

Notice of meeting and agenda

Edinburgh and South East Scotland City Region Deal Elected Member Oversight Committee

10.00 am Friday, 19th February, 2021

Virtual Meeting - via Microsoft Teams

The papers for this are available for the public to view and can be found on the City of Edinburgh Council's website – <https://democracy.edinburgh.gov.uk>

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1. Order of Business

- 1.1** Including any notices of motion and any other items of business submitted as urgent for consideration at the meeting.

The Terms of Reference for this Committee state that the Convener will be appointed by the Joint Committee and should be from the Council in the annual lead role for the City Region Deal. Members should agree a Chair for this meeting in the absence of a Convener, who will be appointed at the next City Region Deal Joint Committee meeting on the 5 March 2021.

2. Declaration of Interests

- 2.1** Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

3. Minutes

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| 3.1 | Minutes of the Edinburgh and South East Scotland City Region Elected Member Oversight Committee of 15 January 2021 – submitted for approval as a correct record | 7 - 12 |
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4. Items for Consideration

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| 4.1 | Revised Terms of Reference for the Elected Member Oversight Committee - Report by Steve Grimmond, Chief Officer, Edinburgh and South East Scotland City Region Deal | 13 - 18 |
| 4.2 | Elected Member Oversight Committee Work Programme - Report by Andy Nichol, Programme Manager, Edinburgh and South East | 19 - 26 |

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| 4.3 | Regional Growth Framework Update - Report by Paul Lawrence, Senior Responsible Officer, Regional Growth Framework | 27 - 52 |
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| 4.4 | Edinburgh and South East Scotland City Region Deal Transport Appraisal Board bid into the Bus Partnership Fund - Report by Dr Grace Vickers, Chair of Transport Appraisal Board, Edinburgh and South East Scotland City Region Deal | 53 - 60 |
|
 | | |
| 4.5 | National Planning Framework 4: Positions Statement - Report by Craig McCorriston, Head of Planning, Economic Development and Regeneration, West Lothian Council | 61 - 70 |

Gavin King

Clerk

Membership

The City of Edinburgh Council

Councillor Adam McVey

Councillor Cammy Day

Scottish Borders Council

Councillor Stuart Bell

Councillor Euan Robson

East Lothian Council

Councillor Norman Hampshire

Councillor John McMillan

West Lothian Council

Councillor Tom Conn

Councillor Cathy Muldoon

Fife Council

Councillor John Beare

Councillor Altany Craik

Higher/Further Education Consortium

David Brown

Angela Cox

Simon Earp

Midlothian Council

Councillor Russell Imrie

Councillor Peter Smail

Regional Enterprise Council

Robert Carr

Garry Clark

Nile Istephan

Further information

If you have any questions about the agenda or meeting arrangements, please contact Veronica MacMillan, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, Tel , email .

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Minutes

Edinburgh and South East Scotland City Region Deal Elected Member Oversight Committee

Microsoft Teams

10.00am, Friday 15 January 2021

Present:

City of Edinburgh Council – Councillors Adam McVey and Cammy Day

East Lothian Council – Councillors Norman Hampshire and John McMillan

Fife Council – Councillors John Beare and Altany Craik (In the Chair)

Midlothian Council – Councillor Russell Imrie

Scottish Borders Council – Councillor Stuart Bell

West Lothian Council – Councillor Tom Conn

Higher/Further Education Consortium – David Brown, Angela Cox and Simon Earp

Regional Enterprise Council – Garry Clark, Robert Carr and Nile Istephan

In attendance:

Paul Lawrence, Executive Director of Place, City of Edinburgh Council

Andy Nichol, City Region Deal Programme Manager, City of Edinburgh Council

Graeme Rigg, City Region Deal PMO, City of Edinburgh Council

David Baxter, City Region Deal PMO, City of Edinburgh Council

David Hanna, City Region Deal PMO, City of Edinburgh Council

Keith Winter, Executive Director of Enterprise and Environment, Fife Council

Kirstin Marsh, Project Manager, Strategic Growth and City Deals, Fife Council

Rob Dickson, Executive Director, Scottish Borders Council

Ian Aikman, Chief Planning Officer, Scottish Borders Council

Derek Oliver, Chief Officer, Midlothian Council

Craig McCorriston, Head of Planning, Economic Development and Regeneration,
West Lothian Council

