

## Agenda item 8

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## Funding programmes: latest updates

(ESCC officer contacts: [Alex Colbran](#) and Borough/District senior officers)

### Growing Places Fund (GPF)

- At the April 2023 Accountability Board meeting, SELEP approved the amended repayment schedule for the Eastbourne Fishermen GPF project, extending repayments to the end of the 2034/35 financial year.
- At the same meeting, the amended repayment profile for the Sovereign Harbour project was approved by SELEP. This amends the final repayment date to the end of the 2023/24 financial year.
- SELEP has agreed *provisional* principles for a further GPF funding call later in 2023/24 to allocate the remaining GPF funding (approximately £10m). The approach is being discussed as part of the wider discussion on the future of the LEP and transition scenarios.

### Getting Building Fund (GBF)

- The additional GBF pipeline funding awarded to the Observer Building and Seven Sisters Visitors Centre projects, as well as the original GBF allocation for the UTC project, was all spent by the end of the 2022/23 financial year. This finalised the spend on all GBF grants in East Sussex, a total of £6.09m.
- SELEP is expected to make a decision at the July 2023 Strategic Board meeting on how to reallocate the remaining £2m GBF that they hold. It is anticipated that it will be incorporated into any future GPF funding call but remain ringfenced as a capital grant.

### Local Growth Fund (LGF)

- The Churchfields Business Park and Skills for Rural Businesses post-Brexit (Plumpton College) projects achieved practical completion in March 2023.
- Discussions are taking place with key stakeholders regarding the best way to reprofile the Hastings and Bexhill Movement and Access Package (HBMAP) project, with an update being taken to the July 2023 TES Board meeting.
- ESCC has advised the SELEP Accountability Board (at its meeting on 16 June 2023) that they are in disagreement with Sea Change Sussex (SCS) regarding the progress and funding associated with the Queensway Gateway Road project. Until these matters are resolved, a full programme and delivery timeline are not available, however ESCC remains fully committed to resolving any contentions with SCS and there is an ongoing dialogue seeking to find a resolution and bring the project to a close with the construction of a final connection to the A21.

### UK Shared Prosperity Fund (UKSPF)

- **Hastings BC:** Six-month UKSPF progress reports were submitted to DLUHC in April 2023 in accordance with their reporting requirements. £20,000 of Hastings BC's year 1 allocation has been spent on Communities and Place.

- The remainder of the year 1 funding was allocated to three projects but asked to rollover into year 2 as not enough time was given to mobilise projects from when the investment plan was approved. Two of these projects have now been commissioned and started:
  - *Hastings Adventure Playground Improvements*: Capital investment for a masterplan of the site and future developments. The creation of a mini park with pond and growing space will be one of the first of these developments, for which a contract is being finalised.
  - *Active Hastings Broomgrove Physical Activity Development*: Active Hastings have recruited a part-time Physical Activity Development Officer for Broomgrove. This post will develop physical activity opportunities within Broomgrove to build pride of place and increase life chances within the area. They will consult with residents to identify issues, trends and gaps in the local physical activity offer and create new opportunities. A community engagement arts/heritage project for Broomgrove has been advertised for artists/organisations to bid for, and applications are currently being assessed. Other proposals and commissions are being discussed, and if they go ahead, most of the year 2 funding will be allocated.
- **Eastbourne BC and Lewes DC**: Six-month UKSPF progress reports were submitted to DLUHC in April 2023 in accordance with their detailed reporting requirements. These reports highlighted that, because of the late approval of the Eastbourne and Lewes Investment Plans by DLUHC (January 2023) and the lack of time available to mobilise the projects (e.g. put in place grant agreements, recruit staff, procure contracts etc), there was no UKSPF expenditure in year 1. This will not affect the overall delivery of the projects, other than all expenditure on them will now be in years 2 and 3. The projects will still be completed by the end of the UKSPF programme (March 2025).
- Grant agreements are currently being finalised with all projects and most have now started. The bulk of the outcome and output achievement for both Investment Plans will be from October 2023 onwards.
- EBS Consulting will be providing project management and reporting support to Eastbourne BC and Lewes DC for the duration of the UKSPF programme.
- **Wealden DC**: £1.17 million allocated to Wealden. Year 1 activity delivered (or planned delivery over the next 2 months) which included town centre events, cuckoo trail masterplan and wellness outreach work. Year 2 activity will include delivery of projects identified in the cuckoo trail masterplan, town centre events, wellness outreach work, Business support and skills programme working with Districts and Boroughs and delivered by ESCC. Year 2 projects have been signed-off, however year 2 funding has not yet been received.

#### Rural England Prosperity Fund (REPF)

- **Wealden DC**: Projects proposed in our REPF addendum have now been approved, however funding has not yet been received. £838,000 to be delivered over the next 2 years on capital only projects. Projects put forward include rural business grants scheme, local infrastructure grants scheme, EV charging roll out and rural tourism project (visitor trail).

#### Levelling Up Fund (LUF)

- **Lewes DC**: The LUF Programme is titled 'Capturing the Value of the Catch' and comprises three projects in Newhaven:
  - Fish Processing Plant at Unit 7, Oak Estate: an application to form the Newhaven Fishing CIC is soon to be submitted and a Board of Directors has been set up to oversee the CIC.
  - New Fish Landing Stage: NPP are finalising the detailed design of a new 50 metre landing stage.
  - New Restaurant and Community Destination at West Promenade: detailed designs are being finalised and reports to accompany a planning application are being prepared. Submission of the application is due in July.
- **Eastbourne BC**: A Project Adjustment Request to extend the delivery and spend to March 2025 was approved by DLUHC in March 2023. For the latest updates on the three EBC LUF Projects (Victoria Place, Towner Centenary and Black Robin Farm) please see the [Investing In Eastbourne](#) website.

## Town Deals

- **Hastings Town Deal:** The Town Deal consists of 11 projects. Visit [www.hastingstowndeal.co.uk](http://www.hastingstowndeal.co.uk) for full project descriptions. A brief summary of the progress of each project is as follows:
  - Churchfields Business Units: This project has been delivered (including delivery of 29 new small business units). The first tenants are in situ and further units are being actively marketed. The majority of the project's outputs have been delivered.
  - Broadening Futures Together: This project sees a new education facility being located on the Firs site, and a collaboration between Education Futures Trust and Plumpton College. The facility will deliver new green skills for adults and young people in Hastings. Following a delay with respect to extended groundworks, the construction of the building commenced and has just been delivered and handed over by the contractors. Plumpton College is onsite and delivering, and courses are being delivered with numbers and retention better than anticipated. Students completing and achieving certificates. Site manager is in post.
  - Hastings Co-Working, Flexible Office and Community Space: This project has been delivered and the office space is occupied, located on the upper floors of the old Debenhams site in Hastings town centre. The project exceeded its original outputs, including the amount of office space delivered. It also has the potential to deliver a further floor of office space once funding is identified.
  - Green Construction, Energy and Vehicle Training Centre: This development at the Ore Valley campus will see East Sussex College Group deliver a new centre of excellence for green skills for the town and region. Though this project was delayed while the project team was put in place, the team is now established and the design phase has commenced.
  - Hastings Castle: Due to financial, technical and resourcing constraints this project has yet to start. Officers are exploring an alternative delivery model. Potential partners for a Design, Build, Operate and Maintain (DBOM) model are being sought. It is hoped this project will revitalise the castle and access to this site from the town.
  - Hastings Commons: A programme of investment to compliment this Highstreet Heritage Action Zone area in connecting the town centre to the sea. This project comprises three key buildings in the Trinity Triangle/White Rock neighbourhood area: the Observer Building; 12 Claremont; and Eagle House. Investment will see this area brought back into vibrant use, aiding the town centre's sustainability. Timing and source of funds need constant re-evaluation as the project goes through RIBA stages, but the project is on track for full outputs by the end of the programme.
  - Town Centre Core 1a, New Look Fast Track: This Priory Meadow Centre project has been delivered with both the DWP and The Gym group in situ.
  - Public Realm and Green Connections: The development of a garden town is key in delivering a coherent public realm in which the other Town Deal investments sit. The project is on track and a supplier for the design phase has been identified and will build on the first phase early design developed at the Business Case stage. This will mean that further details on the proposed scheme can be worked up and will be brought forward shortly. Close working relationships between the project lead and key stakeholders continues and is integral to the scheme's delivery.
  - Town Living: This project has been approved by the Town Deal Board and Hastings Borough Council and is in implementation stages.
  - Former Debenhams Department Store: This project has been delivered, with a new entertainment offer in situ in the old Debenhams building. The project status is still open as it requires an update on some of the outputs. A change in management has led to some delays in obtaining the information. However, to date 19 FTE jobs have been reported and a further 22 part-time jobs have been added.
  - Source Park Courtyard Lift: The final element of the Source Park Courtyard project (lift) has been delivered. The accelerator fund was utilised to deliver the main courtyard project.
- **Newhaven Town Deal:** The Town Deal consists of 6 programmes covering 11 projects. A brief summary of the progress of each project is as follows:
  - Pedestrian Gateway: The Pedestrian access part of the project is complete. Unfortunately, rain prevented the road surfacing works to take place in May 2023 and the Port have had to request a revised road closure. The project is due to be completed this month.

- Wayfinding and Signage: New Information Boards are currently with the fabricator being made up and should be installed on site in July 2023. The concept design and spatial coordination of the first 3 quick win projects are currently being tendered for. There is an open public consultation for West Quay on [Your Newhaven](#). Riverside Park is progressing well and should start to see improvements appearing over the summer.
- Business grants: The programme officially launched on 10 May 2023. The programme has been very well received. The first Business Grants Panel will be held in July 2023.
- Social Enterprise Hub: Market scoping completed and Business Plan drafted. Structural Feasibility Report and plans completed including costings. SCDA are currently agreeing the lease arrangements with LDC. Construction will commence once the College have vacated the property before the start of the new academic year.
- Community & Enterprise Hub: A QS specialising in remedial works has carried out a survey and issued a report in February to the Town Council. The report identified £293,000 worth of works are required to get the property to a leasable condition.
- Eastside Recreation Ground: This project is progressing well. The tender process will commence this month with a project end date planned for early 2024.
- Fort Road Recreation Ground: Procurement is underway and the planning application is being prepared for submission by July. Construction will start on site in summer 2024 subject to how long the planning approval process takes.
- Newhaven Football Club: The construction of a new 3G pitch was completed in August 2022.
- Denton Island Slipway: Due to rising costs of materials and labour, Peter Leonard Marine are in the process of seeking some alternative quotes to build the slipway.
- Newhaven Fort: Works were completed over winter 2022/23. The Fort are now in the process of commissioning a series of reports and designs to inform the works that will be proposed to take place over the coming winter.
- Ferry Terminal: The external cladding works commenced in January and the first-floor refurbishment works started in April 2023. All the works are scheduled to be completed in July.

