

Agenda item 9

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Funding programmes: latest updates

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

Growing Place Fund (GPF)

- At the last SELEP Strategic Board meeting in July 2023, SELEP agreed to reverse the previously-agreed principles for a combined funding call in 2023/24 using both Growing Place Fund and Getting Building Fund monies. The GBF element has been resolved separately (see below) and we are now anticipating a GPF future options paper to be presented at the next SELEP Strategic Board meeting on 13 October 2023.
- Due to the need to disseminate all funding by March 2024, SELEP has set a requirement for the Barnhorn Green project to bring a full update, confirmation of funding, revised loan repayment profile and project change request to the January 2024 Accountability Board meeting.

Getting Building Fund (GBF)

- At the July SELEP Strategic Board meeting, an amended approach for the remaining GBF funding was agreed and a new programme established for the remaining £2m of funding.
- TES Board members have approved (by electronic procedure) the submission of two projects for East Sussex – Camber Sands Welcome Centre and Creative Media Centre, Hastings.
- An update on the above will be presented to TES at the 9 October TES Board meeting.

Local Growth Fund (LGF)

- A formal project change request for the Hastings and Bexhill Movement and Access Package (HBMAP) project, amending the scope and completion date, was approved by the SELEP Accountability Board on 22 September 2023.
- Since the last TES Board meeting, East Sussex County Council and Sea Change Sussex have met and held constructive dialogue to progress the Queensway Gateway Road project. Both parties are working together to bring the project to a close through construction of the final connection to the A21. Further work will take place over the coming weeks to ascertain the extent of the additional funding package, delivery programme, and the legal agreements that will be required to support project delivery.

UK Shared Prosperity Fund (UKSPF)

- **Eastbourne BC:** seven of the eight projects funded through UKSPF have now commenced. Some of these are in the relatively early mobilisation phase but a number have already achieved some excellent outputs and outcomes, including:
 - 12 jobs created.
 - 8 new businesses starting up.
 - 38 people gaining a qualification / completing a course following support.

- 3 improved cycleways.
 - 31 people with improved basic skills: English, maths, digital and English for speakers of other languages (ESOL).
 - 16 economically inactive people engaging with keyworker support services and receiving support to gain employment.
- The UKSPF progress report for Eastbourne BC, submitted to DLUHC in April 2023, was approved and the carrying forward of budget from 2022/23 to 2023/24 was agreed. The Eastbourne UKSPF Investment Plan remains on track to be completed by the end of the UKSPF programme (March 2025).
 - **Hastings BC:** Hastings was awarded £1m UKSPF to spend over three years (2022-2025) to deliver against the government's three priority areas of Community and Place, Supporting Local Business and People and Skills. The funding aims to empower places to identify and build on their own strengths at a local level, focused on building pride in place and increasing life chances. The Hastings UKSPF Investment Plan proposal was approved in December 2022.
 - An Investment Panel was formed with representatives from organisations working in the *Broomgrove* area to oversee the distribution of funding and provide access to local insight and expertise to help identify and address need and opportunity and respond with the right solutions for the local area.
 - The programme's funding profile is shown in the following table. To date six projects have been commissioned to the value of £372,902, and a seventh project is currently being tendered. A summary of these projects is given in [Appendix 1](#).

Core UKSPF	Total	Capital
2022-23	£90,022	min 10% - £9,022
2023-24	£180,044	min 13% - £23,405
2024-25	£729,935	min 20% - £145,98
Monitoring and admin at 4%	£13,333 per year + £20,000 one-off initial set up cost	

- **Lewes DC:** five of the seven projects funded through UKSPF have now commenced, with the remaining two in the development phase. Some of the key outputs and outcomes already achieved by the operational projects include:
 - 26 people supported to participate in education.
 - 3 jobs created.
 - 150 economically inactive people supported to engage with the benefits system.
 - 50 people supported to access basic skills.
 - 100 people supported to engage in job-searching.
 - 40 people receiving support to sustain employment.
- The UKSPF progress report for Lewes DC, submitted to DLUHC in April 2023, was approved and the carrying forward of budget from 2022/23 to 2023/24 was agreed. The Lewes UKSPF Investment Plan remains on track to be completed by the end of the UKSPF programme (March 2025).
- **Wealden DC:** Wealden was awarded £1.17m UKSPF to spend over three years (2022-2025). The Investment Plan submitted to DHLUC outlined activity in year 2 as detailed below:
 - *Cuckoo Trail Masterplan:* Funded through UKSPF year 1, the masterplan is currently being finalised by consultants Allen Scott, and outlines recommended projects for delivery in years 2 and 3. An executive summary of these projects was approved by Wealden DC Cabinet in July 2023. Eight projects will be delivered along the Cuckoo Trail during the UKSPF period, and project plans for each of these are being worked up at present. The masterplan also takes a wider view and has some recommendations for longer term projects, should further funding become available.
 - *Wellness Outreach programme:* Delivered in partnership with Freedom Leisure, this has included an outreach wellness programme working with communities such as retirement living courts and the delivery of activity within indoor community based settings.
 - *Town Centre event delivery:* UKSPF funding specifically provides support for town centres to encourage footfall into the High Streets. In year 2, the budget is focused to deliver one larger event

in Hailsham which is part of the Journey's Festival of Dance, also taking place in Newhaven and Bexhill. The Wealden event took place on Saturday 23 September 2023 and was a celebration of diverse and vibrant dance styles from around the world, featuring free tango performances, workshops and live music in addition to the captivating main event, French dance company Compagnie Bilbobasso performing 'Amor', combining tango, fire, and theatre in their spectacular show.

- *Business support programme*: Working in partnership with East Sussex County Council, the UKSPF funding for business support will be delivered through a county-wide programme (except for within Hastings) of new-start and specialist advice for businesses. This programme will commence in January 2024 and will run for the remainder of year 2 and into year 3.
- *People and Skills programme*: Again working in partnership with the County Council, our UKSPF funding for skills support will be delivered through a county-wide programme (except for within Hastings) looking to support those furthest from the workplace, overcoming obstacles to employment and providing one-to-one skills support. This programme will run over years 2 and 3.

