Uckfield line and the reinstatement of the Lewes/Uckfield line were identified as interventions in the London to South Coast package within the TfSE Strategic Investment Plan.

5. Aviation

Gatwick

5.1 The consultation on Gatwick's Masterplan closed in January 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 12 metres, 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 twelve-week consultation on these proposals between September and December 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. The County Council's consultation response is available at [ESCC response to Gatwick Northern Runway PEIR consultation](#).

- 5.4 GAL undertook a focused statutory public consultation between 14 June and 27 July 2022 on its updated highways design and other aspects of its Northern Runway proposals which had changed in response to feedback received during the Autumn 2021 consultation.
- 5.5 It is expected that GAL will make its detailed and formal DCO application to the Planning Inspectorate in early 2023 followed by an examination of the DCO, which is expected later in 2023, and a decision anticipated in mid- to late-2024.

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 November 2020. Works are ongoing on Platforms 5 and 6, which are due to reopen on 3 January 2023, while the new concourse is scheduled to open on 12 March 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 March 2019.

Queensway Gateway Road (QGR)

- 6.2 The most recent update was reported to the SELEP Accountability Board in September 2022, and is available to view in the meeting's agenda pack: [SELEP Accountability Board 23 Sep 2022 agenda pack](#) (agenda item 9, pages 119-132).
- 6.3 With the employment sites already accessible from the Queensway end of the Gateway Road, the delivery of this connection will maximise the employment benefits already realised through the 90% of the completed road as well as resolving existing traffic congestion, particularly along The Ridge.
- 6.4 Sea Change Sussex (SCS) has been working through the Road Safety Audit process with National Highways (NH). Following the previous sign-off of the Stage 1 Road Safety Audit by NH, the Stage 2 Audit was issued via NH in January 2022. Design amendments have been made by SCS in line with the independent auditors' comments. Following review of the Stage 2 Road Safety Audit, NH requested an additional stage to the process with an Audit Addendum to review the amendments. This Audit brief was completed in August 2022 following some revisions and this additional Stage 2 Audit Addendum has been commissioned by NH and is currently being completed.
- 6.5 It is not until SCS has the required highways agreements in place with both ESCC and NH that all the consents required to construct the signalised junction will be in place.

Newhaven Port Access Road (NPAR)

- 6.6 NPAR is an integral part of Newhaven Enterprise Zone, which came into effect in April 2017, and is identified within the ESCC Council Plan as a key priority for driving sustainable economic growth.
- 6.7 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 October 2020. The total cost of the scheme was £23.2m (£13.2m from ESCC and £10m LGF).
- 6.8 In December 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 was to 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. Alongside the new connection into the Port, the Port Access Road fully opened to traffic on 28 February 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 March 2022. The programme includes a broad mix in scale/value of over 70 schemes funded from various sources including SELEP Local Growth Fund (LGF) monies, development contributions and funding allocated in ESCC's capital programme. Within this, priority is given to expediting the development and delivery of LGF funded projects in 2022/23.

Emergency Active Travel Fund tranche 2

- 7.2 In November 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 March 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, workshops were held in February/March 2022 involving the schools, Councillors and representatives of the local community who live near the schools. Feedback meetings, with emerging proposals presented to the schools for comment, took place in May 2022, and the overall feedback was generally supportive. We are currently identifying potential funding sources to enable these schemes to be delivered.

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 January 2020, with the final snagging works undertaken in April 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 February 2019 for improving movement and access in Eastbourne town centre.
- 8.4 Consultation on the Phase 2a proposals was undertaken in November/December 2019, and work on the detailed design commenced in June 2020. To inform the detailed design, stakeholder update meetings were held between September 2020 and February 2021. The final design for Phase 2a was approved by the Lead Member for Transport and Environment in July 2021. Traffic Regulation Orders (TROs) have been advertised with a large number of objections received during the public consultation regarding the proposed prohibition of cycling along the pedestrianised sections of Terminus Road.

Owing to the outcome of the TRO consultation and a desire from local businesses not to see construction work commence on the high street during the Christmas trading period, the construction programme is being reprofiled to commence in early 2023.

- 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 'Victoria Place' Terminus Road element, which formed part of Eastbourne Borough Council's approved Levelling Up Fund (LUF) bid, will be subject to public consultation between 10 October and 20 November 2022. Consultation exhibitions will be carried out in Eastbourne Town Centre on 24 October at Eastbourne Town Hall, 10 November at the Beacon Shopping Centre, and 12 November at the Enterprise Shopping Centre. This will ensure we can continue the design and delivery of the scheme within the LUF timescales of completion by March 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 at the Albert Road/A259 and Station Approach/Devonshire Place/Havelock Road junctions 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. Consultants Arup were commissioned in February 2022 to undertake the initial preliminary design work, which was presented to the project team in June 2022. The business case to unlock the £3m was approved by the Town Deal's Investment Panel in September 2022. Approx £400,000 of LGF will augment the Town Deal funding to deliver Phase 1 of the pedestrian, cycle, public transport, public realm and landscaping improvements focussed on the Havelock Road corridor.

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 December 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 Although all of our Borough and District Councils submitted expressions of interest in March 2019, the Government announced in July 2019 that only Lewes DC, with their EOI related to Newhaven town centre, had been successful in progressing to the next stage. Lewes DC submitted their £7.2m business case in June 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 March 2024.