#### Future High Streets Fund (FHSF)

- **Newhaven:** The investment aims to transform empty underutilised properties in the heart of the town, which in turn will increase footfall, dwell time and spend, to create a thriving and sustainable town centre. The key projects are being delivered in 10 Newhaven Square (former Co-op building) and Dacre Road Car Park directly next to it.
- 10 Newhaven Square is being designed to house both creative workspaces and health and wellbeing services:
  - This will provide co-working spaces, small studios, meeting space, and also potentially a cafe and retail area open to the public, where the businesses can sell their products.
  - The health and wellbeing services will include the relocation of a local GP surgery as well as a new primary care network. This will provide new additional health services for local people.
  - Lewes DC is also working with stakeholders to increase the offer for Wave Leisure.
  - In addition, there is potential for an additional project (which is outside of the FHSF scope) to relocate a second GP surgery into the former Peacocks building, adjacent to 10 Newhaven Square.
  - Both the local GP surgeries are currently faced with losing their existing premises in the next two years, which presents a risk to local health services in town. The relocation of both surgeries is an opportunity to create state-of-the-art modern facilities within the heart of the Town Centre.
- Dacre Road Car Park is currently significantly underutilised. This '*Re-imagining Newhaven*' project will revamp the condition of all the levels of the car park, including lighting and safety. The proposal is to have the upper level of the car park repurposed to create a partially covered commercial and events space which will transform it into a new destination within the Town Centre. It is intended to deliver a range of daytime and evening uses by providing a variable offer in flexible spaces, e.g. hospitality, events, pop up markets, venue hire and lettable spaces.

- Wayfinding and Access is a project to enhance routes, signage, and streetscapes, to reconnect the Town Centre with key residential and business areas and arrival points. This is being funded by both the FHSF and the Newhaven Town Deal ('*Re-connecting Our Town*').

#### Additional Borough and District Council updates

- **Sport England Swimming Pool Support Fund:** Wealden DC will be submitting an application for funding for further energy efficiency improvements to the leisure centres. It is understood that the programme will open in July 2023.
- **1066 Country Partnership:** Hastings BC have withdrawn support (in-kind and financial) to the 1066 Country Partnership. Wealden DC are now working with Rother DC to look at delivering the partnership/projects moving forward.
- **Wealden DC Economic Development Strategy:** the Strategy was approved by WDC Cabinet in March this year. It sets a vision for Wealden over the next 10 years, with 5 priority themes identified including Vibrant Places, Enterprising Wealden, Skills and Employment, Visitor Economy & Culture and Net Zero.
- **Sussex Wine Tourism: A Plan for Growth:** Wealden DC are supportive of the recent Parliamentary launch of Sussex Wine Tourism, and a number of planned WDC social media posts will be going out to support English Wine Week. Supporting the Viticulture sector is included within the new WDC Economic Development Strategy.

## 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 These improvements have now been completed. A formal opening, including the naming of the footway/cycleway bridge over the Cuckmere River, was held on 16 June 2023.

#### A27 East of Lewes Study

- 2.3 Although the smaller scale improvements address some of the existing issues on the A27 between Lewes and Polegate in the short to medium term, they don't address these and future issues in the long term, particularly with significant housing and employment growth planned in the South Wealden area. Accordingly, funding from the Roads Investment Strategy (RIS) allocation was secured in May 2017 by the A27 Reference Group, which comprises local MPs, local authority leaders and 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.
- 2.4 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 of the considered route options would bring significant economic benefits, outweighing the dis-benefits.

- 2.5 The outcomes of the final study fed into the Department for Transport (DfT) as part of the development of the Roads Investment Strategy 2 (RIS2) which sets out the investment that Government intends to make in the Strategic Road Network (SRN) and that NH will be expected to deliver during the second road period between 2020 and 2025. 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.
- 2.6 NH undertook further work on developing options for the A27 during 2022 and submitted their final study to DfT for their consideration in January 2023, alongside the other RIS3 pipeline scheme studies.
- 2.7 NH recently published their [Strategic Road Network Initial Report](#), along with the route studies which support this. Their Initial Report indicates that the A27 Lewes to Polegate, alongside the majority of other RIS3 pipeline schemes, will slip to become RIS4 (2030 to 2035) pipeline projects. The consultation on the SRN Initial Report ends on 13 July 2023 and the comments received will inform the Government's draft RIS3, due to be published later this year ahead of the final RIS for 2025-30 being published in 2024.
- 2.8 As highlighted previously, 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 Strategic Investment Plan.

#### A21

- 2.9 Improvements to the A21 Kippings Cross to Lamberhurst, Flimwell and Hurst Green sections were identified in our submission to Government as priorities for inclusion NH's second RIS. None of these projects were eventually included, but the RIS did identify the development of a package of road safety improvements for the A21 corridor.
- 2.10 NH commenced the development of a holistic package of measures to improve safety along the A21 corridor north of Hastings in 2021 through junction improvements, improvements to road alignment and visibility, changes to speed limits, improved signing, markings and road studs, amongst others. Works have started to deliver this package which will be completed in 2024/25. Further information is available on the [National Highways website](#).
- 2.11 The schemes between Kippings Cross and Lamberhurst, as well as at Flimwell and Hurst Green, are included as interventions in TfSE's Strategic Investment Plan, and we will continue to make the case to NH through their Route Strategies and RIS process.

### **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 Drove (Eastbourne/South Wealden).
- 3.3 Funding is available for the MRN through the National Roads Fund from the early 2020s, and DfT guidance identifies the types of schemes that are eligible for funding:
  - bypasses or new alignments;
  - missing links between existing stretches of the MRN or SRN;

- widening of existing MRN roads;
  - major structural renewals on roads, bridges, tunnels and viaducts on MRN roads;
  - major junction improvements (e.g. grade separation);
  - Variable Message Signs (VMS), traffic management and the use of smart technology and data to raise network performance;
  - packages of improvements which may include elements of safety, widening, new alignment and junction improvements.
- 3.4 DfT will provide funding between £20m and £50m, although the lower threshold will not be applied rigidly, and there is an expectation of a local contribution of at least 15% towards the scheme.
- 3.5 TfSE was asked to coordinate with its constituent local transport authorities on potential MRN schemes across their geography that could come forward as 'early entry' MRN schemes, commencing before 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 This package of junction improvements on the A22 corridor in south Wealden 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.
- 3.7 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.
- 3.8 The OBC for £46.53m, including a 15% local contribution from development contributions (Section 106) and Community Infrastructure Levy (CIL) monies, was submitted to DfT in December 2022. Following receipt of clarification questions from DfT and Active Travel England, ESCC is now awaiting a decision on whether it can be progressed through to Full Business Case.

#### A259 South Coast Road Corridor

- 3.9 East Sussex put forward a pre-strategic outline business case in 2019 relating to the A259 East Sussex South Coast Road Corridor Package, focussed on the section of the road between Eastbourne and Brighton.
- 3.10 Following the adoption of their Transport Strategy in July 2020, TfSE undertook their Outer Orbital Corridor Study which included the A259 and considered strategic and regional significant interventions that could be delivered to support the delivery of the Transport Strategy vision and objectives by 2050.
- 3.11 In addition, the County Council commissioned an A259 MRN South Coast Road corridor study in 2021. Complementing the work undertaken by TfSE, the A259 corridor study is multi-modal and uses an appropriate evidence base to seek to identify localised interventions for public transport, improvements to enable people to cycle or walk for all or part of their journeys, alongside localised road and junction capacity improvements and the potential use of smart technology along and around the hinterland of this corridor.
- 3.12 The outcomes of the A259 corridor study and the TfSE SIP are informing the development of a Strategic Outline Business Case (SOBC) to Government to make the case for MRN funding. Work on the study and the SOBC is expected to be completed in Summer 2023.
- 3.13 Subject to approval of the SOBC by Government, further work will be required to progress to Outline Business Case and then Final Business Case stages, which can take up to a further two to three years to complete. Therefore, it is expected it will be 2025/26 at the earliest before any MRN funding would be available for delivering the preferred package of interventions. In addition, a local contribution of at least 15% would need to be provided as part of any funding submission to Government.

## 4. Rail

### High Speed Rail

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.

4.8 We still have not received a formal response from Government on the SOBC, however the scheme has been included in the Kent, Medway and East Sussex package of interventions in the TfSE Strategic Investment Plan. In the meantime, the local MPs and the local authorities in East Sussex and Kent are working collaboratively to explore opportunities to lever in private sector finance/investment to fund the delivery of the rail schemes identified in the study.



## Williams-Shapps Plan for Rail White Paper

- 4.9 Published in May 2021, the Government's [Williams-Shapps Plan for Rail](#) 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 NR, 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. They are currently working on the development of a 30-year strategy for the railway, setting the strategic context and key priorities for the sector, which will then be delivered by GBR when it comes into effect. The first version of the strategy is expected to be available in 2023.

## 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/demand post Covid and funding. NR continue to review how passenger behaviour and travel patterns may change in the future, and how any such changes will influence the business case for addressing this bottleneck on the rail network.

## 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. However, introducing power solutions on the Uckfield line and the reinstatement of the Lewes/Uckfield line are identified as interventions in the London to South Coast package of TfSE's Strategic Investment Plan.

## **5. Aviation**

### Gatwick Northern Runway Proposals

- 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 (such as A321s and 737s) for departures only, 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 from September 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 GAL has indicated to the Planning Inspectorate that they will be submitting their DCO in w/c 3 July 2023. This will be followed by an examination of the DCO, which is expected in January 2024, and a decision is anticipated in summer 2024. As part of the DCO process, the County Council will need to respond to the Planning Inspectorate on the Adequacy of Consultation undertaken by GAL within 14 days of the DCO being submitted, as well as submit a Local Impacts Report in late 2023 ahead of the Examination.

#### Gatwick Rail Station

- 5.6 The £150m upgrade of Gatwick Airport station will increase capacity, improve accessibility, provide a better journey experience and improve train performance. The upgrade commenced in May 2020. Platforms 5 and 6 were reopened on 3 January 2023 and the new concourse opened 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 Local Enterprise Partnership (SELEP), 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 on 16 June 2023. You can view the report at [SELEP Accountability Board 16 Jun 2023 - QGR update report](#).

### Newhaven Port Access Road (NPAR)

- 6.3 The NPAR is an integral part of Newhaven Enterprise Zone. The first phase of the road was completed by a developer in 2015. The County Council completed the route in October 2020 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. The total cost of the scheme was £23.2m (£13.2m from ESCC and £10m LGF).
- 6.4 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 funding was to provide the final road infrastructure connection from the NPAR 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 NPAR was fully opened to traffic on 28 February 2022.

## **7. Local Transport**

### Local Transport Capital Programme

- 7.1 The 2023/24 local transport capital programme was approved by the Lead Member for Transport and Environment in March 2023. 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.

### Active Travel Funding

- 7.2 The County Council received revenue Capability Funding of £180,443 for 2022/23 in early 2023. This funding is being used to undertake a review of the Local Cycling and Walking Investment Plan (LCWIP) prioritised programme of schemes; scheme planning and design of active travel schemes, including school street projects at All Saints Primary in Sidley, Langney Primary in Eastbourne and Southover Primary in Lewes; public engagement; consultation and training.
- 7.3 The Active Travel Fund 4 capital funding bid was launched in early February 2023 and a bid was submitted on 24 February 2023. ESCC's indicative allocation was £973,826, however local authorities were encouraged to bid for more, to a maximum of 300% of the indicative allocation, specifically where local authorities have high quality schemes ready for construction. Funding must either be spent by the end of March 2024 or committed by this date and spent early in 2024/25.
- 7.4 We received £1,223,826, of which £750,000 will be used to augment existing funding for the construction of the Eastbourne Liveable Town Centre Phase 2a, which is due to start construction in 2023. £273,826 is being used to continue the design of the non-Victoria Place elements (Memorial roundabout, Ring Road relocation) of Eastbourne Liveable Town Centre Phase 2b, with the remainder being used to develop a Schools Streets Neighbourhood Network around All Saints Primary in Sidley, Bexhill.