Rural England Prosperity Fund (REPF)

- **Wealden DC**: REPF was launched in September 2022, providing rural top-up funding to UKSPF. Eligible local authorities were asked to develop proposals for capital projects to support small businesses and community infrastructure in rural areas, with Wealden DC allocated £838k for the two-year period 2023/24 and 2024/25. Wealden's proposals were approved in November 2022 and include the following activity:
 - *Rural Business grants programme*: In partnership with ESCC, the funding will deliver a rural business grants scheme for capital projects to support new products and to help businesses diversify their income streams. Aimed at small and medium sized businesses, the fund will launch winter 2023.
 - *Community Infrastructure grants programme*: A community infrastructure grants programme to support green spaces and community infrastructure, to be launched during the autumn this year and administered by Wealden DC. Funding will be awarded to improve local resilience against the impacts of climate change, accessing outdoor spaces and encouraging residents to walk and cycle more.
 - *EV Charging*: Funding has been allocated across both years to support the rollout of EV charging points across the district.
 - *Rural tourism trail*: A small allocation will go towards supporting rural tourism through the development of a Wealden Wine Trail. Details of the trail are being worked on currently and this project will be delivered in year 1 (by March 2024).

Levelling Up Fund (LUF)

- **Eastbourne BC**: A Project Adjustment Request to extend delivery and spend to March 2025 was approved by DLUHC in March 2023. The three Eastbourne BC LUF Projects are Victoria Place, Towner Centenary and Black Robin Farm:
 - *Victoria Place*: proposals are progressing following the public consultation at the end of 2022. The results of the consultation will be published in Autumn 2023 and following this, stakeholder workshops will be arranged to discuss the detailed design for the scheme. Once completed, Victoria Place will be pedestrianised between the Seafront and Seaside with improved public realm and enhanced streetscape which will support a range of local businesses along this section of Terminus Road. East Sussex County Council is currently working with Balfour Beatty Living Places as part of the new East Sussex Highways contract to create the programme for the construction of the scheme which is currently expected to complete in Spring 2025.
 - *Towner Centenary*: the works for Towner's Centenary are focused on ensuring its ambitious programme of activities throughout 2023 that will increase the value of tourism to the town. This includes the capital investment works to the top floor of the gallery ahead of the internationally recognised Turner Prize exhibition in September 2023. It also includes a programme of legacy public artworks produced in collaboration with communities in the Langney and Devonshire wards. The refurbishment of Towner's top floor was completed in May 2023 and has provided a new restaurant and bar, called 'Light'. The works have delivered a much-improved catering facility with more covers and an up-to-date kitchen.

- *Black Robin Farm*: the project will create a world class culture and education centre at the former dairy farm, set on the Downs above the town, connecting the South Downs National Park with the Town Centre and Seafront. A planning application for the development is expected to be submitted to the South Downs National Park Authority by the end of September 2023. The project will provide much needed creative industry workspace; a world class cultural and heritage destination; gallery space to expand the Towner creative programmes; a showcasing space for regional talent; a learning and education centre prioritising arts, the environment and heritage; catering and events facilities; and facilities for walkers and cyclists.
- **Lewes DC**: The programme, titled ‘Capturing the Value of the Catch’, comprises three Newhaven projects:
 - *Fish Processing Plant* at Unit 7, New Road, Oak Estate: an application to form the Newhaven Fishing CIC has recently been approved and a Board of Directors has been set up to oversee the CIC. A planning application for the siting of 12 No. storage containers in the rear yard of the unit for the fishermen to store their equipment is expected to be approved in September 2023. Lewes DC is in the process of obtaining quotes to fit out the processing plant with chillers, freezers, an ice machine, roller shutters and CCTV. PV solar panels are also to be installed on the roof of the building during September.
 - *New Fish Landing Stage*: Newhaven Port and Properties are finalising the detailed design of a new 50 metre landing stage to provide eight new berths for the Newhaven fishing fleet, and will be seeking the necessary licences from the Marine Management Organisation.
 - *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 expected after the Pathfinder Investment Plan has been approved by DLUHC.

Funding Simplification Pathfinder Pilot – Lewes District Council

- **Lewes DC**, as one of only ten local authorities nationally, has been invited to pilot a simplified approach to delivering its different funding programmes in parallel. The Funding Simplification Pathfinder Pilot will consolidate the *Future High Streets Fund*, *Town Deal* and *Levelling Up Fund (Round 1)* capital funding programmes.
- The pilot aims to test out the streamlined delivery of capital funding programmes by giving greater spending flexibility over the three existing funding allocations. Within this pilot, the government has delegated decision-making responsibility over the three DLUHC capital funding programmes to local authorities, reducing the administrative burden within the delivery process.
- To take part in the pilot, Pathfinder local authorities have been asked to complete an Investment Plan to set out how they will use the aggregated funding allocation to deliver the outcomes and outputs listed within the pathfinder investment framework.
- A summary of each of the projects being delivered within the aggregated funding portfolio is given in [Appendix 2](#). Note that Lewes DC’s Investment Plan is subject to DLUHC’s assessment and approval.

Town Deals

- **Hastings Town Deal**: a brief summary of the progress of each project is given in [Appendix 3](#). Further information is available at www.hastingstowndeal.co.uk.

Additional Borough and District Council updates

- **Sport England Swimming Pool Support Fund (SPSF)**: Wealden DC has submitted a £78,000 application to Phase 1 (revenue) of SPSF. If successful, this funding will support Uckfield Leisure Centre with their increased utility cost pressures. Phase 2 (capital) of the fund opened to applications on 4 September 2023, and Wealden DC will be looking to submit an application to support improvements to the energy efficiency of the facilities and reduce carbon output over the medium to long term.
- **Wealden Economic Development Strategy 2023-33**: In consultation with partners and stakeholders, Wealden DC has recently produced an Economic Development Strategy for the district covering the ten-year period from 2023 to 2033. The strategy covers the five key themes of Vibrant Places; Skills and Employment; Enterprise; Visitor Economy and Culture; and Net Zero Wealden. The final strategy was approved by Wealden DC Cabinet in March 2023.

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 supporting route reports, including the [South Coast Central Initial Report](#) that covers East Sussex. The reports indicate that the A27 Lewes to Polegate will slip to become RIS4 (2030 to 2035) pipeline projects. This follows on from the announcement made earlier this year by the Secretary of State for Transport that the development and potential delivery of the majority of RIS3 pipeline schemes across the country would slip due to a combination of inflation pressures, supply chain disruption post-Covid and the situation in Ukraine all driving-up construction costs, and therefore having an impact on the Government's capital roads investment programme.