Town Deals

- 8.11 In September 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 June 2020, and both Hastings BC and Lewes DC submitted their evidence-based Town Investment Plans in January 2021.
- 8.13 An announcement on the Hastings Town Deal was made in June 2021, with a £24.3m provisional allocation, and a further announcement in July 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 and the individual projects contained therein are available at [Newhaven Town Deal](#) and [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 April 2021 to March 2024, focussed on the three investment themes of Transport, Regeneration and Town Centre, and Cultural.
- 9.2 In October 2021 Government announced that the East Sussex bid for Exceat Bridge was successful and would receive £7.958m. The planning application in relation to the scheme is expected to be considered by the South Downs National Park Authority (SDNPA) by the end of 2022. Subject to planning permission being granted, construction is expected to commence in 2023.
- 9.3 In addition, Eastbourne BC and Lewes DC were also successful in their LUF round 1 bids, and received £19.847m and £12.686m respectively. The Eastbourne 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.
- 9.4 Government opened the second round of LUF in March 2022, focusing on the same three investment themes as round 1, and on smaller scale including 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 (linked to the total number of whole and partial constituencies within their boundaries), were eligible to reapply in this round. Second round bids were submitted to Government by 2 August 2022, with the outcomes expected to be announced this autumn.

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 in September 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 is to enable achievement of the vision set out in the Government's long-term walking and cycling plan, Gear Change, for half of all journeys in towns and cities to be cycled and walked by 2030, transforming the role that walking and cycling play in England's transport system. 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 first Bus Service Improvement Plan (BSIP) was submitted to Government in October 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 April 2022 that East Sussex would be given up to £41.4m towards a range of projects set out in its BSIP. This allocation was confirmed in September 2022, with £21m of revenue and £20m of capital funding, which will need to be spent by March 2025. Most of the capital funding has been allocated towards delivering bus priority measures focussed on the A259 corridor between Brighton and Eastbourne, as well as the Shinewater–Hampden Park and A2021 Kings Drive corridors in Eastbourne. A feasibility and design review study has been commissioned on these bus priority measures. The allocation of our BSIP funding was considered and approved by ESCC's Lead Member for Transport and Environment in July 2022: [East Sussex BSIP LMTE report 18 Jul 2022](#).
- 11.3 The second iteration of the BSIP will be submitted to Government in October 2022.

12. East Sussex Local Transport Plan

- 12.1 Work has begun to review our East Sussex Local Transport Plan (LTP). Work has been undertaken to review the evidence base that will support the development of the LTP, and we are planning early engagement and consultation with the public and various groups of stakeholders between October and December 2022 to seek their views, feelings and ideas on the future of transport and mobility for the county.
- 12.2 We are expecting Government to publish draft guidance on updating Local Transport Plans this autumn, and the review of our plan will look to align with this guidance. The guidance is expected to ensure that there is greater prominence given to decarbonising transport, and quantifying this, in LTPs.

13. Transport for the South East (TfSE) Strategic Investment Plan

- 13.1 A copy of the County Council's response to TfSE's draft Strategic Investment Plan (SIP) was approved by ESCC Cabinet on 29 September 2022. Overall we were supportive of the SIP and the transport interventions identified for East Sussex.
- Main report: [TfSE draft SIP – ESCC report to Cabinet 29 Sep 2022](#)
 - Consultation response: [TfSE draft SIP – ESCC consultation response](#)

Transport for the South East (TfSE)

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

Strategic Investment Plan development

- TfSE's consultation on their draft Strategic Investment Plan (SIP) is now complete.
- The SIP is the blueprint for future investment in strategic transport infrastructure in the South East for the next thirty years and the culmination of five years of technical work, stakeholder engagement and institutional development. It builds on the Transport Strategy published in 2020 and brings together the area studies, future mobility strategy and the freight, logistics and gateways strategy.
- The twelve-week consultation ran from 20 June to 12 September 2022 and saw more than 8,000 visits to the consultation website, with 429 'engaged' visitors who either completed the survey or asked a question. In total, 638 consultation responses were submitted.
- From an initial review of responses there are emerging themes around environmental impacts of schemes within the SIP, a request for a greater focus on active travel interventions, improvement to public transport across the region including greater integration between modes and more information on costs, and funding of the interventions within the Plan.
- Work is now underway to review and update the draft SIP ahead of submitting it to the TfSE Partnership Board in November 2022 for final approval.

Additional workstreams

- In January 2022, TfSE was granted additional funding by DfT to progress work around four new workstreams, 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. The development of this strategy is now underway with support from Arcadis. The initial stage has been to review the existing level of charging point provision across the TfSE area and also the state of progress on local transport authorities' own local EV charging infrastructure strategies. A forum has also been set up to facilitate dialogue between local transport authorities, Distribution Network Operators (DNO), Charge Point Operators (CPO) and fleet operators to help facilitate the rollout of public charge points across the TfSE area.
- **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. The first stage of this work is now complete, with £250,000 of funding approved against five proposals set to benefit:
 - Wokingham Borough Council, £30,000

- Brighton and Hove City Council, £40,000
- The Solent authorities (joint bid from Isle of Wight Council, Portsmouth City Council, Southampton City Council, Hampshire County Council), £102,000*
- Kent County Council, £18,000
- Hampshire County Council, £60,000

*The release of funding to the Solent authorities is subject to further discussions; if unsuccessful, the £102,000 will be reallocated to Hampshire and Kent County Councils, and TfSE will continue to work with the Solent authorities to further develop their proposals.