Douglas Proudfoot, Executive Director for Place, East Lothian Council
Ritchie Somerville, Head of Strategy, University of Edinburgh Data Driven Innovation Programme
Veronica MacMillan, Committee Services, City of Edinburgh Council

Apologies

Councillors Cathy Muldoon (West Lothian Council), Euan Robinson (Scottish Borders Council) and Peter Smaill, Midlothian Council

1. Appointment of Convener

Decision

- 1) To appoint Councillor Altany Craik as Interim Convener of the Edinburgh and South East Scotland City Region Deal Elected Member Oversight Committee.
- 2) To note that that Councillor Craik would not be formally appointed as Convener of the Edinburgh and South East Scotland City Region Deal Elected Member Oversight Committee until this had been agreed by the Edinburgh and South East Scotland City Region Deal Joint Committee at the next meeting being held on 5 March 2021.

2. Elected Member Oversight Committee Terms of Reference

The Terms of Reference for the Elected Member Oversight Committee were presented for approval.

Decision

- 1) To approve the Elected Member Oversight Committee Terms of Reference.
- 2) To agree that a work programme would be developed for the Elected Member Oversight Committee for consideration at the next meeting.

(Reference – report by the Chief Officer, Edinburgh and South East Scotland City Region Deal, submitted.)

3. Regional Spatial Strategy for Edinburgh and South East Scotland City Region

Committee considered a presentation from Craig McCorriston, Head of Planning, Economic Development and Regeneration, West Lothian Council on the Regional Spatial Strategy for Edinburgh and South East Scotland City Region.

The following point were made:

- The National Planning Framework 4 would replace Strategic Development Plan which would lead to some challenges. Regional housing requirements

would no longer be carried out through Housing Needs and Demand Assessments and it was currently unclear on what methodologies would be used to determine targets.

- Interim Regional Spatial Strategies (IRSS) had been carried out, and the SESplan Joint Committee agreed on this region's IRSS in autumn 2020.
- The main reason for SDP2 being rejected was related to transport and this spatial strategy was based on the spatial strategy of SDP2. The NPF4 would ensure that transport impacts/infrastructure consequences were assessed/aligned appropriately.
- South East Scotland was the powerhouse of Scotland's economy. The interim strategy set out the framework for this to continue and took an infrastructure first approach. The strategy anticipated 100,000 new houses for a population growth of 200,000.

Decision

To note the presentation.

(Reference – Regional Spatial Strategy for Edinburgh and South East Scotland City Region, submitted.)

Declaration of Interests

Robert Carr declared non-financial interests in the above item as a partner in the Anderson Strathern LLP which acted for, or had in the recent past acted for, each of the local authorities involved in the City Deal as well as many of the higher and further education bodies; as Chair of the Edinburgh Airport Consultative Committee, as Chair of East Lothian Advice Consortium Ltd, the entity with which East Lothian Council contracts for the provision of advice services delivered by Haddington and Musselburgh Citizens Advice Bureaux; as a member of the East Lothian Partnership Connected Economy Group and as a member of the Fair work Convention.

4. Regional Growth Framework Update

The Executive Director of Place, City of Edinburgh Council provided an update was provided on the development of the Edinburgh and South East Scotland Regional Growth Framework.

The following main points were discussed:

- The report had some practical and some policy-based suggestions, around three main themes, which were Flourishing, Smart and Adaptable (Resilient). This was a new piece of work which partners in the region were engaging in.