## **8. Regenerating Town Centres**

- 8.1 There are several town centre schemes currently under development as outlined below.

### Eastbourne Town Centre Improvements

- 8.2 Phase 1 of the package 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. At a cost of £8.25m, with £5m coming from SELEP LGF, Phase 1 was completed in January 2020.
- 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. Priority was given to developing proposals for the section of Terminus Road between Bankers Corner and Langney Road (Phase 2a) utilising £3m of SELEP LGF monies approved by SELEP in February 2019.
- 8.4 Consultation on the Phase 2a proposals was undertaken in November/December 2019 and the final design for Phase 2a was approved by the Lead Member for Transport and Environment in July 2021. The detailed design has been completed and we are currently in discussions with the new Highways contractor, Balfour Beatty Living Places (BBLP), regarding the construction programme.
- 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 were subject to public consultation in October/November 2022 and the consultation outcomes will be reported to the Lead Member for Transport and Environment in late summer 2023. We are currently in discussions with BBLP regarding the construction programme for the delivery of Phase 2b which will be delivered using the £4.74m secured through Eastbourne's successful Levelling Up Fund bid.

### Bexhill and Hastings

- 8.6 Just under £10m across two business cases has been allocated in the Hastings Town Deal (see below) for a Town Centre Public Realm and Green Connections project which would deliver pedestrian, cycle, public transport, public realm and landscaping improvements focussed on the Havelock Road/Harold Place corridor. Approx £400,000 of SELEP LGF from the Hastings/Bexhill Movement and Access Package will augment the Town Deal funding.
- 8.7 Consultants Arup were initially commissioned in February 2022 to undertake the preliminary design work, which was presented to the project team in June 2022. We are in the process of appointing consultants to undertake the next phase of design work.

### Future High Streets Fund

- 8.8 Government announced its £650m Future High Streets Fund in December 2018 to support local areas plans to make their high streets and town centres fit for the future.
- 8.9 Although all of our Borough and District Councils submitted expressions of interest, the Government announced in July 2019 that only Lewes DC had been successful in progressing to the next stage, with their EOI related to Newhaven town centre. 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

- 8.10 In September 2019 the Government announced that it would invite 100 places to develop proposals for 'Town Deals' to transform their town's economic growth prospects, with a focus on improved transport, broadband connectivity, skills and culture.
- 8.11 Hastings and Newhaven were both chosen for the opportunity to bid for up to £25m from this programme, and each submitted their evidence-based Town Investment Plans in January 2021.
- 8.12 Provisional funding allocations were announced in June and July 2021, with the Hastings Town Deal receiving £24.3m and Newhaven receiving £19.3m. As these allocations are both less than the original submissions, each Deal has been 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 projects 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 East Sussex's £7.958m bid for Exceat Bridge was successful. The planning application in relation to the scheme was approved by the South Downs National Park Authority (SDNPA) in December 2022 with conditions in place to protect the natural landscape. Construction is not expected to start until around April 2024 to allow extensive advance environmental work to be completed. The construction period is expected to be 18 months.
- 9.3 In addition, Eastbourne BC and Lewes DC were also successful in their LUF round 1 bids, receiving £19.847m and £12.686m respectively. The bid from Eastbourne BC included £4.74m 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 schemes including local projects that require less than £20m of funding. Second round bids were submitted to Government in August 2022. In January 2023 it was announced that Rother DC had secured over £19m to fund the transformation of the De La Warr Pavilion and the development of new community facilities in Sidley.
- 9.5 In the Spring Budget March 2023, the Government announced the rollout of new Levelling Up Partnerships (LUP) to improve place-based regeneration and address the biggest barriers to levelling up in the 20 areas most in need over the period 2023 to 2025. This included Hastings and Rother, enabling these areas to bid for a share of the new £400m funds. Further details on how these partnerships will be formed, operate and bid for the monies will become clearer in 2023.

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

- 10.1 The DfT's Cycling and Walking Investment Plan (CWIP, 2017) encouraged local authorities to develop Local Cycling and Walking Investment Plans (LCWIP) to provide a strategic approach to identifying cycling and walking improvements required at a local level.
- 10.2 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 Active Travel England (ATE) has been established to achieve 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. ATE is now responsible for active travel funding and local authorities will be assessed periodically on their active travel activity (walking, cycling, wheeling) and delivery, which will influence the level of funding they receive. We are currently assessed as a Level 1 authority.
- 10.4 We will be updating the LCWIP as part of the review of our Local Transport Plan during 2023.

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

- 11.1 In response to the publication of the Government's Bus Back Better Strategy in March 2021, the County Council's Bus Service Improvement Plan (BSIP) was submitted to Government in October 2021. 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. 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 Enhanced Partnership Plan and Scheme with the bus operators was made in November 2022: [East Sussex BSIP Partnership Plan and Scheme LMTE report 21 Nov 2022](#). The BSIP will be updated as part of the Local Transport Plan review (see below).
- 11.4 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 completed by transport consultants WSP on these bus priority measures and public consultation on the proposals is currently programmed to run between July and September 2023.
- 11.5 As part of the revenue element of the BSIP, the flexible on-demand rideshare 'FlexiBus' service commenced in May 2023 for areas with limited or no bus service. Residents can book a FlexiBus journey within their zones (10 zones in total) and key destinations outside their zone such as their nearest town, train station, hospital. Further details are available at [FlexiBus - ESCC website](#).

## **12. On Street Electric Vehicle Charging Infrastructure**

- 12.1 Working with our Borough and District Councils we have identified a strategic network of potential locations for on-street residential chargepoints across the county. We are currently engaging with the Distribution Network Operator, UK Power Networks, on the viability of each of these sites, including assessing the available power supply, to determine whether an on-street chargepoint can be provided in each of these locations.
- 12.2 The outcome of this site assessment will then inform the scope for the procurement of a charging infrastructure provider to install and manage this network of on-street chargepoints across the county. In doing so, we are exploring the potential to open up the contract to enable other partners to fund the delivery of chargepoints on their estates. Soft market testing to establish market appetite has been completed.
- 12.3 Recent changes to Local Electric Vehicle Infrastructure (LEVI) Fund now means that funding has been allocated to all Tier 1 local authorities to support chargepoint delivery, with a focus on the residential on-street provision. A total of £4.441m has been allocated to ESCC and funding will be issued to Tier 1 local authorities in either tranche 1 (2023/24) or tranche 2 (2024/25). The expression of interest (EOI) relating to this funding was submitted in late May 2023 and we expect a decision on which tranche we will be placed in to receive our allocated LEVI funding in the coming weeks.
- 12.4 In addition, we have received revenue based capability funding to be utilised over the next 2 to 3 years to provide additional resources and support in delivering on-street EV chargepoint infrastructure in the county.

### 13. East Sussex Local Transport Plan

- 13.1 A review of the East Sussex Local Transport Plan (LTP) is underway, and the initial evidence base workstream has been completed. This involved reviewing a range of datasets and policy documents which will provide the evidence and platform to develop the next LTP.
- 13.2 A public consultation on issues, opportunities and priorities was held in Autumn 2022 via an online platform and also through a series of meetings with a wide range of stakeholders including young people, transport providers, Borough/District Councils and Councillors.
- 13.3 Since the start of 2023, the focus has been on the LTP strategy development. Through a series of workshops with ESCC officers, Councillors and external stakeholders, work has progressed on:
- developing and refining the vision and objectives;
  - scenario option development and testing/modelling these different scenarios to develop a preferred strategy scenario; and
  - the identification of potential transport specific and global interventions which support the delivery of the strategy's preferred scenario and for inclusion in the accompanying LTP Implementation Plan.
- 13.4 Using the outputs from these workshops, we are currently writing the draft strategy ahead of consultation in autumn 2023, with adoption of the final strategy anticipated in spring 2024. As highlighted at the May 2023 TES workshop, we will want to continue seeking the business community's input into the strategy development and through the consultation on the draft strategy.

## Transport for the South East (TfSE)

(ESCC officer contact: [Tia Shelley](#))

### Strategic Investment Plan

- The TfSE Partnership Board met in March 2023 to agree the Strategic Investment Plan (SIP) for submission to Government. As a constituent authority, ESCC Cabinet gave the Council's approval for the Partnership Board to sign-off the final SIP.
  - Cabinet report: [ESCC Cabinet 7 Mar 2023 - SIP response](#)
  - SIP: [Transport for the South East - Strategic Investment Plan](#)
- The ambitious plan forecasts a total capital cost of over £45 billion over 27 years and includes nearly 300 multi-modal interventions that once implemented could generate: 21,000 new jobs; an additional £4 billion growth in GVA each year by 2050; 1.4 mega tonnes less CO2 equivalent emitted; 500,000 more rail trips a day; 1.5 million more trips taken by bus, mass transit and ferry; and take roughly 4 million car trips a day off the south east's roads.
- Following submission of the SIP to Government in March 2023, Parliamentary Under Secretary of State, Richard Holden MP, has written to the Chair of the Partnership Board welcoming the publication of the document. He noted the "vast amount of collaboration that has taken place with local partners to produce this plan." The letter also welcomes TfSE's ongoing focus on key government priorities and confirms that Department for Transport (DfT) officials have been instructed to give due consideration to the plan when advising Ministers on future policy and investment decisions.
- Work is underway to produce a Delivery Action Plan for the SIP, an analytical framework to support business cases and the delivery of the schemes within the SIP, and a Monitoring and Evaluation Plan.

### Electric Vehicle Infrastructure Strategy

- Transport for the South East launched their Electric Vehicle Charging Infrastructure Strategy in May 2023. The strategy sets out steps to provide sufficient charging points as drivers switch to the use of electric vehicles. The strategy forecasts that up to 28,500 charge points are needed across the TfSE area by 2030.
- The strategy and accompanying action plan received approval from their Partnership Board in March 2023. Both documents were developed in partnership and with input from local authorities, distribution network operators, charge point operators and other key stakeholders from across the south east region.

- The strategy works alongside the government’s commitment to ban the sale of all petrol and diesel cars by 2030, by facilitating the continued rollout of EV charging infrastructure in an efficient and cohesive manner, through local engagement, leadership and planning. It also aims to realise TfSE’s vision of achieving net zero by 2050 at the latest.

### Regional Active Travel Strategy

- TfSE has recently commissioned City Science Corporation Ltd to lead the development of a Regional Active Travel Strategy. Work will commence in June 2023 and will conclude in June 2024.
- The aim of a regional active travel strategy is to make walking, wheeling and cycling an attractive, accessible and realistic choice for more journeys undertaken across the TfSE area. It will seek to meet a number of the strategic priorities set out in the transport strategy by reducing carbon emissions through modal shift, delivering liveable communities, achieve better health and safer travel for all, and reduce inequalities through improved access to jobs, health and leisure activities for those using active travel modes. The strategy will complement the work being undertaken by the local transport authorities through the delivery of their Local Cycling and Walking Infrastructure Plans.

## **Business East Sussex (BES)**

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

- The Business East Sussex (BES) Steering Group met on the morning of 21 June 2023. Updates included Growth Hub funding being confirmed for another year, how the Growth Hub is working with the Business and Intellectual Property Centre (BIPC) at Eastbourne and Hastings libraries, and how the future of the South East LEP and possible LEP integration might impact the Growth Hub.
- The meeting also discussed the current picture of business support in the county and the timeline for the development of the new Economic Growth Strategy. Looking forward to the strategy, the Steering Group reaffirmed their commitment to the long-term BES priorities (in no particular order):
  - Productivity
  - Skills and support
  - Net Zero and Low Carbon
  - Support for Start-ups
  - International Trade
  - Access to Finance
  - Innovation
- The next meeting of the BES Steering Group is 20 September 2023.