- 2.8 The Government's draft RIS3 is due to be published later this year ahead of the final RIS for 2025-30 being published in 2024.

2.9 As highlighted previously, the A27 Reference Group will play an important part in providing a single local voice to NH and Government on continuing to make the case for this much-needed investment in a more comprehensive solution for the A27 between Lewes and Polegate being included in future Roads Investment Strategies. In addition, the scheme has been included in the recommended interventions in the Transport for the South East (TfSE) Strategic Investment Plan (SIP).

A21

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

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

2.12 NH will be undertaking work between Hurst Green and Hastings (Baldslow) from October 2023 through to Spring 2024. The first phase of work involves:

- clearing overgrown vegetation to generally improve sightlines and the visibility of junctions and signage; this work will be completed sensitively to avoid disturbing animal habitats;
- maintenance and repairs to the road surfacing; and
- improvements to safety barriers, road markings and road studs.

2.13 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 Reports 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 various sets of clarification questions from DfT and Active Travel England, ESCC is now awaiting a decision from DfT on the OBC and 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 has produced a shortlist of schemes and interventions which have been shared with key stakeholders. The SOBC is expected to be submitted for assessment to DfT's MRN Team in early October 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 with 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 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, to be delivered by GBR when it comes into effect.

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 continues 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 use of the standby runway. The development 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 As the DCO process sits at the 'pre-application consultation' stage, GAL undertook a twelve-week consultation on their proposals from September 2021. The purpose of the consultation was to provide technical feedback and a critical analysis of the proposals, impacts, assessments and mitigation, in order for the applicant to 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 submitted their DCO application to the Planning Inspectorate (PINS) on 6 July 2023. In response, the Gatwick authorities submitted a collective Adequacy of Consultation (AoC) response highlighting concern over how Gatwick has engaged with the affected authorities up to this stage, and concerns about the absence of sufficient information or evidence for the Gatwick Officers Group (GOG) authorities to fully understand what the impacts on the respective authorities would be. PINS deemed GAL to have complied with section 55 of the 2008 Planning Act in relation to accepting DCO applications, and the DCO application was accepted on 3 August 2023.
- 5.6 As part of the DCO pre-examination stage, Gatwick issued a section 56 notice (under the Planning Act 2008) on 6 September 2023, seeking 'Relevant Representations' from interested parties to be submitted to PINS by 29 October 2023. Relevant Representations can be made by anyone, including local authorities as well as individual members of the public, on the DCO application. With a maximum of 1,500 words, any representation should include a summary of what is agreed and/or disagreed within the application; what the main issues are considered to be; and their impact. The relevant representation responses are used by PINS to help inform their initial assessment of principal issues for the next stage, the examination.
- 5.7 The examination of the DCO by PINS is expected to commence in early 2024 and last between five and six months. PINS's recommendation to the Secretary of State for Transport, who will make the decision on the DCO, is expected to be submitted in autumn 2024.

Gatwick Rail Station

- 5.8 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 22 September 2023. You can view the report at [SELEP Accountability Board 22 September 2023](#) (item 11).

Newhaven Port Access Road (NPAR)

- 6.3 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 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, 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 (see section 8 below). £273,826 is being used to continue the design of the non-Victoria Place elements of that scheme (Memorial roundabout, Ring Road relocation), 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 were reported to the Lead Member for Transport and Environment on 25 September 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 and 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. Consultants are being procured to undertake the next phase of design work with initial meetings set to begin in October 2023.

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 in March 2023, the Government announced the rollout of new Levelling Up Partnerships (LUPs) 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 later this year.

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 (LCWIPs) 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 following the review of our Local Transport Plan (see section 13 below).

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 section 13 below).
- 11.4 A feasibility and design review study has been completed by transport consultants WSP on capital bus priority measures and a public consultation on the proposals ran between July and September 2023. The outcome of the public consultation will be taken to Lead Member for consideration later this year prior to detailed design and construction.
- 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 zone (ten zones in total) and key destinations outside their zone such as their nearest town, train station or hospital. Further details are available on the [ESCC website](#).
- 11.6 In addition, the revenue-funded bus service improvements, with increased frequency and more evening and weekend services, commenced at the end of July 2023. These service enhancements will run to the end of March 2026. Further details are available at [ESCC BSIP revenue funded improvements to Bus Services](#).

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 continue to engage 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 has informed the scope for the procurement of a charging infrastructure provider to install and manage this network of on-street chargepoints across the county. 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 following submission of a Stage 1 expression of interest in late May 2023, East Sussex has been identified as a tranche 1 local authority. Consequently we are currently developing our Stage 2 business case for submission by the end of November 2023, whilst in parallel refining our procurement strategy for an on-street charging infrastructure provider. Most of the LEVI funding will then be released following the approval of the Stage 2 business case.

12.4 In addition, we have received revenue-based capability funding to be utilised over the next two to three 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) commenced in early autumn 2022. The initial evidence base workstream has been completed which 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 late autumn 2023, with adoption of the final strategy anticipated in late spring/early summer 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. Therefore, it is planned to undertake further engagement with TES on the draft strategy towards the end of the year.

Transport for the South East (TfSE)

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

Electric Vehicle Charging Infrastructure Strategy

- As part of TfSE's Electric Vehicle Charging Infrastructure (EVCI) Strategy, Arcadis developed a web-based tool that aims to support local transport authorities with the future rollout of EV charging infrastructure within their respective areas.
- The 'EVCI Locate' application will help officers identify and prioritise suitable locations to expand EVCI networks through an assessment of a range of different parameters such as flood risk, location of retail centres and railway stations.
- In July 2023, a formal launch and training workshop was facilitated by TfSE in order to bring local transport authority officers up to speed with the functionality of the platform.

Strategic Investment Plan (SIP)

- The County Council's Cabinet gave the Council's approval, as a constituent authority, for TfSE's Partnership Board to sign-off the final Strategic Investment Plan (SIP) in March 2023.
 - Cabinet report: [ESCC Cabinet 7 Mar 2023 - SIP response](#)
 - SIP: [Transport for the South East - Strategic Investment Plan](#)
- 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.
- TfSE has worked with consultants Steer to produce a summary document of the SIP. Steer has also helped produce 31 factsheets that localise the 300 interventions displayed within the SIP. The summary document and the factsheets can all be viewed on the [TfSE website](#).
- TfSE is working closely with Steer to produce Policy Position Statements which will describe the global policy interventions in the SIP in more detail. These seven statements include: Strategic Active Travel and

Micromobility; Transport and Decarbonisation; Transport and Social Inclusion; Future Rural Transport; Bus, Shared Mobility and Mass Transit; Rail; and Highways.