- The importance of considering how to best move from the SESplan model to this new model was emphasised and the importance in particular of engaging with SEStran.
- It was noted that since the RGF had been first drafted, there had been a significant change to the baseline due to Covid-19. This change would affect the nature of the growth that would take place in recovery. Brexit would also change the nature of how the region operated, and the importance of these factors being incorporated into the future drafts was emphasised. It was also important that the public were clear in terms of what the two documents were and the remit of the Elected Member Oversight Group in relation to these documents.
- The Committee were advised that the NPF4 was likely to be published in November 2021. When confirmation was provided the Committee would be informed. The NPF4 should not delay work on the RSS and RGF and these documents could be used to set the agenda for NPF4.
- The Committee were advised that the Regional Enterprise Council had been engaged with as the RGF develops.
- It was recognised by the Committee the importance of the requirement for engagement to promote business and community understanding and participation in delivering results. The need to be aware of the pressures that had been upon officers in terms of response to the emergency was emphasised.
- It was suggested that it was important to start by defining what needed to be carried out, and how it would be carried out. The “how” should not be considered until the “what” was agreed (including what should be delivered locally (or sub-locally) and what could be delivered regionally). Industrial regeneration of the Forth was an example of something that could be delivered regionally.
- It was agreed that all relevant regional groups and forums would be mapped out discussed at the next meeting of the Committee. This would ensure that there was no duplication of effort and that members were fully informed.
- It was also agreed that a work programme for the group would be developed for the next meeting.

Decision

- 1) To note the progress to date on the development of the Regional Growth Framework (RGF).
- 2) To note and endorse the proposed vision and themes which would guide the focus of the RFG.

- 3) To note the proposed timescale to produce the RGF, including the timeframe for wider consultation.
- 4) To agree that an updated paper on the NPF4 would be brought to the Committee in February 2021.
- 5) To agree that a reading list would be compiled of relevant documents that would be helpful to the RGF.

(Reference – report by the Chief Officer, Edinburgh and South East Scotland City Region Deal, submitted.)

5. Forward Meeting Programme/Next Steps

The dates for the Elected Member Oversight Committee until December 2021 were presented to Committee. Discussion took place about the importance of agreeing objectives for the Committee and to devise a work programme.

Decision

- 1) To note the meeting dates for the Elected Member Oversight Committee to December 2021.
- 2) To agree that all relevant regional groups and forums would be mapped out discussed at the next meeting of the Committee.
- 3) To agree that a work programme for the group would be developed for the next meeting of the Committee.

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Edinburgh and South East Scotland City Region Deal Elected Member Oversight Committee

10 am, Friday 19 February 2021

Revised Terms of Reference for the Elected Member Oversight Committee

Item number

Executive Summary

Revised Terms of Reference for the Elected Member Oversight Committee, that will be submitted for approval to the ESESCR Deal Joint Committee on 5 March 2021 are appended for noting.

Andy Nichol

Programme Manager, Edinburgh and South East Scotland City Region Deal

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Report

Revised Terms of Reference for the Elected Member Oversight Committee

1. Recommendations

- 1.1 To note the proposed revisions to the Terms of Reference for the Elected Member Oversight Committee (EMOC).
- 1.2 To note that the Terms of Reference will be submitted for approval to the ESESCR Deal Joint Committee on 5 March 2021.
- 1.3 To note that a recommendation will be made to the Joint Committee on 5 March 2021 to appoint Cllr Altany Craik, Fife Council, as the Convener of the EMOC for 2021.

2. Background

- 2.1 The original Terms of Reference for the Elected Member Oversight Committee were approved by the [Joint Committee on 4 September 2020](#).
- 2.2 At the inaugural meeting of the Elected Member Oversight Committee on 16 January 2021, some changes to the Terms of Reference were suggested, and Cllr Craik was nominated to be Convener of the Committee for the calendar year 2021. As the EMOC a subcommittee of the Joint Committee, these recommendations will be taken to the next Joint Committee meeting on 5 March 2021 for approval.
- 2.3 The changes in the Terms of Reference are outlined in this report, and the revised Terms of Reference are appended for noting.