## **Developers East Sussex (DES)**

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

- The DES group continues to hold its meetings virtually, with regular discussions on the ongoing impacts of national issues on development, including the cost-of-living crisis, interest rates and mortgage availability. Overall, while the residential sales market has improved significantly, it is still nowhere near pre-pandemic levels and cancellation rates are still high. The cost of labour seems to have stabilised, but the cost of materials is still erratic – anything that uses energy to produce or transport is still fluctuating. Interest in shared ownership is high, and the commercial market is also positive (albeit ‘cautious’ enquiries due to high interest rates, and mostly from larger businesses), however with very little commercial availability, supply cannot meet demand.
- The most recent DES meetings have included updates/discussions on sustainable construction, East Sussex Highways and the new East Sussex Lane Rental Scheme, Skills East Sussex and their Construction Task Group, the issues of achieving water neutrality at sites, low take-up of the First Homes programme, national planning consultations (including on proposals to increase Planning fees and proposed changes to the National Planning Policy Framework), and the continuing resourcing problems of Planning teams.
- DES colleagues held a face-to-face networking breakfast in May. It is hoped that this will become a regular addition to the DES calendar. DES is also providing support to local planning authority colleagues in delivering training sessions for new Members following the recent local elections.

- DES, along with the Kent and Essex developer groups, continue 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.

## Environment East Sussex (EES)

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

- The Environment Board has recently completed a light touch review of both the East Sussex Environment Strategy and the East Sussex Climate Change Road Map. Both reviews are attached as appendices:
  - [Appendix 2](#): East Sussex Environment Strategy 2020, Annual Review, May 2023
  - [Appendix 3](#): East Sussex Climate Emergency Road Map 2022-25, Annual Review, May 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 met on 19 April 2023 to focus on the training and education provision for post 16, Further Education (FE) and Higher Education (HE).
- Members were updated on the latest activities being undertaken by the SES sector-based task groups in relation to the SES priorities:
  - **Priority 1, Policy Funding Supports Learning and Skills:** the Health and Social Care Task Group’s work with the Integrated Care Board (ICB) Head of HR on Continuing Professional Development (CPD) and transferable skills. This includes trialling innovative solutions and sometimes incentives to fit around staff time and employer needs.
  - **Priority 2, Enabling FE/HE recruitment:** The Teachers’ Encounters event with FE Sussex on 5 July 2023 will bring together industry, educators and trainers to give Construction and Engineering tutors and schoolteachers/careers leaders access to the latest technologies in these sectors.
  - **Priority 3, Improving Digital Skills and Inclusion:** a key area in the Institute for Employment Studies survey, results were shared at the Skills Summit in May 2023 and a full report will come to the Skills East Sussex Board in July 2023.
  - **Priority 4, Upskilling the workforce:** Multiply programme being promoted to sectors; East Sussex College Group (ESCG) development ESOL (English for Speakers of Other Languages) course aimed specifically at the Healthcare sector.
  - **Priority 5, Supporting the unemployed and unqualified:** DWP presented on incentives for ‘In work progression’ in lower paying sectors. Raising awareness that the ‘16-hour rule’ no longer applies. An event was held in February 2023 linking hospitality businesses to training providers to support them to better understand the position.
- The Adult Learning Network (ALN) group has mapped 19+ education, training and employability provision. Input from SES members to be taken forward by ALN to coordinate approaches, particularly use of the Adult Education Budget (AEB).
- Further Education colleges, East Sussex College and Plumpton, presented their curriculum plans for 2023/24; followed by presentations from the HE sector, University of Sussex.
- The Local Skills Improvement Plan (LSIP) roadmap was published in March 2023 with themes for the action plan on Innovation, Offer and Talent.
- Skills East Sussex hosted the Skills Summit on 25 May 2023, an event originally planned for March 2020. The summit focused on key themes that have emerged from the SES priorities and task groups:
  - a focus on the future of Green skills and AI and the impact on the workforce as we transition to net zero;
  - upskilling the workforce to support businesses and the economy to grow; and



- recruitment and retention, and how businesses can meet their workforce needs through more inclusive practices.
- The event was well attended with 200 people registered from business, HE, FE, Independent Training Providers, schools, DWP, VCSE and beyond. The event received very positive feedback with participants keen for additional workshops to explore key areas.

#### Apprenticeships East Sussex (AES)

- AES met for a workshop on 18 April 2023 to explore the challenges to effective transitions of young people to apprenticeships, focussed on specific themes: employer demand and capacity, access to training options, promotion, conversion rates, understanding of and skills match to opportunities. The outcomes from the workshop will inform the AES action plan for the coming year and the Careers Hub strategy in relation to apprenticeships.
- The [Transform](#) programme has now supported over 125 SMEs with advice and guidance to access skills training, apprenticeships and incentive funding via apprenticeship Levy transfer.
- The annual [Apprenticeship Roadshows](#) in Hastings (21 June 2023) and Eastbourne (12 July 2023) are expected to attract over 600 young people, parents and adult job seekers to meet with employers and training providers offering hundreds of live vacancies.

#### Careers Hub East Sussex

- The East Sussex Careers Hub continues to work with all secondary schools, special schools, and colleges to help learners develop their employability skills and better understand the labour market.
- Schools and colleges are provided with support from an Enterprise Coordinator and are also matched with an Enterprise Adviser (EA) who is a volunteer from business, to work strategically on improving careers provision. The Hub currently has 39 EAs and 8 vacancies for this role.
- Schools access three annual training days and a community of practice networking. 40 Careers Leaders and Enterprise Advisers attended the training day in March 2023, with a focus on planning strategic career education, the health and social care sector and providing high quality work experience, particularly for vulnerable learners.
- The Hub's ICAN Careers event ran in National Careers Week at the Towner Art Gallery in Eastbourne on 8 March 2023. 259 young people with special education needs and disabilities (SEND) attended, along with 95 school/college staff, capitalising on their own Continuous Professional Development. There were over 30 providers and employers at the event showcasing their opportunities.
- The Hub continues to recruit [Industry Champions](#). 193 employers are now committed to supporting schools/colleges with careers events and careers-related activities with learners, including Open Doors workplace visits.
- Open Doors give students the opportunity to visit a workplace and hear from employers and employees about their sector, entry routes, employment expectations, as well as demonstrating how the curriculum links to the world of work. 30 employers have committed to offer Open Doors this academic year, and 22 schools/colleges (with over 300 young people) have visited employers across many industries since September. A new visit linked to International Women's Day was held at Brighton and Hove Albion's elite training ground, providing the opportunity for girls to learn more about careers in the sporting world. Glyndebourne opened their doors for a whole week of visits, including sessions for students with SEND and young people on the Steps to Success programme (below).
- The Careers Hub is working with FE Sussex and businesses on the Skills East Sussex Construction and Engineering task groups to plan a 'Teacher Encounters' CPD event on 5 July 2023 to showcase rapidly changing industry innovations to FE tutors, schoolteachers and careers advisers. Sessions will include hands-on demonstrations of the latest skills and technology required within the sectors (particularly linked to Net Zero, AI and digital) to support educators to embed industry insights in the curriculum. This event also offers employers insight into the motivations of young people to maximise their engagement in careers events when promoting these two sectors.
- The Hub has now launched the Primary schools programme '**Start Small; Dream Big**' to raise aspirations, challenge socio-economic, gender and ethnic stereotypes and develop a link between what pupils learn in school and the world of work. Schools will be offered support to link with local employers (Industry

Champions) and access Open Doors workplace visits, as well as Teach First professional online training and resources.

- The Effective Transitions pilot, '**Steps to Success**', is one of 10 pilots in a national research project, working with 105 year-11s who are on Free School Meals and persistently absent from school. During years 10 and 11, the participants receive 1:1 support from a Youth Employability Service coach to identify and achieve their personal and career goals. They also undertake bespoke work experience with a supportive employer in an industry linked to their desired career. Pupils are now undertaking their GCSEs and will be supported in their transitions post-16, with the final impact to be evaluated through surveys, longitudinal case studies and by tracking outcomes post-16 into further education, employment and training between September 2023 and March 2024. Learning from the pilot will be shared nationally and locally.

### ESTAR

- ESTAR, funded by Public Health and Adult Social Care to broker those in temporary, supported housing and refuges into learning and work, is working with housing providers to build capacity to support learning and employment amongst this vulnerable group. The team is now also supporting Ukrainian, Syrian and Afghan refugees and Travelling communities. Further information can be found at: [ESTAR Employability \(careerseastsussex.co.uk\)](http://careerseastsussex.co.uk).
- The Team is continuing to deliver Moving on Up – a partnership programme with Sussex Community Development Association (SCDA), Sussex Council of Training Providers (SCTP), People Matter, East Sussex College Group (ESCG), Plumpton College, AudioActive, Wave and Freedom Leisure – using 'Contain Outbreak Management Fund' (COMF) funding to upskill those living in supported and temporary housing and at risk of homelessness. The programme offers employers a £500-1,000 incentive on top of Government incentives to ringfence an apprenticeship or a job with training for the cohort. The project is developing in partnership with Rother DC, Eastbourne BC, Lewes DC and Wealden DC who are all contributing some UKSPF funding to extend their projects in each geography specifically.
- ESTAR is also coordinating Support into Work, a project for Ukrainian guests and other refugee groups who are seeking employment. The project works with the Refugee Employment Programme, Hastings BC, SCDA and People Matter to deliver employability support and mentoring and help to broker people into work. The project has just received funding for an additional year.
- The team has just run a series of upskilling events bringing together housing professionals and providers of employability support across East Sussex. Three events (in Newhaven, Eastbourne and Hastings) reached 100 people and collectively they explored issues such as trauma informed practice and raising aspirations, as well as learning about the wide range of support available to those living in homeless settings.
- 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. As a result of the forum, ESTAR is currently developing a series of employability workshops for those working with the cohort, to better understand the skills landscape and how to support people into work.
- The team has commissioned research into the link between neurodiversity and homelessness and will be releasing this later this year.

### Multiply

- The Multiply programme, which is funded through UKSPF and is designed to improve the maths skills of adults aged 19+ who lack a current level 2 qualification, managed to achieve over 750 people undertaking substantive maths provision in year one, which is a huge success at 72% of annual targets, given that partners had three months rather than one year to deliver outputs. Most parts of the UK delivered largely engagement activity, so our achievements are thanks due to the efforts of the Multiply Team and the fantastic input of our local partners including Reed UK, SCDA, Twin UK, Plumpton College, ESCG, Albion in the Community, AudioActive, Heathercroft, GRH Training, People Matter and the ESCC Library Service.
- This year the target is to support over 1,000 people through a slower paced programme of partnership delivery.

## Locate East Sussex (LES)

(ESCC officer contact: [Katy Thomas](#))

- The East Sussex Employment Land Pipeline Report (funded through the withheld Research budget) was published in May 2023.
- The Locate East Sussex service, funded by the County, Borough and District Councils and the European Regional Development Fund (ERDF), was due to finish on 30 April 2023 to coincide with the end of ERDF funding. A one-year extension, which is all that is allowed under the contract, has been put in place from 1 May 2023 to 30 April 2024.
- The extension is being funded from County Council sources. The reduced budget means that KPIs have also reduced, and we will be working with the provider to ensure they deliver to plan, together with the additional social value gained through the contract extension.