- **Bus Back Better Support:** Consultants Mott MacDonald, supported by Arup, have been commissioned to take forward a joint project on behalf of TfSE, 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 (BSIP) and Enhanced Partnerships in the three Subnational Transport Body (STB) areas. This is being conducted through a series of questionnaire surveys and workshops and will seek to identify the support needed for authorities irrespective of whether they are to receive BSIP funding. The total funding granted was £300,000 (£100,000 per STB area).
- **Decarbonisation:** Work is now complete on the Decarbonisation Pathways Report which identifies the scale of the transport decarbonisation challenge in the TfSE area and assesses the scale of the impact of different types of measures available to national, regional and local Government. Working jointly with Transport East and England's Economic Heartland, TfSE has appointed WSP, City Science and Steer to work collaboratively to develop a decarbonisation assessment toolkit 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.

Business East Sussex (BES)

(ESCC officer contacts: [Kane Tudor](#) and [Rachel Evans](#))

Growth Hub

- As TES members are aware, funding for Growth Hubs was reduced by 50% for the year 2022/23, with no guarantee of future funding beyond the end of this financial year. We have been working collaboratively with SELEP and the other Growth Hubs in the region on this shortfall of funding. This includes looking at legacy resources and digital offers that will allow businesses to self-serve, as well as ways to preserve the important convening function the Growth Hub team have played for the business support landscape locally.
- The Growth Hub continues to provide support to local businesses over the phone and through email. We are working with SELEP to maintain our social media and website.
- The BES Providers Network meeting remains successful at increasing engagement. The group met in July 2022 and focused on mental health, wellbeing in the workplace and apprenticeships. A further meeting is planned for October 2022.

European Regional Development Fund (ERDF) and UK Shared Prosperity Fund (UKSPF)

- The County Council's Economic Development Team continues 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 to 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 the grants programme is doing the final push of marketing for the small pot of remaining funding to be allocated.
- 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.

Towns Deal Fund

- We are working closely with Lewes District Council to launch a grants programme in January 2023 tailored for businesses in Newhaven. Funding will allow smaller grants of between £2,000 and £10,000, and larger

grants of up to £20,000 will also be available. The programme seeks to encourage business growth and job creation in Newhaven.

BES Steering Group

- The BES Steering Group will next meet in October 2022. The group continues to discuss the best way to work collaboratively with partners, whilst also looking at ways to support the economic landscape of East Sussex and its businesses, by focusing on the seven agreed priorities for sustainable growth:
 - **Productivity:** addressing East Sussex’s low productivity levels.
 - **Innovation:** increasing innovation support to drive sustainable growth.
 - **Skills for businesses:** helping businesses to upskill and develop pathways for career progression.
 - **Net zero:** supporting local SMEs to implement reductions in carbon use.
 - **Business support ecosystems:** ensuring a supportive environment for entrepreneurialism in East Sussex.
 - **International trade:** ensuring SMEs are supported on trading with EU and rest of world.
 - **Access to finance:** helping SMEs access the full range of financial options available.

Developers East Sussex (DES)

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

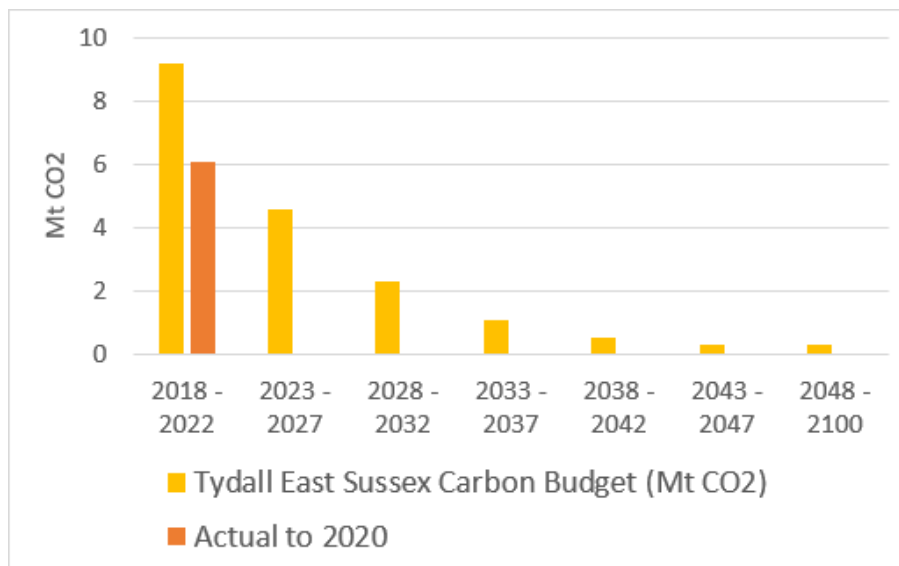
- The DES group continues to hold its meetings virtually rather than in person, with regular discussions on the ongoing impacts of national issues – Covid-19, Brexit, cost of living crisis etc – on development.
- Overall, while the housing sales market still seems to be buoyant with good demand, the high cost of materials and the continuing issues with supply are still very real concerns. Manufacturers are clearly suffering from energy price increases, in terms of both production and transportation costs, meaning it may become uneconomical to produce goods at all. Companies continually raising their prices to absorb higher energy/transportation costs is simply not sustainable. The build process is taking a lot longer at all sites, with lengthier builds meaning lower delivery rates. The slow build rate is not likely to improve anytime soon, with developers poorly forecasting their completions and expecting fewer homes to be completed within the financial year.
- The most recent DES meetings have included a review of the first release of Census 2021 data, and comprehensive discussions on the commercial property sector, the First Homes programme, and the resourcing of Planning teams (which seems to be a problem stretching far wider than the south east region).
- The annual DES Leader’s Dinner took place during the summer, this time held in person at the Grand Hotel in Eastbourne, and was applauded by all attendees as a very welcome event. Plans are already underway for next year’s event.
- DES, along with the Kent and Essex developer groups, continues to maintain 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. Monthly calls with officials have continued, as have virtual meetings and written correspondence. In the coming weeks the Chairs of the three developer groups will jointly write to the new Secretary of State for Housing, *Simon Clarke MP*, and the new Minister of State for Housing, *Lee Rowley MP*, who both took up their roles in the new Government administration last month, to introduce our developer groups and ensure the regular correspondence continues.