3. Main Report

- 3.1 The revised Terms of Reference are appended to this report. Two revisions are proposed, and can be found in Section 1 (Membership) and Section 7 (Meeting Frequency).
- 3.2 The first amendment to Section 1 (Membership) reflects the desire for flexibility in membership; and the fact that the Regional Enterprise Council and Higher/Further Education are considered equal partners in developing the Regional Spatial Strategy and Regional Growth Framework. It allows for greater flexibility in the membership in the future.
- 3.3 The previous text stated for Section 1 stated:

Two Members from each constituent Council, up to four members from the Higher Education/Further Education consortium and up to two members from the Regional Enterprise Council.

3.4 The revised text states:

Two Members from each constituent Council together with up to six members drawn from across the Higher Education/Further Education Consortium and the Regional Enterprise Council..

3.5 The second amendment to Section 7 (Meeting Frequency) reflects the desire that the Committee had in its first meeting for thematic workshops. Members feel that holding formal bi-monthly informal workshops in the place of every alternate meeting would inform their understanding of the two documents and allow them to shape them more effectively.

3.6 The previous text stated:

The sub-committee will usually meet monthly but may meet more frequently if determined necessary by the Chair or the Sub-Committee.

3.7 The revised text states:

The sub-committee will usually meet bi- monthly but may meet more frequently if determined necessary by the Chair or the Sub-Committee.

3.8 The Terms of Reference also state that the chair will be appointed by the Joint Committee and should be from the Council in the annual lead role for the City Region Deal. The EMOC has nominated Cllr Altany Craik, Fife Council, to be Convener for 2021. Fife Council are the lead authority for the City Region Deal in 2021.

4. Financial Impact

4.1 N/A.

5. Alignment with Sustainable, Inclusive Growth Ambitions

5.1 N/A

6. Background reading/external references

6.1 [Supplementary Agreement to Minute of Agreement for the Edinburgh and South East Scotland Region Joint Committee](#) – Report by the Chief Officer, Edinburgh and South East Scotland City Region Deal, Edinburgh and South East Scotland City Region Deal Joint Committee Report

7. Appendices

7.1 Revised Terms of Reference for Elected Member Oversight Committee

Appendix

Elected Member Oversight Sub-Committee – Terms of Reference (revised February 2021)

1. Membership

Two Members from each constituent Council together with up to six members drawn from across the Higher Education/Further Education Consortium and the Regional Enterprise Council.

2. Convener/Chair

The chair will be appointed by the Joint Committee and should be from the Council in the annual lead role for the City Region Deal.

3. Quorum

The Quorum will be one-third of the membership.

4. Substitutes

Substitutes are permitted from the same local authority.

5. Officers

Officers will attend to support meetings.

6. Remit

The powers and responsibilities of the Elected Member Oversight Sub-Committee cannot extend beyond those of the Edinburgh and South East Scotland City Region Deal Joint Committee. The remit of the Elected Member Oversight Sub-Committee would be:-

- a. To provide oversight of the Regional Growth Framework and Regional Spatial Strategy.
- b. Working in partnership with public authorities, public bodies and other public or private organisations it deems appropriate, including but not limited to the UK and Scottish Governments, SESplan and SEStran, to co-ordinate, plan, prepare, deliver, review and renew, any Regional Growth Framework and Regional Spatial Strategy for Edinburgh and South East Scotland, interim and final, or any replacement or reiteration or analogous such framework, strategy or plans, subject to the constituent councils' agreement to policy proposals.
- c. To co-ordinate amongst the constituent councils, a contribution to the preparation, review and renewal of the National Planning Framework (NPF4) and its subsequent iterations or replacements, subject to the constituent councils' agreement to policy proposals, and to co-ordinate and support the constituent councils in their own contributions to it.
- d. To support and encourage a sustainable approach to managing growth which aligns to local sustainability, energy and low carbon plans and strategies.