## Economic Profile

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

- The Economic Profile report is shared alongside this report as a separate document.

## Appendix 1: Dashboard of SELEP funded projects (LGF/GPF/GBF/SSF)

(ESCC officer contact: [Alex Colbran](#))

Project Category	Scheme Name	Start Date*	End Date*	Funding Award (£m)	Progress Update
<b>Local Growth Fund (LGF) - A21/A259 Hastings/Bexhill Growth Corridor</b>					
LGF Transport	Queensway Gateway Road	2015/16	2021/22	10	QGR provides a new road between Queensway and A21 in north Hastings. Additional £4m LGF reallocated plus additional £2m Sea Change Sussex (SCS) funding in Feb 2018. First phase of the road to the mid-roundabout opened Dec 2018 and Phase 2a (intermediate roundabout to Ramblers Coaches) completed mid-2019. 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. 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 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 in Nov 2021. 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. 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 in Oct 2021 - the 3 objections received were not upheld and the TRO was approved by the Committee. A required second TRO has been submitted following informal and targeted stakeholder consultation. 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. ESCC have updated SELEP that they are in disagreement with SCS regarding progress and funding associated with the QGR project. Until these matters are resolved, a full programme and delivery timeline are not available. Regular updates are being provided to the SELEP Accountability Board, with the most recent provided on 16 Jun 2023.
LGF Transport	North Bexhill Access Road	2015/16	2018/19	18.6	<b>COMPLETED.</b> NBAR runs from a roundabout on the BHLR to the A269 north of Sidley. The full length of NBAR was completed and opened to traffic in Mar 2019. 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 Transport	Hastings and Bexhill Movement and Access Package	2015/16	2022/23	9	Package of walking & cycling infrastructure and junction capacity improvements identified in Local Plan Infrastructure Delivery Plans to support housing and employment. Business case approved by SELEP Accountability Board Feb 2018 with budget reduced by £3m to £9m. 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. Pedestrian crossings at the Ridge, Sandown Primary School, Battle Road and Collington Avenue have finished construction. Hastings and Bexhill bus stop upgrades including RTPI, Hastings Wayfinding and Cooden Drive packages have been completed. The mini roundabouts at Beeching Road and Sackville Road are due to finish construction Sep 2023. In December 2022, HBC voted against the proposal for the cycle route to run through Alexandra Park, going against their original approval in 2016 and against their Local Plan and Cycling Strategy. As the park is in their ownership, ESCC are unable to progress to implementation. ESCC is undertaking discussions with SELEP as to how best progress the remaining packages considering the increases in costs since they were originally agreed and costed, and the impact of not progressing Alexandra Park. The remaining packages include Albert Road, Station Approach, London Road Phase 2 Buckhurst Place, Hastings Western Cycle Route and both Bexhill Cycle Routes, where progress remains paused pending this agreement with SELEP. ESCC expect to present an updated business case, including changes to benefits, to the Accountability Board in Sep 2023.
LGF Infrastructure	Bexhill Enterprise Park North	2019/20	2021/22	1.94	<b>COMPLETED.</b> 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.
LGF infrastructure	Churchfields Business Centre (formerly Sidney Little Road Incubator Hub)	2019/20	2020/21	0.5	<b>COMPLETED.</b> Business Case to deliver 28 new business incubator units on a redundant industrial site approved by SELEP Accountability Board Jun 2019. Construction completed Mar 2023, and letting of incubator units underway.
LGF Infrastructure	East Sussex Strategic Growth Package	2016/17	2020/21	8.2	<b>COMPLETED.</b> Funding approved by SELEP Accountability Board Jan 2017. Work on the road extension at Bexhill Enterprise Park completed Sep 2017. Construction of High Weald House at Bexhill completed Apr 2019. 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	<b>COMPLETED.</b> LGF-3B allocation agreed by SELEP Investment Panel Jun 2019, business case approved by Accountability Board Sep 2019. Funding awarded to deliver low cost creative workspace through the redevelopment of a former food production facility in Bexhill.
				<b>49.2</b>	
<b>Local Growth Fund (LGF) - A22/A27 Eastbourne/South Wealden Growth Corridor</b>					
LGF Transport	Hailsham / Polegate / Eastbourne Movement and Access corridor	2015/16	2016/17	2.1	Sustainable Transport Corridor between Hailsham, Polegate & Eastbourne, part of strategic transport improvements identified to support planned housing & employment growth within the current Wealden & Eastbourne Local Plans. Includes improvements for buses to/from Hailsham accessing Polegate Station, the DGH/East Sussex College & Eastbourne Town Centre, as well as walking & cycling improvements along the corridor for more local journeys. Business case approved at the Feb 2017 Accountability Board. Consultation on Phase 1 proposals Sep 2017, results reported to LMTE Jun 2018. Spend currently allocated to detailed design and construction of Phase 1 approved schemes - A2270/Wannock Road/Polegate High Street junction, Eastbourne Road bus lane and Victoria Drive bus lane. Further pavement and drainage surveys have delayed

					design completion. Project has seen a cost increase due to extensive surveys required for the Wannock Rd junction and Eastbourne Rd bus lane designs. Designs being reviewed to accommodate necessary drainage improvements with increased space that will become highway. Detailed design to be completed by May 2023. Construction pushed back to late 2023/24 following time to allow for package review. The schemes within this package will continue to be progressed and monitored on a monthly basis through regular meetings with the Transport Infrastructure team at Highways. Project Change Request approved by SELEP Apr 2023 to extend project completion timescale through to end of Mar 2025.
LGF Transport	<b>Eastbourne and South Wealden LSTF walking &amp; cycling package</b>	2015/16	2020/21	6.6	Package of walking & cycling schemes identified in Eastbourne & Wealden Cycle Strategies to support housing & employment growth in these areas. Business case for extension of first tranche of schemes (£2.6m) approved by SELEP Accountability Board Nov 2015. Spend in 2018/19 related to design of a number of schemes and the construction of Meads pedestrian improvements (completed). Business case for the remaining £4m approved at the Feb 2019 Accountability Board. In Feb 2022, LMTE agreed that four of the cycle routes - Horsey Way Phase 1b, Eastbourne Town Centre to seafront, Willingdon Drove and Langney Rise - are taken forward to detailed design and construction as part of the Capital Programme for Local Transport Improvements whilst the Stone Cross to Royal Parade will not be progressed to detailed design and construction but the County Council will look to identify future funding opportunities as part of our pipeline of schemes. 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). As ESCC had a new highways contract starting in May 2023, it has been agreed to defer construction until the new contract and commence later in 2023/24.
LGF Transport	<b>Eastbourne town centre LSTF access &amp; improvement package</b>	2015/16	2020/21	8	<b>Phase 1: COMPLETED.</b> Business case developed for £3m funding for Terminus Road improvements associated with Arndale Centre (The Beacon) extension, approved by SELEP Accountability Board Apr 2016. Additional £2m LGF allocated to ensure completion of this phase. Works started Mar 2018 with Mildren Construction. Construction completed Jan 2020 and snagging completed Apr 2021. <b>Phase 2:</b> Business case for £3m approved at Feb 2019 Accountability Board. Preliminary design completed and consultation on Phase 2a (Terminus Road: Bankers Corner to Langney Road) held in autumn 2019. Following LMTE approval in Apr 2020, detailed design commenced Jun 2020, with stakeholder detailed design updates held Sep 2020, Oct 2020 & Feb 2021. Received approval at the Oct 2020 SELEP Strategic Board meeting for revised programme to spend LGF beyond Growth Deal period. Early Contractor Involvement workshop held with Costain and potential subcontractors in Jan & May 2021. LMTE approval on final design received Jul 2021, statutory consultation on TROs completed with formal advertisement of TROs in Jun/Jul 2022. Construction tenders received in Feb 2022. Following the assessment process, further clarification questions issued in Mar 2022 and reviewed in Apr 2022. Due to the additional time required to respond to tenderer questions and selecting of a preferred tenderer, concerns raised on beginning construction in the middle of the summer season (when businesses and planned events such as Airborne are taking place), so the programme was updated to reflect a construction start date of Sep 2022. Since Jul 2022 a number of Public TRO objections have been received which will need to be addressed at ESCC Planning Committee. New highways contractor started May 2023 with re-tendering exercise planned May-Jul 2023 to provide costs assurances. Materials have been delivered. Utilities works being booked in as part of mobilisation. Construction still planned for 2023.
LGF Transport	<b>A22/A27 Junction improvements (removed from LGF programme)</b>	-	-	0	<b>WITHDRAWN.</b>
LGF Infrastructure	<b>Swallow Business Park</b>	2015/16	2018/19	1.4	<b>COMPLETED.</b> Project provides enabling infrastructure to unlock the development of Swallow Business Park in the A22/A27 Eastbourne/South Wealden Growth Corridor.
LGF Infrastructure	<b>Strategic Site Investment Package (formerly Sovereign Harbour Innovation Park)</b>	2015/16	2021/22	1.7	<b>COMPLETED.</b> Project to develop the site infrastructure on three sites at Sovereign Harbour, Eastbourne; North East Bexhill and North Queensway St Leonards.
LGF Infrastructure	<b>Devonshire Park Quarter Redevelopment</b>	2017/18	2019/20	5	<b>COMPLETED.</b> Scheme approved by SELEP Accountability Board Mar 2017. Project delivered a series of major investments to transform Devonshire Park.
LGF Infrastructure	<b>Eastbourne Fisherman Quayside and Infrastructure Development project (LGF)</b>	2020/21	2021/22	1.44	<b>COMPLETED.</b> Business Case to deliver Phase 2 and 3 of the Fishermans Quay project approved by SELEP Accountability Board Jul 2020. Following a review of costing in light of the pandemic, the project applied for £0.36m additional SELEP LGF Covid Response funding, approved at the Feb 2021 SELEP Accountability Board. All LGF spent in 2021/22 and completion of Building 2 was achieved and handed over in Mar 2022.

26.24

<b>Local Growth Fund (LGF) - Newhaven Maritime and Clean Tech Growth Corridor</b>					
LGF Infrastructure (C2C funded)	<b>Newhaven Port Access Road</b>	2015/16	2020/21	10	<b>COMPLETED.</b> Identified by DfT as one of their 'portfolio' schemes meaning they retain overall decision-making responsibilities for approving the release of LGF monies. £13m also allocated in ESCC's capital programme towards scheme. First phase completed as part of the Eastside development. Value engineering exercise confirmed the scheme including ancillary costs could be funded within overall £23.2m budget. Business case for £10m approved by DfT Aug 2018. Construction started Jan 2019 and was completed Oct 2020. 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. PAR and link into the Port fully opened to traffic in Feb 2022.