Environment East Sussex (EES)

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

- **East Sussex carbon emissions:** the commitment in the East Sussex Climate Emergency Road Map, endorsed by TES in January 2022, is for the county to keep within a science-based carbon budget. This means reducing emissions by half every five years, or an average of around 13% per year, in order to avoid contributing to an average global warming of 1.5°C above pre-industrial levels.

- The diagram below shows a series of five-year carbon budgets from 2018, and the actual carbon emissions in East Sussex in 2018, 2019 and 2020 (2020 is the most recent data available from the government, due to the time it takes to collate and analyse the data). Total emissions of CO₂ decreased by 11% between 2019 and 2020, largely due to the effect of Covid lockdowns and the continual decarbonisation of the electricity grid. The graph indicates that carbon emissions in the county are likely to slightly exceed the available budget for 2018-22. Future five-year budgets (from 2023 onwards) will be much more challenging to meet, due to the significant rate of emissions decline needed.



- **LoCASE business support programme:** the Low Carbon Across the South East (LoCASE) programme provides free energy audits to SMEs and match-funded grants of up to £10,000 for energy efficiency measures and renewable energy installations. The programme, which closes in April 2023, has seen a significant increase in interest from SMEs recently as energy prices increase. East Sussex has 50 grants left until April.
- **East Sussex fuel poverty programme:** the County Council has put a further £50,000 into the current programme, in light of the anticipated additional demand for support this winter.
- **Sussex Solar Together:** the next (third) round of the group buying scheme for solar photovoltaics (PV) is being planned for early 2023. The first two rounds in 2020 and 2021 have seen over 1,200 households in Sussex purchase solar PV panels for their roof.
- **EV infrastructure:** a list of locations for on-street charge points is being finalised with public sector partners in the SPACES programme. Government funding to help pay for the installations and the optimum procurement routes are being explored, with installations likely to begin in 2023.

Skills East Sussex (SES)

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

Skills East Sussex (SES) Board and Sector Task Groups

- The SES Board is next due to meet on 19 October 2022 and will hear the latest updates from the Department for Work and Pensions (DWP) on the labour market; from Sussex Chamber of Commerce on the Local Skills Improvement Plan (LSIP); and from District and Borough Councils on UK Shared Prosperity Fund (UKSPF), in particular the investment in the 'People and Skills' strand and the UKSPF Multiply programme being delivered by ESCC. A key priority for the SES Board will be to initiate a discussion with members as to how SES can pre-empt and be proactive about the immediate employment and skills issues arising from current changes to the economy.
- SES Sector-based Task Groups (Construction, Engineering, Health and Social Care, Visitor Economy, Creative and Digital and Land-based) have continued to meet and are working to action plans to address

immediate and identified skills shortages over the short, medium and long term by developing training and careers provision.

- The SES Future Skills research survey is due to be launched in October 2022, to be undertaken by Institute for Employment Studies to better understand the impact of the move to Net Zero, Digital/Technology, Brexit and current economic challenges on the East Sussex economy and employment landscape.

Apprenticeships East Sussex (AES)

- AES meets quarterly to provide oversight and coordination of key stakeholders, strategies and communication plans; horizon scanning and identifying change, challenge and issues arising; and where appropriate lobbying collectively on behalf of apprentices, employers and training providers to ensure ongoing sustainability and growth of apprenticeships in the county.
- The **Transform** programme has now supported over 100 SMEs with advice and guidance to access apprenticeship training and apprenticeship Levy transfer. Part of the Transform programme includes annual Apprenticeship Roadshow events, which were held on 20 June 2022 in Hastings and 6 July 2022 in Eastbourne, with over 600 young people, parents/carers and job seekers attending. Attendees had the opportunity to meet with over 60 employers and training providers advertising over 400 live vacancies, as well as hearing from a Q&A panel of employers, providers, University of Brighton and apprentices themselves.
- The East Sussex Apprenticeship Graduation will take place on 19 October 2022, the first time the event has run since 2019. The ceremony will celebrate apprentices who have completed their apprenticeship since September 2019, with special awards to celebrate those who have gone above and beyond.

Careers East Sussex

- The [Careers East Sussex](#) platform is being developed and includes search options for post-16 courses and applications, pre-employment training, apprenticeships, a careers search tool and interactive careers information.
- The all-age careers campaign is focused on communications to recruit educators to Higher Education (HE), Further Education (FE) and school level, a campaign to encourage employers to invest in staff development so that we can promote East Sussex as a “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 to help learners to develop their employability skills and better understand the labour market. Schools and colleges are provided with support from an Enterprise Coordinator, 3 training days per year and a community of practice networking. Schools are also matched with a volunteer from business, an Enterprise Adviser (EA), to work strategically on improving careers provision.
- The Hub’s ICAN campaign and resources have been developed to support young people with special needs (SEND) with their careers and post-16 decision-making. The ICAN careers event was held at the Towner on 30 June 2022 for 127 students with SEND or barriers to accessing mainstream careers events. The next ICAN event is being planned for National Careers Week on 8 March 2023.
- As the academic year ended, the County Council’s work experience team had enabled 3,600 school students to undertake a placement, a 17% increase on pre-pandemic levels. An inclusive work experience resource has been developed with an online interactive tool focused on how to find a work placement, health and safety information and videos of local employers that promote work experience and employment for young people with SEND.
- The Hub has engaged over 20 employers to take part in this autumn’s Open Doors workplace visits, which give students the opportunity to visit a workplace and hear from employers and employees about the sector, entry routes and employment expectations.
- The Hub continues to recruit [Industry Champions](#), with over 175 employers committed to supporting schools/colleges with careers events and careers-related activities with learners.
- Further developments on the [Careers East Sussex](#) platform include:

- T-Levels resources developed by Sussex Council of Training Providers (SCTP) and East Sussex College Group;
 - 15 lesson plans for teachers linking the maths curriculum with careers;
 - Cornerstone Employer videos focused on entry into key sectors, with top tips for young people and an accompanying lesson plan for teachers.
- The Primary Careers Subject Leader Hub continues to meet termly and is supporting schools to share practice on year-6 transition, career resources, employer engagement, employability skills and dispelling gender stereotypes.
 - The Hastings Opportunity Area has now ended, with two successful opportunity days held in April and May 2022, which saw 265 young people from 8 schools in Hastings, Eastbourne and Hailsham meeting 20 employers and learning about different industry sectors.
 - The Effective Transitions pilot ‘Steps to Success’, one of only ten pilots in a national research project, is working with 105 young people who have just moved from year-10 into year-11 and are on Free School Meals and persistently absent from school. Young people have received 1:1 support from a Youth Employability Service coach to identify and set personal and career-related goals, and 89% of the pupils have now undertaken a bespoke work experience placement with a supportive employer in an industry linked to their careers planning. The impact will be evaluated through qualitative surveys and case studies, and by tracking further education, employment and training outcomes post-16 from September 2023 to March 2024. Learning from the research pilot will be shared nationally and locally.

Employability for Supported and Temporary Accommodation and Refugees (ESTAR) project

- ESTAR, funded by 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 supporting Ukrainian, Syrian and Afghan refugees and Travelling communities.
- The Team is delivering 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 150 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 26 jobs secured for participants (including in Adult Social Care) with six of these moving into independent accommodation. Other initiatives include a horticulture programme, cookery programmes, digital music, work readiness, Teaching Assistant training, 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 mid-term evaluation, to identify progress to date and inform future planning.

Locate East Sussex (LES)

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

- LES has achieved all of its ERDF KPIs before the end of the contract (April 2023), which is an excellent achievement given the issues of recent years. In the last quarter, LES has recorded the creation of 32 jobs by businesses supported, 8 businesses relocated to East Sussex, and 9 businesses relocated within East Sussex.

- The LES marketing team is now settled, and as business practices have fully returned to normal, the Business Managers are visiting clients in-situ, with attendance of networking events back to pre-Covid levels through various Town Chamber meetings, B-2-B networking events such as Platinum Club in Brighton, as well as hinterland events in Kent and London.
- LES also attended a regional meeting led by the Department for International Trade (DIT) where it was suggested, and agreed by all parties attending, that a more cohesive approach by the region should be established to combat Northern Powerhouse Levelling-Up funding, which gives other areas of the UK an unfair advantage in attracting business. This regional approach includes East Sussex, Kent, Essex, New Anglia, Coast to Capital, and Surrey. Next steps are for DIT to explore how it could work and gauge levels of interest.

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/5n6wrfvh>

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; 8. A required second TRO has been submitted following informal and targeted stakeholder consultation. The formal advertisement of the TRO will commence late-Sep 2022 for a period of 3 weeks up to mid/late Oct 2022. If there are no objections then the order can be finalised and sealed. If objections are received which cannot be resolved then these will need to be reported to ESCC's Planning Committee for their consideration, with the earliest Planning Committee during which any objections would be considered likely to be on 14 Dec 2022; 9. Ongoing discussions between SCS and ESCC continue on the overall funding package to be applied for the delivery of the connection to the A21, partly in light of cost pressures applied across the construction industry and to major projects of this nature, but SCS has indicated an expectation that the capital costs will fall within the remaining £2m temporary contingency budget for the signalised connection within the overall estimated £12m budget; 10. 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; 11. 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 ; 12. Regular updates are being provided to the SELEP Accountability Board, with the most recent provided on 23 Sep 2022.
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 Hastings BC 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; 10. Due to a recent Borough Council election in May 2022 there is a change in local Councillors, who now have differing views on the Alexandra Park proposal. This has impacted on the Byelaw decision on wider cycling in Hastings parks. A presentation meeting was held on 20 Jul 2022 to review all design work to date on the proposal and the complexities of considering alternative alignments. A political vote will take place in the Autumn as to how the scheme proceeds as the park is in the ownership of HBC and not on ESCC highway. The scheme is therefore at risk of delivery.
LGF Infrastructure	Bexhill Enterprise Park North	2019/20	2021/22	1.94	COMPLETED 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 road construction has been completed.