Active Travel

- 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.
- The strategy will build on the work that is already being undertaken through the development of Local Walking and Cycling Infrastructure Plans 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, achieving better health and safer travel for all, and reducing inequalities through improved access to jobs, health and leisure activities for those using active travel modes.
- The project commenced in early July 2023, and Stage 1 of the work on Governance is now complete. This included the development of the project's Stakeholder Engagement Plan and assembly of the TfSE Regional Active Travel Steering Group.
- We are in the process of gathering data and evidence from local authorities across the region and other strategic partners to feed into the evidence based report (output of Stage 2, Baseline and Potential Demand). We have also begun stakeholder engagement, with presentations introducing the project at several of TfSE's standing meetings.

Transport Strategy Refresh

- At the TfSE Partnership Board meeting in July 2023, Board members agreed to undertake a refresh of the Transport Strategy, which was originally agreed in July 2020. TfSE has commissioned consultants Steer to scope the extent of the refresh, and TfSE is working closely with them on this technical work.

Freight Forum

- There is ongoing work to develop a new Freight Forum. The purpose of the Forum is to give TfSE, Transport East, England's Economic Heartland, and other delivery agents and freight and logistics operators the knowledge and evidence needed to ensure that the work we do will properly support the freight sector and inform our work going forward.

Business East Sussex (BES)

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

- The Business East Sussex (BES) Steering Group last met on 21 June 2023, and reaffirmed their commitment to the seven long-term BES priorities ahead of the development of the new Economic Growth Strategy. The seven BES priorities are as follow:
 - Productivity
 - Skills and support
 - Net Zero and Low Carbon
 - Support for Start-ups
 - International Trade
 - Access to Finance
 - Innovation
- Following the previous Team East Sussex meeting, where the incumbent BES Chair stepped down having been appointed Chair of TES, *Paul Heatherington*, a TES Board business member, has now been appointed as the new Chair of the BES Steering Group. Paul's first meeting, and the next scheduled meeting for the group, is 13 December 2023.

Developers East Sussex (DES)

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

- The DES group continues to hold virtual meetings, with regular discussions on the ongoing impacts of national issues on development, including the cost-of-living crisis, interest rates and mortgage availability.

- Overall, the residential sales market has still not recovered to pre-pandemic levels, and has recently seen a fall in demand due to increased interest rates and the impact on mortgages. The price of commodities is still high, but the subcontractor market is in a reasonable place and the supply of materials has improved. Interest in shared ownership remains high, and the commercial market is also fairly buoyant; while demand for offices has reduced following the pandemic as a result of companies downsizing, enquiries for light industrial and warehouse units are actually back to pre-pandemic levels. But with very little commercial availability, supply cannot meet demand.
- The most recent DES meetings have included updates/discussions on the East Sussex Housing Strategy, the Levelling Up and Regeneration Bill, environmental regulations, the issues of achieving water neutrality at sites, the new Brownfield, Infrastructure and Land (BIL) fund from Homes England, and the continuing resourcing problems of Planning teams.
- The annual DES Leader's Dinner took place in September 2023 at the Grand Hotel in Eastbourne. The event was very well attended by both private and public sector DES colleagues, with lively discussions over the course of the evening, and was commended by all attendees as a very welcome event.
- DES, along with the Kent and Essex developer groups, continues to maintain regular engagement with officials from the Department for Levelling Up, Housing and Communities (DLUHC), as well as Homes England, on market intelligence and the ongoing issues. Monthly calls with officials have continued, as have virtual meetings and written correspondence.

Environment East Sussex (EES)

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

- Each summer the government publishes data on greenhouse gas emissions (GHGs) by local authority area, providing a continuous record of emission estimates between 2005 to 2021. Data is published around 18 months in arrears due to the complexity of collating and verifying the data. The key messages for East Sussex are:
 - a) The county continues to have one of the lowest per capita GHG emissions of counties in England, which is mainly due to the lack of motorways, the relative lack of heavy industry and relatively higher carbon removals from the land use and forestry sectors.
 - b) GHG emissions have risen between 2020 and 2021 across nearly all parts of the UK, including East Sussex, largely due to Covid restrictions easing and colder temperatures leading to more heating in buildings.
 - c) Most emissions in East Sussex continue to be from the domestic sector (39%) and the transport sector (35%), with agriculture (13%), the commercial sector (6%), the public sector (5%) and waste (2%) making up the rest.
 - d) The urban boroughs (Hastings and Eastbourne) are dominated by domestic emissions, whilst the rural districts (Lewes, Rother and Wealden) have slightly higher transport emissions than domestic emissions and much higher emissions from agriculture and removals via the land use and forestry sectors.
 - e) Over the short term, Covid lockdowns led to a significant temporary decrease in transport emissions and an increase in domestic emissions.
 - f) Over the longer term, GHG emissions in East Sussex fell by 39% between 2005 and 2021, despite an increase in population and in the number of homes. The main drivers for this have been the decarbonisation of grid electricity and a gradual improvement in the energy efficiency of homes.
 - g) Approximately 7.4 million tonnes of CO₂ have been emitted over the last four years from East Sussex, which is 80% of the total five-year science-based carbon budget for the period 2018-22. In other words, the county may keep within the five-year carbon budget for 2018-22.
- There have been a number of successful bids for funding across a range of organisations and sectors, including:
 - £8.1m from the Home Upgrade Grant (HUG) fund across the five District and Borough Councils to deliver domestic energy retrofit to those on low incomes and off the gas grid over the next two years.
 - £300,000 for additional tree planting in various communities in Lewes.

- Over £1m from the Local Energy Advice Demonstrator (LEAD) fund for community energy groups and Citizens Advice to provide domestic energy action plans in Barcombe and to set up energy advice hubs for those in fuel poverty in rural Rother.
- The current (third) Sussex Solar Together programme has seen even greater demand than in previous years, with a further 1,800 households and businesses signing up for solar photovoltaic (PV) installations. Of these, 579 installations have been completed to date.