LGF Infrastructure (SELEP & C2C funded)	<b>Newhaven Flood Alleviation Scheme</b>	2016/17	2017/18	1.5	<b>COMPLETED.</b> Environment Agency led scheme to reduce flood risk in Newhaven and recognise wider benefits in encouraging regeneration in the town. £10m from EA and £1.5m from C2C as well as SELEP funding. Completion date of 31 Mar 2022 for the Principal Contractor related works achieved following rectification of minor outstanding elements.
LGF Infrastructure	<b>Exeat Bridge</b> (removed from LGF programme)	-	-	0	<b>WITHDRAWN.</b>
				<b>11.5</b>	
<b>Local Growth Fund (LGF) - Pan LEP</b>					
LGF Pan-LEP	<b>Housing Regeneration Project (Hastings)</b>	2016/17	2017/18	0.667	<b>COMPLETED.</b> Offer of £2m LGF from original £10m ask was made as part of the Growth Deal 'expansion' in Jan 2015. Pan-LEP project includes Hastings, Thanet & Tendring so the East Sussex share of the £2m is approx. £666k. Bid documents recast to reflect £2m offer, revised business case approved at Feb 2017 Accountability Board. Hastings BC partnered with Amicus Horizon in a major intervention programme, 'CoastalSpace', involving acquisition & refurbishment of properties in St. Leonards. A new property was selected following destruction of the property originally identified in the business case, approved by Sep 2017 Accountability Board. Grant agreement between ESCC & HBC signed Nov 2017 and the property purchased. All LGF funds have now been defrayed to the project partner. Housing association Optivo has taken possession of the property and is developing a plan for full refurbishment to create 16 social housing units as part of the CoastalSpace programme.
				<b>0.667</b>	
<b>Local Growth Fund (LGF) - Skills / Skills Capital and Equipment Funds</b>					
Plumpton College	<b>Skills for Rural Business post-Brexit</b>	2019/20	2020/21	4.41	<b>COMPLETED.</b> LGF-3B allocation agreed by SELEP Investment Panel Mar 2019. Business Case to assist in the provision of the infrastructure and training required to secure better AgriFood business productivity and efficiency approved by SELEP Accountability Board Jun 2019. Project completed Mar 2023.
East Sussex College Group	<b>Specialist Equipment for STEM Centre</b>	2016/17	2017/18	0.075	<b>COMPLETED.</b> 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. East Sussex College has now made the final claims for this scheme.
East Sussex College Group	<b>Refurbished Science Facilities</b>	2016/17	2017/18	0.16	<b>COMPLETED.</b> 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. Work completed so now in delivery. 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. 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. Application for £39,515 approved by Accountability Board May 2017, with remaining unused funds returned to LGF programme for later allocation.
Plumpton College	<b>Science &amp; Engineering for Tree Management</b>	2016/17	2017/18	0.14	<b>COMPLETED.</b> Scheme complete and fully claimed.
Plumpton College	<b>Growing Apprenticeship &amp; Skills Training in Engineering</b>	2016/17	2017/18	0.088	<b>COMPLETED.</b> Scheme complete and fully claimed.
				<b>4.87</b>	
<b>Getting Building Fund (GBF) - from July 2020</b>					
GBF	<b>Charleston Access Road</b>	2020/21	2021/22	0.329	<b>COMPLETED.</b> Funding awarded at Nov 2020 SELEP Accountability Board. GBF investment to support completion of resurfacing and improved drainage to the 1km access road to the venue. 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. Project completed Mar 2022.
GBF	<b>Creative Hub - Fisher St, Lewes</b>	2020/21	2021/22	0.25	<b>COMPLETED.</b> Funding awarded at Nov 2020 SELEP Accountability Board. 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. Project completed Sep 2021.
GBF	<b>Fast Track Business Solutions for the Hastings Manufacturing Sector</b> (removed from GBF programme)	-	-	0	<b>WITHDRAWN.</b>
GBF	<b>Observer Building, Hastings (Phase 1b)</b>	2020/21	2021/22	1.713	<b>COMPLETED.</b> Initial funding awarded at Oct 2020 SELEP Accountability Board. 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. Initial GBF elements of the project completed Mar 2022. Additional £315k GBF pipeline funding awarded at Nov 2022 Accountability Board meeting. Pipeline grant spent by Mar 2023.
GBF	<b>Delivering the Glory of the Winter Garden</b>	2020/21	2021/22	1.6	<b>COMPLETED.</b> Funding awarded at Oct 2020 SELEP Accountability Board. 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. GBF spend completed in Mar 2022. Final elements of project being completed using match funding.

GBF	Riding Sunbeams (removed from GBF programme)	-	-	0	WITHDRAWN.
GBF	Sussex Innovation Falmer	2020/21	2021/22	0.2	COMPLETED. Funding awarded at Nov 2020 SELEP Accountability Board. GBF investment to enable sustainable transport investment and increase availability of Covid-19 compliant workspace. Project completion Dec 2021.
GBF	UTC Maritime and Sustainable TechHub	2020/21	2021/22	1.3	COMPLETED. Funding awarded at Nov 2020 SELEP Accountability Board. GBF funding to allow conversion of the former UTC@harbourside building in Newhaven. GBF grant spend completed by end of Mar 2023. Final elements of project being completed using match funding.
GBF	Food Street Eastbourne	2021/22	2021/22	0.1	COMPLETED. GBF pipeline project with funding awarded at Feb 2022 Accountability Board. GBF investment to support bringing 5 commercial units back into use in Eastbourne Town Centre. Grant agreement for project completed. Project completed Jul 2022.
GBF	Seven Sisters Country Park Visitor infrastructure Uplift	2021/22	2022/23	0.2	COMPLETED. GBF pipeline project with funding awarded at Feb 2022 Accountability Board. 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. Initial GBF elements of project completed Sep 2022. Further £84,100 GBF pipeline funding awarded in Jan 2023 to cover increases in project costs. Pipeline funding spent by end of Mar 2023. Project completed May 2023.
				5.69	

**Growing Places Fund (GPF) loan funding**

GPF (Round 2)	Eastbourne Fishermen's Quay (GPF)	2017/18	2018/19	1.15	Project approved at Dec 2017 Accountability Board. Phase 1 GPF building up and running as designed and project reached practical completion Apr 2021. Due to impact of Covid and Brexit, revised GPF repayment profile was approved at Jul 2021 SELEP Accountability Board. A significant risk to the agreed repayment schedule for the project was identified, with a further revised repayment schedule for the project approved at the Apr 2023 SELEP Accountability Board meeting.
GPF (Round 2)	Charleston Centenary	2017/18	2018/19	0.12	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. To support these developments there is improved separate access to the Charleston site and a significantly enlarged and improved car park with landscaping. GPF elements of scheme complete - Charleston Centenary has met forecast jobs figure for the project and monitoring continues for post-delivery benefits realisation. 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. 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. 2021-22 and 22-23 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> Loan to fund delivery of Observer Building (Phase 1) project in Hastings. 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. Contract went out to tender Nov 2020 - tenders received but £1.3m+ higher than the Cost Plan. Following value engineering, 8Build selected as contractor for £4.5m contract. Additional funding achieved from Historic England and UKPN's Green Recovery Fund to help meet outstanding shortfall. During this time scheme delivery commenced on a Pre-Contract Services Agreement with 8Build so they were able to get started on the works. Completion of major renovation works in Summer of 2022. <u>Phase 2 loan funding - £1.616M</u> Phase 2 on GPF pipeline, for second tranche of GPF funding, approved at Jul 2021 SELEP Accountability Board. 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.
GPF (Round 3)	Barnhorn Green, Bexhill	2022/23	TBC	1.75	Loan to fund delivery of Commercial and Healthcare Development project (Phase 1) at Barnhorn Green in Bexhill. LMSMED approval given Jul 2020 to enter into loan agreement with Rother DC. GPF funding approved at Feb 2021 SELEP Accountability Board. Pre-planning work undertaken Oct/Nov 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. No loan drawdowns made to date.
				4.77	

**Other: Coast to Capital LEP Funded Schemes**

C2C LGF	Newhaven Eastside South	2016/17	2020/21	1.6	COMPLETED. 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	Purchase of Railway Quay completed by Lewes DC Apr 2017. 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. LDC has completed the acquisition of the former UTC building (which adjoins the site, now called Marine Workshops) and has secured GBF funding for the recommissioning, enabling delivery of more than 3500 sqm of refurbished commercial, marine and education space. 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. The Marine Workshops is integral to Railway Quay and LDC is already using the site as its main office space, East Sussex College Group will be moving into the first floor of the building, and negotiations are underway with another anchor tenant to take workshop and office space within the building. A tender process will be launched soon to attract an operator for the unallocated areas of the building.
C2C LGF	Springman House	2016/17	2019/20	2	Springman is an enabling site for the North Street Quarter (NSQ) and is inseparably linked to the delivery of the wider scheme. Lewes DC purchased 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. The new NSQ majority landowner / developer (Human Nature, Lewes) has worked with the South East Coast Ambulance Service (SECAMB) to explore 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. The fire station will now remain where it is at the NSQ site and SECAMB's focus will be on improving its existing facilities. 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. To 'preserve' the developable area that is available, Human Nature is proposing affordable housing on the Springman site. Details of the outline scheme are included in the 'live' NSQ planning application SDNP/23/00526/OUT.
C2C LGF	<b>Charleston Centenary</b>	2017/18	2018/19	0.4	<b>COMPLETED.</b> 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	
<b>SELEP Sector Support Fund (SSF) Revenue Funding</b>					
SSF	<b>Planning and prioritising future skills, training and business support needs for rural businesses across SELEP</b> (Lead: Plumpton College)	2019/20	2020/21	0.096	<b>COMPLETED.</b> All outputs delivered and the final report has been published.
SSF	<b>Coastal Communities Supplement to the SELEP Strategic Economic Plan</b> (Lead: Hastings Borough Council)	2019/20	2020/21	0.04	<b>COMPLETED.</b> Project now fully complete.
SSF	<b>Creative Open Workspace Masterplan and Prospectus</b> (Lead: East Sussex County Council)	2019/20	2020/21	0.049	<b>COMPLETED.</b> Project now fully complete.
SSF	<b>Accelerating Opportunities Within the Newhaven Enterprise Zone</b> (Lead: Lewes District Council)	2019/20	2020/21	0.115	<b>COMPLETED.</b> SSF-funded elements of the project fully complete.
SSF	<b>Building Back Better</b> (Lead: Orbit Housing Association)	-	-	0	<b>WITHDRAWN.</b>
SSF	<b>Accelerating Nature-based Climate Solutions</b> (Lead: East Sussex County Council)	2021/22	2022/23	0.135	<b>COMPLETED.</b> Project now fully complete.
				0.44	

\*start/end dates are as originally agreed in the business cases and don't take account of delays or other programme revisions.



## Appendix 2: East Sussex Environment Strategy 2020 Annual Review, May 2023

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### Purpose of the Review

The East Sussex Environment Strategy commits the Environment Board to carrying out:

*“An annual report on progress in implementing the Environment Strategy, for review and challenge by Team East Sussex... The Board will add new actions every year, will carry out a light-touch review of the Strategy every year and a more detailed review every five years, to ensure that it remains fit for purpose and is contributing to shifting the local economy towards a sustainable future.”*

A review was carried out in 2021. The original actions set out in the Strategy were still in progress and so no new actions were added. No formal review of the Strategy was carried out in 2022, in anticipation of the targets being issued following the Environment Act 2021, which were subsequently delayed. This report provides the next light-touch review of the Strategy.