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 Sea Change Sussex (SCS) offering up the road for the formal adoption until after the Stage 3 road safety audit and identified works are completed - SCS are in the process of acquiring a small part of land, which forms part of the road, to enable the Section-38 process to progress.
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 secured; 8. Completion of build anticipated Sep/Oct 2022, and letting of incubator units expected to commence in Oct 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	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. Bexhill College has dropped out of operating the site, however RDC has 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 District General Hospital (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; 11. As part of the 2022/23 Capital Programme for Transport Improvements, the schemes are progressing in detailed design. Willingdon Drove has completed its safety audit process and scheduled to start construction in Nov 2022. The remaining schemes are advancing in detailed design with construction scheduled for 2023/24. SELEP has agreed an extension to funding to Dec 2024 due to the associated complexities in the detailed design of some schemes (i.e. land acquisition). This should allow construction to progress into 2023/24.
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	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 Transport	Eastbourne town centre LSTF access & improvement package	2015/16	2020/21	8	<p>Phase 1 COMPLETED: 1. Business case developed for £3m funding for Terminus Road improvements associated with Arndale Centre (The Beacon) extension, approved by SELEP Accountability Board Apr 2016; 2. Additional £2m LGF allocated to ensure completion of this phase; 3. Works started Mar 2018 with Mildren Construction; 4. Construction completed Jan 2020 and snagging completed Apr 2021.</p> <p>Phase 2: 1. Business case for £3m approved at Feb 2019 Accountability Board; 2. Preliminary design completed and consultation on Phase 2a (Terminus Road: Bankers Corner to Langney Road) held in autumn 2019; 3. Following LMTE approval in Apr 2020, detailed design commenced Jun 2020, with stakeholder detailed design updates held Sep 2020, Oct 2020 & Feb 2021; 4. Received approval at the Oct 2020 SELEP Strategic Board meeting for revised programme to spend LGF beyond Growth Deal period; 5. Early Contractor Involvement workshop held with Costain and potential subcontractors in Jan & May 2021; 6. LMTE approval on final design received Jul 2021, statutory consultation on TROs completed with formal advertisement of TROs due in Jun/Jul 2022; 7. Construction tenders received in Feb 2022; 8. Following the assessment process, further clarification questions issued at the end of Mar 2022 and were reviewed in Apr 2022. Due to the additional time required to respond to tenderer questions and selecting of a preferred tenderer, concerns raised around beginning construction in the middle of the summer season when businesses and planned events (such as Airborne) are taking place. The programme has been updated to reflect a construction start date of Sep 2022; 9. Since Jul 2022 a number of Public TRO objections have been received which will need to be addressed at ESCC Planning Committee (likely Nov 2022). The project board has therefore agreed to push back construction until beginning of 2023 in order to address the objections.</p>
LGF Transport	A22/A27 Junction improvements (removed from LGF programme)	-	-	0	<p>WITHDRAWN. 1. Since the £4m LGF allocation was initially made in 2014, delivery of a number of the junction improvements was successfully secured from different match funding sources (HE's smaller scale interventions & the HPEMAC); 2. As a consequence and in light of other funding pressures in the overall East Sussex LGF programme, £3m of the £4m was reallocated to other LGF projects in late-2017/early-2018, with TES approval, leaving £1m available for remaining junctions in this package; 3. Designs were progressed for the two junctions in Stone Cross as part of the wider package of junction improvements in South Wealden in order to support planned housing growth set out in the Wealden Local Plan, but it became clear that the £1m available was <u>not</u> sufficient to deliver of any of the junctions without significant additional monies being allocated; 4. SELEP advised it wasn't possible to reallocate the £1m to other projects in the East Sussex LGF programme, so the £1m was instead made available for the LGF-3B pot; 5. A Major Roads Network outline business case for £35m was submitted to DfT in Jul 2019 in relation to a package of junction improvements on the A22 corridor, which includes these and other junction improvements in the area.</p>
LGF Infrastructure	Strategic Site Investment Package (formerly Sovereign Harbour Innovation Park)	2015/16	2021/22	1.7	<p>COMPLETED. 1. Review of projected costs originally allocated to site infrastructure at Sovereign Harbour resulted in a broadening of the scope to also include North Queensway and North Bexhill Business Parks, so investment will enable site infrastructure to be delivered across the three sites; 2. Revised scope approved by Government, and revised business case approved by SELEP Accountability Board Feb 2016; 3. Works related to this scheme have now been completed at all sites.</p>
LGF Infrastructure	Eastbourne Fisherman Quayside and Infrastructure Development project (LGF)	2020/21	2021/22	1.44	<p>1. Provisional LGF-3B allocation agreed by SELEP Investment Panel Jun 2019; 2. Scheme already utilising GPF (£1.15m) and EMFF grant funding (£1m) to deliver Phase 1 of the scheme, so Phases 2 & 3 can be completed collectively with Phase 1; 3. Business Case approved by SELEP Accountability Board Jul 2020; 4. Construction commenced onsite for GPF Phase 1 elements in 2020; 5. Following a review of costing in light of the pandemic, a funding gap of £0.36m was identified, so the project applied for additional SELEP LGF Covid Response funding, endorsed by TES as a high priority project and prioritised for funding at the Dec 2020 SELEP Strategic Board meeting; 6. Additional LGF and updated business case approved at the Feb 2021 SELEP Accountability Board, to commence delivery of Phases 2 & 3 in Apr 2021, and where the project received SELEP approval to spend LGF beyond the Growth Deal deadline to Apr 2022; 7. All LGF spent in 2021/22 and completion of Building 2 was achieved and handed over on 21 Mar 2022.</p>
				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	<p>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.</p>
LGF Infrastructure (SELEP & C2C funded)	Newhaven Flood Alleviation Scheme	2016/17	2017/18	1.5	<p>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.</p>
LGF Infrastructure	Exceat Bridge (removed from LGF programme)	-	-	0	<p>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.</p>
				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.