Skills East Sussex (SES)

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

Skills East Sussex (SES) Board and Sector Task Groups

- The SES Board last met on 19 July 2023 at the De La Warr Pavilion in Bexhill. The meeting reviewed the new Careers Search tool on the Skills East Sussex website, considered the early findings of the research into East Sussex future skills and heard from the Local Skills Improvement Plan (LSIP) about its final plan submission to the Department for Education (DfE).
- 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:** Our colleges and Chair lobbied MPs to encourage them to participate in a parliamentary debate on 5 July 2023; the transcript can be viewed on the [UK Parliament website](#). Caroline Ansell MP asked two questions during the debate.
 - **Priority 2, Enabling FE/HE recruitment:** The Teachers' Encounters event with FE Sussex on 5 July 2023 brought 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:** Level 2 [Principles of Cyber Security](#) is now being offered *for free* (eligibility applies) under the Adult Education Budget (AEB) at East Sussex College, alongside other basic digital skills courses.
 - **Priority 4, Upskilling the workforce:** The Transform programme has seen 30% of Apprentices from the programme moving into the construction sector trades, Computer Aided Design (CAD) and Quantity Surveying. A new course in Computer Numerical Control (CNC) Engineering has been developed via the Engineering Task Group and will be delivered in the autumn via the Institute of Technology (IoT). Bexhill College has had some positive T-Level success in Health and Social Care and Brighton University has launched a range of new Higher Technical Qualifications (HTQs) and Degree Apprenticeships (e.g. Physiotherapy).
 - **Priority 5, Supporting the unemployed and unqualified:** Multiply has supported over 700 people to improve their maths over the past year; Moving on Up has now moved 58 people into work from homeless cohorts; and Support into Work has supported over 350 Ukrainian and refugee people with job search and moved 90 into jobs.
 - **Priority 6, Skills for Net Zero future:** The East Sussex College [Green Training Hub](#) is now providing for upskilling or cross-skilling in retrofit and decarbonisation techniques. Sussex Learning Network has mapped [Greener Careers Sussex](#) which identifies the range of emerging 'green' courses in Sussex.

Apprenticeships East Sussex (AES)

- AES has agreed its annual action plan with key themes focused on:
 - Increasing employer demand and capacity through the Transform programme, seeking continuation funding beyond December 2023.
 - Improving access to training options by encouraging providers to work with employers to increase the range of apprenticeship standards available locally.
 - Promoting apprenticeships to young people and parents via the Apprenticeship Support and Knowledge (ASK) offer in schools and through the Careers Hub strategic plan.
 - Improving understanding of what apprenticeships involve in terms of commitment, employer expectations, work and study through workshops in schools.

- Promoting parity of esteem through the annual East Sussex Apprenticeship Graduation event.
- Lobbying on lack of Level 2 pathways for young people to access apprenticeships by inputting to the Youth Employment UK Commission and the Level 2 Trailblazer for Business Admin.
- The **Transform** programme has now supported over 140 SMEs with advice and guidance to access skills training, apprenticeships and incentive funding via apprenticeship Levy transfer. The European Social Fund programme ends in December 2023 and is now looking for further continuation funding for 2024 onwards.
- The annual Apprenticeship Roadshows in Hastings (21 June 2023) and Eastbourne (12 July 2023) were attended by over 800 young people and adult jobseekers who had the opportunity 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. An Enterprise Coordinator from the Hub provides support to schools and colleges, who are also matched with a volunteer from business – an Enterprise Adviser (EA) – to work strategically on improving careers provision. The Hub currently has 38 Enterprise Advisers matched with schools, and as a result 83% of schools have an EA.
- Schools access three annual training days and a community of practice networking. 38 Careers Leaders and Enterprise Advisers attended the training day in July 2023 with a focus on supporting young people to identify strengths; embedding careers in the Science curriculum; improving work experience; and insights from employers into the maritime, creative and local government sectors.
- The Hub continues to recruit Industry Champions. Over 210 employers are now committed to supporting schools and colleges with careers events and careers-related activities with learners, including Open Doors workplace visits. Training was held for 30 Industry Champions in July 2023.
- Open Doors gives 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. 31 employers committed to offer Open Doors this academic year, with half new to the scheme. Since September 2022, over 800 young people from 24 schools/colleges have taken part in 66 Open Doors with employers across a variety of sectors.
- The Careers Hub ran a ‘Teacher Encounters’ Continuing Professional Development (CPD) event with FE Sussex and led by the Skills East Sussex Construction and Engineering task groups on 5 July 2023 for 36 FE tutors, school teachers and careers advisers to showcase rapidly changing industry innovations including green technology, AI developments in renewable energies and solar car charging technology. 16 employers also took part in workshops about the motivations of young people to maximise their engagement in careers events when promoting these two sectors. Funding has been successful for running a similar event in 2023/24 with the Health and Social Care sector.
- The ‘What Next Sussex’ online career event takes place on 17 October 2023 to provide year 10 and 11 students and parents with information, opportunity to hear from education and apprenticeship providers, employers and to chat with qualified careers advisers to support post-16 decisions.
- East Sussex has been selected to be part of a DfE-funded primary programme ‘*Start Small, Dream Big*’ aimed at raising aspirations, challenging stereotypes and developing a link between what pupils learn in primary school, skills and the world of work. The programme will run in East Sussex from September 2023 to August 2024 and primary schools are registering now. The Hub will be linking primaries with Industry Champions and offering Open Doors workplace visits.
- The Effective Transitions pilot, **Steps to Success**, is one of ten pilots in a national research project, working with 105 year-11s who are on Free School Meals and persistently absent from school, a cohort which is most at risk of becoming NEET (Not in Education, Employment or Training). During years 10 and 11, the participants have received 1:1 support from a Youth Employability Service coach and undertaken a bespoke work experience placement. Pupils are now transitioning to their post-16 destinations and outcomes will be tracked to March 2024. The programme has just been funded by DfE in Hastings, launching in October 2023, and has recently been advised by the Careers and Enterprise Company that they would like to invest further in researching the pilot and its outcomes to 2026.

ESTAR

- Funded by Public Health and Adult Social Care to broker those at risk of homelessness, travelling communities, long-term unemployed, those in temporary, supported housing and refugees into learning and work, ESTAR 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. Visit the [Careers East Sussex website](#) for further information.
- The team is continuing to deliver 'Moving on Up', a partnership programme with Sussex Community Development Association (SCDA), Sussex Council of Training Providers (SCTP) and People Matter 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 UK Shared Prosperity Fund (UKSPF) funding to extend their projects in each geography. The programme has supported 58 people into work and 27 into independent accommodation – a saving of £960,000 per annum for public services and housing.
- 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. Over 400 people have been supported thus far and of these over 90 have been supported into jobs in the local economy.
- 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 commissioned research into the link between neurodiversity and homelessness and this research is now available for employers and providers to review.