### The Current Context

In 2018 the government published its ‘25 Year Environment Plan’, which set out the evidence for the need to improve the environment and what the government planned to do. The Environment Act of 2021 established legally binding targets to support delivery of the 25 Year Environment Plan, and in 2023 the government published the first 5-year Environmental Improvement Plan (EIP) required by the Act. The EIP is intended to set out how the long-term targets will be met and includes interim targets. The long-term targets are set out below:

1. Ensure that species abundance in 2042 is greater than in 2022, and at least 10% greater than 2030.
2. Improve the Red List Index for England for species extinction risk by 2042, compared to 2022 levels.
3. Restore or create in excess of 500,000 hectares of a range of wildlife-rich habitat outside protected sites by 2042, compared to 2022 levels.
4. 70% of the designated features in the MPA network to be in favourable condition by 2042, with the remainder in recovering condition.
5. Halve the length of rivers polluted by harmful metals from abandoned mines by 2038, against a baseline of around 1,500 km.
6. Reduce nitrogen (N), phosphorus (P) and sediment pollution from agriculture into the water environment by at least 40% by 2038, compared to a 2018 baseline.
7. Reduce phosphorus loadings from treated wastewater by 80% by 2038 against a 2020 baseline.
8. Reduce the use of public water supply in England per head of population by 20% from the 2019/2020 baseline reporting year figures, by the end of the reporting year 2037/2038.
9. Increase total tree and woodland cover from 14.5% of land area now to 16.5% by 2050.
10. Reduce residual waste (excluding major mineral wastes) kg per capita by 50% by 2042 from 2019 levels. This will be measured as a reduction from the 2019 level (574 kg per capita).
11. An Annual Mean Concentration Target for PM2.5 levels in England to be 10 µg per m<sup>3</sup> or below by 2040.
12. A Population Exposure Reduction Target for a reduction in PM2.5 population exposure of 35% compared to 2018 to be achieved by 2040.

The next step is for the government to complete the issuing of the regulations and guidance covering the targets above. The Environment Strategy will then be reviewed to ensure it aligns.

### Progress To Date

The table below provides a summary of the progress in delivering the actions in the Environment Strategy and the planned next steps. Once the regulations and guidance for key aspects of the Environment Act 2021 have been published by the government, and once the next steps outlined below have been completed, new actions under the five themes within the Environment Strategy will be considered by the Environment Board.

Long term aim	Action	Lead	RAG Status	Commentary
East Sussex to remain within its science-based carbon budget.	Develop a road map for cutting carbon emissions.	County, District & Borough Councils	Completed	East Sussex Climate Change Road Map adopted by Team East Sussex in 2022 (see <a href="#">ESCC - Environment Strategy 2020</a> ). <u>Next steps:</u> Environment Board to determine what aspects of climate change it will prioritise and lead on.
	Develop a pipeline of projects that deliver a reduction in carbon emissions.		Completed	Pipeline of projects included in the Road Map. <u>Next steps:</u> Review progress in delivering the actions (see separate report to Team East Sussex in May 2023).
	Develop and implement an electric vehicle strategy for East Sussex.		In progress	An EV strategy for East Sussex is due for publication in June 2023, following extensive discussions with partners in SPACES. <u>Next steps:</u> ESCC to secure funding for implementation of the strategy from DfT's Local Electric Vehicle Infrastructure Fund.
Achieve a growing and resilient stock of natural capital.	Develop a Natural Capital Investment Plan	Sussex Nature Partnership	In progress	The Nature Partnership produced a Natural Capital Investment Strategy for Sussex in 2020 (see <a href="#">Sussex Local Nature Partnership Resources</a> ). <u>Next steps:</u> Partners in the Sussex Nature Partnership will begin to prepare a Local Nature Recovery Strategy (LNRS) for East Sussex, which is required under the Environment Act 2021. The regulations and guidance for producing an LNRS are due to be published during 2023.
Meet the air quality standards recommended by the World Health Organisation.	Develop a Local Cycling and Walking Infrastructure Plan.	East Sussex County Council	Completed	An East Sussex Local Cycling and Walking Infrastructure Plan for 2020-30 was adopted in September 2021 (see <a href="#">ESCC Cabinet, 30 Sep 2021, agenda</a> ). <u>Next steps:</u> ESCC to deliver improved walking and cycling infrastructure schemes.
Achieve a resilient and sustainable water supply for consumers and the environment.	Deliver advice and home visits/business audits to assist households and businesses to reduce water usage.	Southern Water and South East Water	TBC	Southern Water and South East Water will provide an update once the current cycle of Water Resource Management Plans and Water Industry National Environment Programme updates has been progressed this summer. <u>Next steps:</u> TBC.
Achieve a more circular economy.	Establish a network to reduce food waste from businesses in East Sussex.	Environment Board	Completed	Food Partnerships have been established in each of the five District and Borough Council areas, currently funded until March 2024, covering a wide range of food issues (food insecurity, health, waste etc). <u>Next steps:</u> Secure longer-term funding for the partnerships beyond March 2024.

## Appendix 3: East Sussex Climate Emergency Road Map 2022-25 Annual Review, May 2023

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### Purpose of the Review

The East Sussex Climate Emergency Road Map for 2022-25 was adopted by Team East Sussex in February 2022. The Road Map commits the Environment Board to reviewing the action plan after the first year and updating it in light of changing legislation, technology, levels of resources available and our rate of progress. This report provides the first review of the Road Map, covering the period 2022-23.

### The Current Context

#### **1) Legislation and policy:**

The main change since the Road Map was adopted has been the government's response to the Skidmore Review, which saw the publication of a number of climate change documents in March 2023, including the Green Finance Strategy, Energy Security Strategy, and the Net-Zero Growth Plan. These new documents largely re-state existing plans, with little substantive new commitments or investment. Consequently, a change to the Road Map is not proposed.

#### **2) Technology:**

There has been no specific change that would suggest a change in the Road Map is required.

#### **3) Level of resources available:**

The Road Map indicated that the lack of resources locally is a very significant barrier to making progress to net zero at the pace and scale required. This remains the case, despite some excellent progress by a range of organisations and partnerships in securing additional resources to deliver both climate mitigation and adaptation measures (e.g. for fuel poverty, community engagement, bus service improvements and so on).

#### **4) Rate of progress:**

- a) Outputs: the table below provides a summary of the progress made in delivering the actions in the Climate Emergency Road Map. Of the 29 actions, 76% have been completed or remain on track (green), 17% are either behind schedule or have encountered issues which are being managed (amber) and 7% either have serious issues or can no longer be delivered (red). The commentary explains the status of each action and provides key dates for past or future milestones.
- b) Outcomes: the Road Map includes a range of indicators, with the main indicator being the rate of reduction in carbon emissions from the county. The most recent data on carbon emissions for East Sussex was issued by government in June 2022, to show emissions between 2005-20. The report below was discussed by the Environment Board in September 2022 and shared with Team East Sussex. The main points in terms of county-wide progress in getting to net zero are:
  - Total emissions of CO<sub>2</sub> from East Sussex are about 0.7% of total UK emissions.
  - Emissions from East Sussex in 2020 were 11% lower than in 2019.
  - Emissions from East Sussex have reduced by 45% between 2005 and 2020.
  - This rate of reduction in carbon emissions is similar to the national trend, largely because the gradual national decarbonisation of the electricity grid, in which renewables continue to replace coal and gas, has a broadly similar effect across all areas.
  - East Sussex currently has one of the lowest levels of per capita CO<sub>2</sub> emissions, which is mainly due to the lack of heavy industry and motorways.

Theme	Action	Outputs	Status	Notable dates	Updates
Transport	Produce and consult on Local Transport Plan 4	Updated local transport strategy in place aligned to net zero	Green	Summer 2023: Draft strategy completed; Spring 2024: Adoption of LTP4	Results: from scoping stage consultation, the highest priority themes identified are 'safety, health & air quality'; 'accessibility, equity & social inclusion' and 'climate change and its impacts'. Challenges: from the scoping stage consultation, the biggest challenge has been engagement with particular groups – business community, older people, younger people. We are developing different approaches to increase greater participation from these groups in the strategy development and consultation on the draft strategy.
Transport	Develop a pipeline of cycling and walking projects	Active Access programme to continue to increase walking & cycling to school, employment and education	Green	Oct 2022: Revenue funded Active Travel Access programme closed (limited programme continuing)	Through the Active Access programme, we delivered a wide range of activities through partner organisations with schools, businesses and local communities. These worked to encourage and increase walking & cycling journeys. The main funded programme is now closed, though we have retained a limited programme of activities with Pedal Power and Sustrans. A level 1 Active Travel England (ATE) assessment has been received on active travel activities in East Sussex, which indicates 'some local leadership with basic plans and isolated interventions'. A successful bid was submitted to ATE for £180K to develop school streets and walking/cycling schemes in Eastbourne and Peacehaven, to be spent by March 2024. A bid for capital funding was also submitted to ATE in February 2023, and we are awaiting the outcome of bid. In addition, we are developing and delivering active travel schemes through the County Council's capital programme of local transport improvements.
Transport	Develop and implement a Bus Service Improvement Plan	1) More comprehensive bus networks with better coverage. 2) Increase in use of public transport.	Amber	Mar 2025: End date for fare reduction funding Mar 2026: End date for service provision funding	1) Enhanced bus services are due to start in May 2023, on a phased basis, and operate until at least March 2026. The total budget for service enhancements is £13m: £10.5m for improvements to conventional services and £2.5m for improvements to flexible (DRT) services. The services will operate until at least the end of March 2026 (covered by BSIP funding). 2) We have seen some growth in passenger numbers over the last 6 months, partly due to reduced ticket process (delivered through BSIP). Further passenger growth is expected through a combination of BSIP measures that include bus service improvements, ticket price reductions and bus priority. The benefits delivered by these services enhancements, including estimates of CO2 reduction, will be undertaken in June / July.
Transport	Develop and implement a Bus Service Improvement Plan	2) Increase in use of public transport.	Amber	n/a	As above.
Transport	Develop a co-ordinated approach to electric vehicle (EV) chargepoints	Lay the groundwork to accelerate EV uptake	Green	Winter 2023: Procurement expected to start for on street charging	For on street charging, consultations have taken place with District and Borough Councils to identify streets and locations that match funding criteria, and that support residents who are unable to park and charge off street. Soft market testing of private sector providers of charge points is taking place, with questionnaires sent to a large number of operators. The response to this has been positive and shows that there are considerable differences in their methods of operation and delivery. Proposals have been submitted to DfT to secure both capital and revenue funding from the Local EV Infrastructure Fund to support the roll out of on street charging, starting in 2023.