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; 7. Project on track for estimated completion and spend of LGF elements by end of Dec 2022; 8. All LGF funds have been defrayed, the SMT are seeking further sources of finance to alleviate cost pressures and avoid further value engineering decisions.
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 to support completion of resurfacing and improved drainage to the 1km access road to the venue; 3. 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; 4. Business case for this additional funding approved at Jul 2021 SELEP Accountability Board; 5. Project completed 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 to ensure the project is able to bring an historic public asset in a central location back into active economic use and deliver 533sqm of redeveloped commercial floorspace; 3. Project completed with opening in Sep 2021 and available spaces let.
GBF	Fast Track Business Solutions for the Hastings Manufacturing Sector (removed from GBF programme)	-	-	0	WITHDRAWN. 1. Funding awarded at Oct 2020 SELEP Accountability Board; 2. GBF investment intended to help deliver 4,000 sqm GIA of business accommodation on part of North Queensway Innovation Park (NQIP); 3. Programme heavily delayed by planning issues around the complexities of the site; 4. At the Sep 2021 SELEP Accountability Board it was agreed that the project needed to secure planning permission for the project site and have a grant agreement finalised by the 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 to 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. GBF elements of the project completed Mar 2022; 4. Completion of the remaining elements of the overall project anticipated by Oct 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 to 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 GBF 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 to 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 to allow conversion of the former UTC@harbourside building into an education-led skills training centre with commercial workspace for SMEs specialising in the marine sector; 3. Ongoing issues with resolving building ownership have caused delays to project start date but substantial progress has been made recently to address these, and LDC now in final stages of negotiation; 4. Request for project extension to Sep 2022, to allow for this delay, approved at the Sep 2021 SELEP Accountability Board; 5. Signed grant agreement for project returned by EBC and in final stages of completion; 6. SELEP Accountability Board in Sep 2022 approved further extension to Mar 2023 to allow maximum time to finish the build; 7. Currently expected to complete in Dec 2022.
GBF	Food Street Eastbourne	2021/22	2021/22	0.1	COMPLETED 1. GBF pipeline project with funding awarded at Feb 2022 Accountability Board; 2. GBF investment to support bringing 5 commercial units back into use in Eastbourne Town Centre; 3. Grant agreement for project completed; 4. Project completed Jul 2022.
GBF	Seven Sisters Country Park Visitor infrastructure Uplift	2021/22	2022/23	0.2	COMPLETED 1. GBF pipeline project with funding awarded at Feb 2022 Accountability Board; 2. GBF investment to widen the scope of the project to incorporate a high footfall retail space to support local businesses and accommodation for the onsite warden; 3. Extension to project delivery to Sep 2022 agreed by Mar 2022 Accountability Board; 4. Project completed 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 not impacting 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 up and running as designed 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. A significant risk to the agreed repayment schedule for the project has been identified, and Eastbourne Fishermen have provided ESCC with a proposed revised repayment mechanism and schedule, which ESCC Finance and Legal Services have reviewed and are discussing with the project lead on how best to proceed - a proposed revised repayment schedule for the project will be taken to the Nov 2022 SELEP Accountability Board meeting.
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; 6. 2021-22 repayments made in accordance with revised plan.
GPF (Round 3)	Observer Building, (Phase 1a and Phase 2) Hastings	2020/21	2022/23	1.75	<u>Phase 1 loan funding - £1.75M</u> 1. Loan to fund delivery of Observer Building (Phase 1) project in Hastings; 2. Business case approved at Sep 2020 Accountability Board, planning permission granted Sep 2020, and loan agreement with White Rock Neighbourhood Ventures Ltd finalised Dec 2020; 3. Contract went out to tender Nov 2020, with tender deadline extended to Jan 2021 - tenders received but £1.3m+ higher than the Cost Plan; 4. Following value engineering, 8Build identified as selected contractor for £4.5m contract; 5. Additional funding achieved from Historic England and UKPN's Green Recovery Fund to help meet outstanding shortfall; 6. During this time scheme delivery commenced on a Pre-Contract Services Agreement with 8Build so they were able to get started on the works; 7. Scaffolding on east and west elevations is complete and initial demolition works underway; 8. Programme delivery on track for completion by end of Q2 2022/23. <u>Phase 2 loan funding - £1.616M</u> 1. Phase 2 on GPF pipeline, for second tranche of GPF funding, approved at Jul 2021 SELEP Accountability Board; 2. Further SLA between Essex CC, ESCC and SELEP for loan monies issued, and back-to-back agreement between ESCC and WRNV completed in Dec 2021; 3. 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, and GPF funding approved at Feb 2021 SELEP Accountability Board; 4. Delays to anticipated planning approvals, expected during summer 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; 5. No loan draw-downs made to date.
				4.77	