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 due to the efforts of the Multiply Team and the fantastic input of our local partners including Reed UK, SCDA, Twin UK, Plumpton College, East Sussex College Group, 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. The project is on track to deliver and is keen to support those who are in work and need vocation related maths skills to improve their efficiency.

Locate East Sussex (LES)

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

- The Locate East Sussex commissioned contract continues under a contract extension to 20 April 2024.
- A revised website has been produced in order to comply with Public Sector Bodies Accessibility Regulations (2018). This is now being reviewed as it is not yet fully accessibility-compliant.

Economic Profile

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

- The report is attached as a separate document and also available on the [East Sussex in Figures](#) website.

UK Shared Prosperity Fund (UKSPF), summary of Hastings Borough Council projects at *Broomgrove*.

Commissioned projects to date

1. Greener Broomgrove – Southern Housing

Delivery: August 2023 – March 2025

Funding: £118,000 UKSPF (plus £11,000 LUPF and £15,000 contractor match funding)

A community capacity building project. Delivering engagement events and activities, creating biodiversity/wilding areas, and planting 50-70 additional trees.

2. Musical Beacons – Soundcastle

Delivery: July 2023 – June 2024

Funding: £25,000 UKSPF

Soundcastle will deliver music and play sessions to families in Broomgrove. They will host monthly community consultations, run monthly creative music sessions for families, lead digital family workshops and organise three celebration events.

3. Community Sport and Health Engagement – Active Hastings

Delivery: 2022 – 2024

Funding: £107,544 UKSPF

Active Hastings has recruited a part-time Physical Activity Development Officer for Broomgrove to deliver physical activity opportunities within Broomgrove. They will host consultation events, 8 physical activity sessions per week, creche staff for 1 session per week and 4 adult weight management programmes per year.

4. Broomgrove Community Centre Future Vision – James Boot

Delivery: August 2023 – September 2023

Funding: £5,000 UKSPF

The consultant will develop a business case to set out the future vision for the Broomgrove Community Centre. It will provide an indicative implementation and funding plan for the Centre and will evidence engagement with Oasis, the Resident Association, and the local community.

5. Hastings Adventure Playground – In2Play CIC

Delivery: 2022 – 2024

Funding: £20,000 UKSPF (plus £74,000 LUPF and £19,550 Section-106 funding)

The funding is being used to enhance the range of activities that the playground can offer by improving surfacing, planting trees and updating the play space. The playground will run additional family and youth events encouraging more involvement in local developments through play.

6. UKSPF Project Coordinator Post

Delivery: 2022 – 2025

Funding: £97,358 (estimate)

Total commissioned value: £372,902 UKSPF

Projects tendered

7. Business Support and Skills Development

Delivery: October 2023 – February 2025

Funding: £200,000 UKSPF

Helping disadvantaged people to find and keep work locally, through offering skilling and upskilling opportunities. Expected results:

- 100 businesses to receive non-financial support;
- 5 jobs safeguarded;
- 5 jobs created;
- 70 organisations engaged in new knowledge transfer activity;
- 50 people supported to participate in education;
- 15 people becoming familiarised with employers' expectations; and
- 35 people to experience reduced structural barriers into employment.

Currently out to tender. Contract expected to be awarded 10 October 2023, with a contract start date (estimated) during October 2023.

The Funding Simplification Pathfinder Pilot will consolidate the *Future High Streets Fund*, *Town Deal* and *Levelling Up Fund (Round 1)* capital funding programmes. Please see below a summary of each of the Lewes DC projects being delivered within the aggregated funding portfolio.

Business grants

The programme officially launched on 10 May 2023 and has been very well received, with 16 applications from businesses approved to date. Due to exceptional high demand and a large number of businesses entering the programme, a waiting list of new applications has been compiled whilst the pipeline is processed.

Eastside Recreation Ground

Construction is planned to start in January 2024 to deliver a replacement of the playground and relandscape the allotments to increase their number and provide the necessary infrastructure (water, sheds, fencing).

Ferry Terminal

Refurbishment of the Ferry Terminal will be complete in September 2023.

Fort Road Recreation Ground

Improvements to Fort Road Recreation Ground will include the redesign of existing buildings, landscaping, including new trees, native hedging, pathways and the development of a new play area and outdoor fitness trail. Delivering better facilities and improved opportunities for sports, play, leisure, health and wellbeing for all site users (individuals, groups and organisations). Construction will start onsite in summer 2024.

Newhaven Football Club (*completed project*)

The construction of a new 3G pitch was completed in August 2022.

Newhaven Fort

Multiple projects to restore and enhance Newhaven Fort, which is a Scheduled Monument, so that it becomes a community asset and a key part of Newhaven's future as a popular visitor destination. Works were completed over winter 2022/23. The Fort is 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.

Newhaven Square

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 projects are being delivered in multiple vacant properties in Newhaven Square. 5-8 and 10 Newhaven Square are being designed to house both creative workspaces and health and wellbeing services to provide:

- coworking spaces, small studios and meeting spaces;
- potentially a cafe area open to the public; and
- the relocation of two local GP surgeries as well as a new primary care network. This will provide new additional health services for local people.

Both the local GP surgeries are currently faced with losing their existing premises in the next two years, presenting a risk to local health services in the town. The relocation of both surgeries is an opportunity to create state-of-the-art modern facilities within the heart of the Town Centre. The Council is also working with stakeholders to increase the Wave Active offer to the community.

Newhaven Wayfinding and Public Realm Improvements

New Information Boards were installed in five locations around Newhaven in July 2023, and we are working with the South Downs National Park Authority and East Sussex County Council to improve wayfinding to and from The Egrets Way. Three 'quick win' projects are currently being designed by our appointed landscape architect. The projects are:

- south side of the Bridge Street pedestrian crossing;
- south of Chapel Street underpass; and
- Meeching Road crossing.

Street cleaning equipment will be purchased following a successful bid to the Chewing Gum Task Force Grant. The new machinery will be used around the town centre to clean surfaces (not just remove chewing gum). Following a successful public engagement event and learning from other town centre initiatives, there are plans to continue on from Towner's Ravilious event by holding a separate Mural Festival. Larger works that are planned over the next two years include West Quay and the Town Centre (aiming to declutter and revitalise gateways into the Town Centre and improve public spaces).