Theme	Action	Outputs	Status	Notable dates	Updates
Transport	Develop a hydrogen storage and re-fuelling depot in Newhaven	Hydrogen storage and re-fuelling capacity developed for buses and HGVs	Red	n/a	Brighton & Hove and Metrobus will start operating 20 hydrogen fuel cell buses in West Sussex from 2023. Storage will be in Crawley. The bid for funding to support re-fuelling in Newhaven was unsuccessful. Shell closed their hydrogen filling stations in October 2022, including at Gatwick, due to a lack of demand.
Domestic properties	Retrofit fuel poor properties	Deliver the additional £4.2m of funding to 2023 to assist hundreds of fuel poor households	Green	Sep 2023: £4.2m budget expected to be spent	As of 28 February 2023, 71% of the £4.2m funding has been spent. The remaining funding is due to be spent by September 2023. Over 400 households have benefitted from high-cost home energy efficiency improvement measures.
Domestic properties	Retrofit social housing by stock-owning local authorities	Co-ordination of social housing retrofit amongst Sussex stock owning local authorities (9,500 properties, 4% of East Sussex total)	Amber	n/a	Lewes and Eastbourne: retrofit installations are significantly below target due to lack of funding and installation capacity. A decarbonisation roadmap has been developed, 'Decarbonising our Housing Stock: Roadmap for 2030 zero carbon'.
Domestic properties	Develop Barcombe CommuniHeat net zero village	Develop a model solution for able-to-pay rural communities to get to net zero, working with the local supply chain and harnessing community finance	Green	2023-24: scope out renewable projects and test new local supply models. 2024-25: Installation of renewable schemes.	The Barcombe project is the leading UK rural village demonstration pilot project demonstrating decarbonisation approach alongside DNO network reinforcement and capacity. CES is showcasing this approach across the North of England and the UK. It aligns with local green skills, rural resilience and financial opportunities for blending private, community and public sector finance. We will continue to capacity build for Ovesco CiC energy champions providing 1-1 advice within the community. We will also work on finance models for local retrofit with Lendology CiC, LDC and channel investment into village renewables.
Domestic properties	Develop Crowhurst village net zero energy plans, and Firle and Forest Row renewable heat plans	Develop whole community low carbon solutions	Amber	n/a	We intend to build out the Barcombe CommuniHeat cluster to include other East Sussex Communities.
Non-domestic properties	Deliver free energy audits and grants to businesses through the LoCASE programme	150 businesses supported by June 2023 to cut 450 tonnes of CO <sub>2</sub> e	Green	LoCASE ends in June 2023	150 needs assessments completed and 49 LoCASE grants issued in 2022-23. The final carbon reduction achieved through LoCASE will be assessed once the programme has ended.
Non-domestic properties	Secure funding from Innovate UK to map non-domestic buildings	Understanding of commercial building stock in East Sussex to enable targeted interventions	Red	n/a	An Innovate UK bid to build an understanding of commercial building stock across the south east was unsuccessful. However, data is available on the GOV website (see: <a href="https://www.gov.uk/government/statistical-data-sets/live-tables-on-energy-performance-of-buildings-certificates#epcs-for-non-domestic-properties">https://www.gov.uk/government/statistical-data-sets/live-tables-on-energy-performance-of-buildings-certificates#epcs-for-non-domestic-properties</a> ).

Theme	Action	Outputs	Status	Notable dates	Updates
Waste	Develop a Waste Carbon Reduction Plan	Detailed understanding of the carbon emissions from the current waste treatment and disposal contracts & the opportunities for improvement	Green	n/a	The first step is to understand the carbon impact of our waste and recycling activities is ongoing: 1) we now have carbon emission data for all of the East Sussex facilities provided by our PFI contract with Veolia. 2) We are working with N+P who will be providing data relating to the treatment of our kerbside recycling. 3) We continue to work with Veolia to understand emissions relating to materials that are sent for recycling outside of East Sussex.
Waste	Develop a stronger policy framework to increase the sustainable use of materials in the construction industry.	Revised Waste & Minerals Plan, which will introduce policy on the sustainable use of aggregates.	Green	2023/24: Aim to have the Revised Minerals and Waste Plan adopted	The Revised Minerals and Waste Plan contains a policy which aims to maximise the sustainable use of aggregates. The Plan is currently under examination. Modifications are being prepared as a result of the Examination and it is expected that it can be adopted in due course once work has been completed.
Renewables	Develop a solar farm via Cuckmere Community group	5MW solar farm installed with 10 acres of rewilding	Amber	n/a	The Cuckmere Community Solar Farm has planning approval but no available grid connection. The project is on hold.
Renewables	Connect Cuckmere Community solar farm to Network Rail via Riding Sunbeams project	Use locally produced and financed solar farm to power part of the rail network in East Sussex through a ground-breaking project	Green	End of 2023: Plan for full procurement. 2025: Development of project	Riding Sunbeams is a Lewes Based Tech Company researching how to connect solar to the railways and lead on developing Cuckmere Community Solar. Following the lack of grid connection and the loss of the £2.4m Getting Building Fund Grant, Network Rail and Riding Sunbeams have continued to develop this solution for a wider rollout connecting behind the meter solar to the railways. The Cuckmere Community Solar Farm has been instrumental in demonstrating and the learning to enable this. Network Rail have now issued a Notice for procurement for Direct Wire Solar projects and are currently undertaking a PQQ with Riding Sunbeams, with a plan for full procurement by end of 2023, development by 2025.
Renewables	Develop community-owned Ouse Valley Solar Farm	Possible 16MW solar farm installed	Green	2025: Commissioning of solar farm expected	Development and commissioning of the 17MW solar farm is proceeding, with full planning approved. We are currently in consultation with UKPN and National Grid ESO to confirm grid connection.
Renewables	Assist homeowners to purchase solar PV through Sussex Solar Together	200 households adopting solar PV per year	Green	Apr 2023: Next round of Solar Together started	446 households in East Sussex had solar PV systems installed through the 2nd phase of Sussex Solar Together, which ran in 2022. Over 6,000 residents across Sussex have so far registered their interest for phase 3.
Agriculture and land use	Deliver the SELEP-funded 'Accelerating nature-based climate solutions' project	Understand the scale of regional supply and demand for natural capital carbon sequestration and key barriers to market development	Green	Mar 2023: Final project report produced	The practical completion of the project was in December 2022 and the final project reports were completed in March 2023. These will shortly be available on the Sussex Nature Partnership website ( <a href="http://sussexinp.org.uk/projects/accelerating-nature-based-solutions-for-carbon/">http://sussexinp.org.uk/projects/accelerating-nature-based-solutions-for-carbon/</a> ).

Theme	Action	Outputs	Status	Notable dates	Updates
Agriculture and land use	Develop a Local Nature Recovery Strategy for East Sussex	Bring forward proposals for creating and improving habitat for nature, including to address climate change	Green	Oct 2024: Action end date	<p>We are currently waiting for secondary legislation and guidance from Defra, plus formal appointment as a Responsible Authority to produce an LNRS and additional burdens funding. Expected timescales to produce LNRS are 12-18 months, i.e. October 2024. We are also awaiting the data package from Defra to form basis of LNRS – the date for receiving this is unknown.</p> <p>Governance structure for LNRS established: ESCC, BHCC, WSCC + working group. Work has begun on stakeholder mapping, with formal stakeholder engagement to start in June. Some preliminary mapping done. Habitat data audit underway. State of County report (evidence base) likely to commence April, for completion by June.</p>
Adaptation & resilience	Improve flood defences in Eastbourne, Pevensey, Telscombe cliffs and Seaford	10,000 homes, 1,000s of commercial properties and major infrastructure such as the A27 and A259 to be better protected.	Green	<p>2025: we will move onto detailed engineering drawings.</p> <p>2027: construction will start.</p>	The scale of the challenge in the face of a changing climate and rising sea levels is significant and more than we expected. Our programme had slowed for 3 months whilst we reassessed the right way forward, but we are back on track and remain confident in delivering the right solutions on time and to cost.
Adaptation & resilience	Deliver the Eastbourne and South Wealden Flood Innovation Project	Better understanding of the different aspects of flood risk in this catchment, which will lead to improved management of flood risk and better flood warning systems in place.	Green	March 27: Project end date	<p>The project is in its listening and discovery phase, through public engagement. The project has delivered community radio and launched a community fund to support community engagement activities.</p> <p>The project is delivering new detailed integrated hydraulic mapping to better understand the complex flood risk. It is also using this data and installed trial telemetry to establish an updated surface water flood warning system.</p>
Behaviour change	Deliver community engagement via the 5-year Ouse Valley CARES project	Enable the Ouse Valley community to become a national pioneer in tackling climate change	Green	November 2022: Funding received	Lottery funding was received in November 2022, marking the start of the three-year implementation phase. Since then, the SDNPT has worked to establish the project, procedures and the team. A full team is now in place, and funding will be distributed to projects in due course.
Behaviour change	Develop and deliver carbon literacy training for 16-18 year olds	Every 16-18 year old to receive carbon literacy training from autumn 2022	Green	22/23 academic year: climate literacy lessons will start.	East Sussex College Group have developed a suite of resources on climate literacy covering aspects such as 'Introduction to the science of climate change' and 'Carbon footprints'. Heads of curriculum across the group have attended a climate crisis curriculum planning workshop and climate literacy lessons will be incorporated into study programmes this academic year.
Skills & training	Develop a plan that supports a strong net zero skills base	Identify and develop new training provision required and promote careers in low carbon sectors	Green	Mar 2025: end of action	<p>A careers Hub strategic plan for 2022-23 includes an objective to promote green skills to schools and young people. A new Careers Hub strategic plan for 2023/24 will have a similar objective. Activities in 2023-24 include:</p> <p>1) May 2023: a skills summit will be held for businesses, stakeholders, colleges and education providers and will include a section on net zero skills, and impact on upskilling new entrants and the existing workforce.</p>

Theme	Action	Outputs	Status	Notable dates	Updates
					<p>2) June 2023: distribute an ESCC Research report into Future skills needs of East Sussex Businesses, Institute of Employment Studies, to learning providers and Employer support organisations to support curriculum development and employer training/support.</p> <p>3) July 2023: hold an Industry Insights CPD day for university, college and school staff delivering Engineering and Construction. This will cover the latest technology and developments in net zero/ green skills, including demonstrations and workshops.</p> <p>4) November 2023: soft launch during Green Careers Week (7-12 November) of careers lesson plans on green skills/ net zero that we've commissioned, and a hard launch at the Climate Assembly for schools in December.</p>
Skills & training	Set up a centre of excellence in retrofitting and green energy installation in Ore Valley	£3m Town Deal bid to create a Green Technology Training Centre	Green	Oct 2022: Training Hub launched	The Ore Valley project is ongoing as a part of the Town Deal bid. The East Sussex College Group Training Hub for green skills opened in Eastbourne in October 2022 (see: <a href="https://www.esctraininghub.com/">https://www.esctraininghub.com/</a> ).
Skills & training	Set up new land management training programmes	Land management training to maximise benefits of schemes such as the national Environmental Land Management Scheme	Green	Sep 2023: Land Management Foundation Degree recruitment begins	The Land Management Foundation Degree is now being validated by University of Greenwich and will be ready for recruitment from September 2023. Plumpton College has also just opened an AgriFood Training and Knowledge transfer centre at the Min College site.
Finance	Explore options for low carbon funding, in preparation for the Shared Prosperity Fund	Increase investment in climate change mitigation and adaptation measures in East Sussex	Green	March 2023: Shared Prosperity funding released	Shared Prosperity funding has now been allocated to the Districts and Boroughs, see <a href="https://www.gov.uk/government/publications/uk-shared-prosperity-fund-prospectus/ukspf-allocations">https://www.gov.uk/government/publications/uk-shared-prosperity-fund-prospectus/ukspf-allocations</a> Lewes and Eastbourne have allocated SP funding for the Net Zero 360 service aimed at businesses. There is some interest amongst other districts and boroughs <a href="https://www.clean-growth.uk/net-zero-360/">https://www.clean-growth.uk/net-zero-360/</a>
Lobby government	Present collective messages from East Sussex	Influence policy and investment in East Sussex	Green	n/a	Lobbying has been done by a range of organisations and partnerships. For example, the Sussex Nature Partnership, which includes a range of public and private sector organisation and environmental NGOs across Sussex, has lobbied government to develop consistent and clear policies for nature recovery.
Comms	Develop a co-ordinated climate change communications plan	Clear and consistent communication with residents & businesses	Amber	n/a	A coordinated climate change comms plan has not been developed because of limited capacity to do so. Instead, a pragmatic approach has been adopted, by joint promotion of interventions (e.g. Sussex Solar Together, LoCASE).