Other: Coast to Capital LEP Funded Schemes					
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	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 and a clubhouse for the Newhaven Gig Rowing Club, and has leased out a space for an Activity Hub to be launched; 3. LDC has completed the acquisition of 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 compiling a tenancy schedule of the building whilst also looking at its own office/civic space and those of public sector partners.
C2C LGF	Springman House	2016/17	2019/20	2	1. An enabling project for the North Street Quarter (NSQ) and inseparably linked to the delivery of this wider scheme; 2. Lewes DC completed the purchase of the Springman site in Mar 2017 with the intention of relocating the existing Lewes Community Fire Station from the NSQ site. This relocation 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; 3. Architects Corstorphine & Wright worked with East Sussex Fire & Rescue (ESFRS) to design a new fire station for the Springman site, but the requirements of ESFRS changed during the design process, and as a consequence the estimated build cost of the new fire station was significantly higher than originally estimated (increased from circa £3.5m to circa £8.4m); 4. In 2020 the majority landowner at the NSQ (NSQ Ltd) announced that, following Brexit, it was divesting of its interests in the UK and would sell its NSQ land to the developer Human Nature, which delayed consideration of the viability of relocating the fire station; 5. In Dec 2020 LDC Cabinet confirmed that the Council will also sell its (minority) share of land at the NSQ to this same developer so that it can progress the comprehensive redevelopment of the site. The sale of LDC's land is dependent on Human Nature securing planning permission for the new NSQ scheme that it wishes to deliver; 6. Human Nature is proposing a more sustainable development at the NSQ, including more new homes alongside commercial and community uses. The new scheme will include a new Health Hub, the new flood defences needed to complete the flood protection of Lewes town, a riverside walk and new pedestrian/cycle bridge across the River Ouse. The developer is referring to the NSQ scheme as the 'Phoenix project', which references the Victorian 'Phoenix' ironworks that once stood on the site; 7. Human Nature is currently finalising its masterplan for the NSQ, and LDC understands that it has reached the point of 'design freeze' and is now working with CBRE on a viability appraisal of its preferred scheme; 8. Together with ESFRS, Human Nature has explored the viability of the proposed fire station relocation to the Springman site. LDC's understanding is that it has not proved possible to achieve the relocation within the financial limitations of the NSQ scheme and fire service; 9. Leaving the fire station in situ at the NSQ means less developable land at the site. This could threaten the viability of Human Nature's scheme which LDC understands is already marginal due to the challenges/constraints of this brownfield site including contamination, flood risk and its sensitive location with the historic town of Lewes and boundaries of the SDNP; 10. To 'preserve' the developable area that is available, Human Nature and LDC are exploring the inclusion of the Springman site into the main NSQ development - the idea being that this would compensate for the land lost by leaving the fire station in place at the NSQ; 11. Initial thoughts are that Springman would be well suited to provide an affordable housing scheme, but proposals haven't yet been fully developed. Any scheme will need to include the re-accommodation of the South East Coast Ambulance (SECAMB) response post that is currently located on the Springman site; 12. The extensive investigation and survey work carried out on the Springman site thus far, as well as early engagement that has taken place with the Planning and Highways Authorities, means that any new proposals/planning application for the site can be progressed very quickly.
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 to the project promoter.

SSF	Creative Open Workspace Masterplan and Prospectus (Lead: East Sussex County Council)	2019/20	2020/21	0.049	1. SECEP Prospectus: finalised and published on SELEP website, and approved by TES and KMPEP; 2. Draft Map options appraisal and scorecard produced - preferred option agreed and map specification finalised; 3. Fourth draft of Masterplan in progress, 70% completed - outstanding tasks: final edit of SELEP-wide main plan, secondary reports for each federated area (data analysis required to establish priority places/typologies), evidence base for the report also waiting amendments; 4. Creative Opportunity Zones paper completed; 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; 6. Brief to create the toolkit issued Sep 2022; 7. 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 paid to the project promoter; 3. The majority of outputs have been delivered, specifically with regards to the marketing component; 4. Capital enhancement works at Avis Way are on site, launched in Jun 2022; 5. As set out in the Evaluation Report (Sep 2021), the small SSF funding has delivered a number of tangible benefits to the locality - supporting the refurbishment of approximately 20,900sqm of industrial space, contributing to the delivery of a major new build in the area (Lewes Depot site), safeguarding/creating new jobs for the town (133 jobs), and encouraging a small (but growing) contribution from businesses for public realm improvements. A key component of the project has been physical improvements to Avis Way Industrial Estate, including wayfinding, gateway improvements and investment in public realm etc.
SSF	Building Back Better (Lead: Orbit Housing Association)	-	-	0	WITHDRAWN Following discussions with the project promoter, it has become clear that the project cannot be delivered as set out in the original application, and as supported by TES and the SELEP Strategic Board. A Project Change Request (PCR) option has been explored but is not considered viable as the changes are so significant that the project would need to be considered as a new application, and as the SELEP Strategic Board has already resolved to not make any new SSF awards (at its meeting in Mar 2022), this is not possible. ESCC, as the Accountable Body for the project, has notified SELEP that the project should be removed from the SSF programme on that basis.
SSF	Accelerating Nature-based Climate Solutions (Lead: East Sussex County Council)	2021/22	2022/23	0.135	<u>Supply and Demand Analysis:</u> 1a) Demand – local authorities: all actions completed with Swale & draft case study produced, 50% of actions completed with Lewes & Colchester and at engagement stage with Southend (Thurrock were unable to proceed). 1b) Demand – businesses: survey of SE businesses completed. Draft Southern Water case study completed. In discussion with 5 other businesses (Shepherd Neame, Aspen Pumps, Axiom Architects, Essex & Suffolk Water, Essex University). 2a) Supply – opportunity mapping: completed for Swale, Lewes & Colchester. 2b) Supply – eNGOs etc: the SDNPA, Forestry Commission & EA are part of the project steering group. Workshop held with eNGOs. 2c) Supply – farm clusters: case study completed for Kent landowner (GH Dean) & 2 in progress in East Sussex (Iford and Plumpton). 3) Synthesis report: audiences, headings & structure agreed by the project steering group, and timetable and main authors agreed for each section. <u>Supply Side Support Resources:</u> 1) Interim standards: developed under Wilder Carbon. 2) Guidelines & training: brief for supply side resources agreed with KWT. <u>Demonstration Projects:</u> 1) Project list: examples of projects being added to incrementally from conversations with key stakeholders. 2) Demonstration projects: NbS assessment proposal for Kent project agreed by project steering group & proposal being costed by KWT for East Sussex. <u>Brokerage Hub Development:</u> 1) Brokerage hub review: completed. 2) SELEP brokerage hub model: recommendations from hub review.
				0.44	