Pedestrian Gateway *(completed project)*

A new pedestrian crossing in a key nodal point, linking the station, bus stop and taxi rank to the Newhaven Ferry Terminal, was completed in June 2023.

Social Enterprise Hub

This project will provide new office / workspace and services for social enterprises in Newhaven. Construction is expected to commence once the College has finished vacating the property in Autumn 2023.

Appendix 3: Hastings BC – Towns Fund projects update September 2023

Challenge Theme	Projects & Project Lead	Town Fund Contribution	Total Project Value	Brief description	Project status	Results
Jobs and enterprise growth (Skills and Enterprise)	Hastings co-working flexible office space – FreedomWorks Ltd	£116,732	£313,374	Creation of shared workspaces at the former Debenhams building – 3rd, 4th and 5th floor.	Build Completed	Provided 968m ² of new office space in a green retrofit town centre building, operating at near full capacity.
	Churchfield Business Centre – Hastings BC	£778,211	£4,804,068	Creation of 29 business incubation units on Churchfield Industrial Estate, Hollington.	Build Completed	One new BREEAM standard building providing 1,196m ² of new office space (29 Business Units). So far 12 new units let (tech and light industrial).
	Green Construction, Energy and Vehicle Training Centre – East Sussex College Group	£2,638,758	£3,068,758	Infrastructure for provision for Green Low Carbon Skills and business startup/development opportunities.	Planning and under development	Target: to provide 650m ² of new and improved educational facilities to support various courses for a target of 150 students by Qtr1 2026. Expected Completion Sep 2024.
	Broadening Futures Together – Education Futures Trust and Plumpton College	£417,121	£686,896	New education and skills offer linked to land-based occupations and business opportunities – fast track project.	Build Completed	Provided 100m ² new educational facility and, so far, 11,000m ² of improved outside space. So far 243 new students have enrolled with 188 obtaining an education certificate.
Forgotten history and assets (arts, culture and heritage)	Hastings Castle – Hastings BC	£3,450,069	£6,299,634	Telling the story of the Norman invasion and its impact. Project value estimated and TBC.	Project delivery method being reviewed by HBC	Target: to make the Castle a primary destination, increasing the visitor numbers to 100,000 and to improve 3,380m ² of outside space.
	Hastings Commons OB Creative Digital Hub – Hastings Commons Neighbourhood Ventures	£3,997,203	£4,299,203	Development of a community led creative quarter in the heart of the town centre – gallery, workspaces, homes, community spaces, wellbeing facilities, digital and education learning facilities.	Build Completed	Target: to improve/ green retrofit 1,996m ² of existing space, including 1,027m ² of new office space. To improve 200m ² of public realm. To provide improved and new educational facilities for 640 new students by the end of the programme.
	Hastings Commons Cambridge Rd (Eagle House) – Hastings Commons Neighbourhood Ventures				Purchase Completed; Planning and Development	
	Hastings Commons 12 Claremont – Hastings Commons Neighbourhood Ventures				Planning and under development	
Disconnected, unloved town centre (urban regeneration and connectivity)	Town Centre Core Project 1a (New Look Fast Track) – NewRiver REIT	£349,676	£1,059,970	Gym Group now open on the upper floors and new office spaces on the ground floor (DWP has recently vacated, and alternative user being sought).	Build Complete	Provided 2,171m ² of green retrofit to an empty town centre building, homing a new gym and providing 1,041m ² of new office space.
	Former Debenhams Site (additional project) – Moxie Management Two Ltd and C&O Entertainments	£400,000	£826,345	Development of an indoor entertainment centre at former Debenhams Building (ground, 1st and 2nd floors) – children’s play, food and drink, games, indoor bowling, visuals, etc. Currently being redesigned.	Being redesigned	Provided 7,432m ² of retrofit to an empty town centre building, homing a new family entertainment destination and providing 278m ² of new office space.
	Town Centre Public realm and green connections – East Sussex County Council	£9,754,458	£10,154,458	Focus on improving active travel connectivity (walking and cycling) and the enhancement of the public realm in Hastings town centre. It will encompass ideas from the Hastings Garden Town – inspired by Great Dixter’s philosophy of creative ecology, horticultural innovation and biodiversity. There has been a significant increase in the value of the project from @£3m to £10m – agreed in March 2023.	Planning and under development	Target: to improve 14,580m ² of town centre public realm, including the planting 35 trees, improved public transport links and community space. Design stage to commence October 2023.
Lack of Quality Housing (urban regeneration)	Town Living – Hastings BC	£1,037,615	£1,657,615	Town Centre Housing Investment Proposal – providing new and renovating existing. This project is currently being reviewed.	Project delivery being reviewed	Target: to provide green retrofit residential space in the town centre as 12 residential units.
[Improved access to Source Park]	Source Park – White Rock Courtyard – The Source Hastings Ltd	£65,000	N/A	Installation of lift to the courtyard – project partly previously funded via the Town Fund Accelerated Fund.	Build Completed	Improved access to the Source Courtyard
Totals		£23,004,843				

Including the programme 5% monitoring and administration allowance of £1,215,000 the Towns Fund programme totals £24,300,000. All projects have employment targets during delivery and post-delivery. The Programme target is in excess of 140 full time, temporary jobs and the creation of 360+ full time, permanent jobs.

Appendix 4: Dashboard of SELEP funded projects

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

Project Category	Scheme Name	Start Date*	End Date*	Funding Award (£m)	Progress Update
Local Growth Fund (LGF) - A21/A259 Hastings/Bexhill Growth Corridor					
LGF Transport	Queensway Gateway Road	2015/16	TBC	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 held productive discussions with SCS regarding progress and funding associated with the QGR project but 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 in Sep 2023.
LGF Transport	North Bexhill Access Road	2015/16	2022/23	18.6	COMPLETED. 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	TBC	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 had knock-on impacts on schemes progressing through to construction. In Dec 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 is unable to progress to implementation. Pedestrian crossings at the Ridge, Sandown Primary School, Battle Road and Collington Avenue have finished construction. Hastings and Bexhill bus stop upgrades including RTP1, Hastings Wayfinding and Cooden Drive packages have been completed. The mini roundabouts at Beeching Road and Sackville Road are due to finish construction Sep/Oct 2023. An updated business case outlining how ESCC intends to progress the remaining packages and extending the completion date to Mar 2026 was approved by the SELEP Accountability Board in Sep 2023.
LGF Infrastructure	Bexhill Enterprise Park North	2019/20	2021/22	1.94	COMPLETED. 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	COMPLETED. 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	COMPLETED. 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	COMPLETED. 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.
				49.2	
Local Growth Fund (LGF) - A22/A27 Eastbourne/South Wealden Growth Corridor					
LGF Transport	Hailsham / Polegate / Eastbourne Movement and Access corridor	2015/16	TBC	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. 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	Eastbourne and South Wealden LSTF walking & cycling package	2015/16	TBC	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 was agreed to defer construction until the new contract and commence later in 2023/24.
LGF Transport	Eastbourne town centre LSTF access & improvement package	2015/16	TBC	8	Phase 1: COMPLETED. 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. Phase 2a: 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 currently ongoing to provide costs assurances. Materials have been delivered. Utilities works being booked in as part of mobilisation. Construction forecast to start in 2024.
LGF Transport	A22/A27 Junction improvements (removed from LGF programme)	-	-	0	WITHDRAWN.
LGF Infrastructure	Swallow Business Park	2015/16	2018/19	1.4	COMPLETED. Project provides enabling infrastructure to unlock the development of Swallow Business Park in the A22/A27 Eastbourne/South Wealden Growth Corridor.
LGF Infrastructure	Strategic Site Investment Package (formerly Sovereign Harbour Innovation Park)	2015/16	2021/22	1.7	COMPLETED. Project to develop the site infrastructure on three sites at Sovereign Harbour, Eastbourne; North East Bexhill; and North Queensway St Leonards.
LGF Infrastructure	Devonshire Park Quarter Redevelopment	2017/18	2019/20	5	COMPLETED. Scheme approved by SELEP Accountability Board Mar 2017. Project delivered a series of major investments to transform Devonshire Park.
LGF Infrastructure	Eastbourne Fisherman Quayside and Infrastructure Development project (LGF)	2020/21	2021/22	1.44	COMPLETED. 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	

Local Growth Fund (LGF) - Newhaven Maritime and Clean Tech Growth Corridor					
LGF Infrastructure (C2C funded)	Newhaven Port Access Road	2015/16	2020/21	10	COMPLETED. 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)	Newhaven Flood Alleviation Scheme	2016/17	2017/18	1.5	COMPLETED. 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	Exceat Bridge (removed from LGF programme)	-	-	0	WITHDRAWN.
				11.5	
Local Growth Fund (LGF) - Pan LEP					
LGF Pan-LEP	Housing Regeneration Project (Hastings)	2016/17	2017/18	0.667	COMPLETED. 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 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.
				0.667	
Local Growth Fund (LGF) - Skills / Skills Capital and Equipment Funds					
Plumpton College	Skills for Rural Business post-Brexit	2019/20	2020/21	4.41	COMPLETED. 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	Specialist Equipment for STEM Centre	2016/17	2017/18	0.075	COMPLETED. 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 made the final claims for this scheme.
East Sussex College Group	Refurbished Science Facilities	2016/17	2017/18	0.16	COMPLETED. 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	Science & Engineering for Tree Management	2016/17	2017/18	0.14	COMPLETED. Scheme complete and fully claimed.
Plumpton College	Growing Apprenticeship & Skills Training in Engineering	2016/17	2017/18	0.088	COMPLETED. Scheme complete and fully claimed.
				4.87	
Getting Building Fund (GBF) - from July 2020					
GBF	Charleston Access Road	2020/21	2021/22	0.329	COMPLETED. 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	Creative Hub - Fisher St, Lewes	2020/21	2021/22	0.25	COMPLETED. 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	Fast Track Business Solutions for the Hastings Manufacturing Sector (removed from GBF programme)	-	-	0	WITHDRAWN.
GBF	Observer Building, Hastings (Phase 1b)	2020/21	2022/23	1.713	COMPLETED. 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. Post GBF funding: Ongoing development of façade works until Dec 2023 as complex job requiring specialist parts and labour - well underway. Wider OB development also being completed to other areas across the building.
GBF	Delivering the Glory of the Winter Garden	2020/21	2021/22	1.6	COMPLETED. 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	2022/23	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. Post GBF funding: Tender documentation being pulled together for future operator tender exercise. Final recommissioning works completed.
GBF	Food Street Eastbourne	2021/22	2022/23	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. Post GBF funding: Construction completed on Foxhole Cottage and Pump Barn Works; Project Closed; Secured Sussex Heritage Trust Awards for Design.

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 was attached to the loan agreement with Essex/SELEP that funding cannot be defrayed to the project sponsor until planning is secured. Planning permission has now been received but no loan draw-downs made to date. Due to the need to disseminate all funding by March 2024, SELEP has set a requirement for the project to bring a full update, confirmation of funding, revised loan repayment profile and project change request to the January 2024 Accountability Board meeting.

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	TBC	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 3,500 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 have moved into the first floor of the building, and King and McGaw have a workshop and office space within the building. Currently unallocated parts of the building will be leased out in the coming months.
C2C LGF	Charleston Centenary	2017/18	2018/19	0.4	COMPLETED. 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.

C2C LGF	Springman House	2016/17	TBC	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.
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5.5

SELEP Sector Support Fund (SSF) Revenue Funding					
SSF	Planning and prioritising future skills, training and business support needs for rural businesses across SELEP (Lead: Plumpton College)	2019/20	2020/21	0.096	COMPLETED. All outputs delivered and the final report has been published.
SSF	Coastal Communities Supplement to the SELEP Strategic Economic Plan (Lead: Hastings Borough Council)	2019/20	2020/21	0.04	COMPLETED. Project now fully complete.
SSF	Creative Open Workspace Masterplan and Prospectus (Lead: East Sussex County Council)	2019/20	2020/21	0.049	COMPLETED. Project now fully complete.
SSF	Accelerating Opportunities Within the Newhaven Enterprise Zone (Lead: Lewes District Council)	2019/20	2020/21	0.115	COMPLETED. SSF-funded elements of the project fully complete.
SSF	Building Back Better (Lead: Orbit Housing Association)	-	-	0	WITHDRAWN.
SSF	Accelerating Nature-based Climate Solutions (Lead: East Sussex County Council)	2021/22	2022/23	0.135	COMPLETED. 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.