- e. To encourage and facilitate a close working partnership with SEStran, SESplan and other relevant organisations.
- f. To provide oversight and consider recommendations from the Regional Housing Board and the Transport Appraisal Board.
- g. To scrutinise the work of the SESplan Officer Board in regard to the Regional Growth Framework.
- h. To advise the City Region Deal Joint Committee in regard to the Regional Growth Framework and Regional Spatial Strategy.

7. Meeting Frequency

The sub-committee will usually meet bi-monthly but may meet more frequently if determined necessary by the Chair or the Sub-Committee.

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Edinburgh and South East Scotland City Region Deal Elected Member Oversight Committee

10 am, Friday 19 February 2021

Elected Member Oversight Committee Work Programme

Item number 3.2

Executive Summary

This paper suggests a work programme for the Elected Member Oversight Committee.

Andy Nichol

Programme Manager, Edinburgh and South East Scotland City Region Deal

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Elected Member Oversight Committee Work Programme

1. Recommendations

- 1.1 To note the proposed work programme and key milestones for the Elected Member Oversight Committee.
- 1.2 To note that the timetable is indicative and subject to change. It can be altered to suit any changes to future meeting dates.
- 1.3 To note the work priorities of other relevant regional groups and forums that are shown in Appendix 1.

2. Background

- 2.1 At its inaugural meeting in January 2021, Committee recommended that the Project Management Office develops an indicative work programme for discussion and approval at the second meeting of the group in February for discussion. The proposed work programme is included in this report.

3. Main report

- 3.1 The indicative work programme and key milestones for 2021 are shown in Table 1:

Table 1: Indicative Work Programme for EMOC in 2021

Date	Work activity
January	<ul style="list-style-type: none">• Inaugural meeting of the EMOC• Regional Growth Framework workshop format update• Interim Regional Spatial Strategy update
February	<ul style="list-style-type: none">• Regional Growth Framework Update• NPF4 Regional Update• Regional bid into Bus Partnership Fund
March	<ul style="list-style-type: none">• Interim Regional Spatial Strategy Update Following Scottish Government Feedback – TBC
April	<ul style="list-style-type: none">• Regional Growth Framework Workshop Session (informing draft consultation document)• Interim Regional Spatial Strategy Update Following Scottish Government Feedback – TBC
May	<ul style="list-style-type: none">• Regional Growth Framework Draft Consultation Document

June	<ul style="list-style-type: none"> Joint Committee considers the following reports: Regional Growth Framework – consultation report
July- August	<ul style="list-style-type: none"> Update on feedback received from Regional Growth Framework consultation (written briefing)
August	<ul style="list-style-type: none"> EMOC final Regional Growth Framework session
September	<ul style="list-style-type: none"> NPF4 Consultation draft in autumn 2021 - TBC Joint Committee considers the following reports: <ul style="list-style-type: none"> Regional Growth Framework – final report.
October	<ul style="list-style-type: none"> NPF4 Consultation draft in autumn 2021 – TBC
November	<ul style="list-style-type: none"> NPF4 Consultation draft in autumn 2021 – TBC

3.2 The work priorities of other relevant regional groups and forums are shown in Appendix 1

4. Financial impact

4.1 There is no financial impact relating to this report. Reports relating directly to the Regional Growth Framework and Regional Spatial Strategy will consider the financial implications.

5. Alignment with Sustainable, Inclusive Growth Ambitions

5.1 Not applicable. Reports relating directly to the Regional Growth Framework and Regional Spatial Strategy will give detail on sustainable, inclusive growth implications.

6. Background reading/external references

6.1 Minutes of Elected Member Oversight Committee meeting 15 January 2021.

7. Appendices

7.1 1. Work Priorities for Relevant Regional Groups and Forums

Mapping of Key Regional Groups and Forums: EMOC Meeting 19 February 2021

At the first EMOC meeting, it was agreed that all relevant regional groups and forums will be mapped out and will be discussed at the next meeting. This would help to ensure that there is no duplication and that members have full information on their responsibilities.

Table 1 outlines the membership and key responsibilities of Boards, Groups and Forums in and related to the City Region Deal structure. The City Region Deal (CRD) Governance structure is also shown.

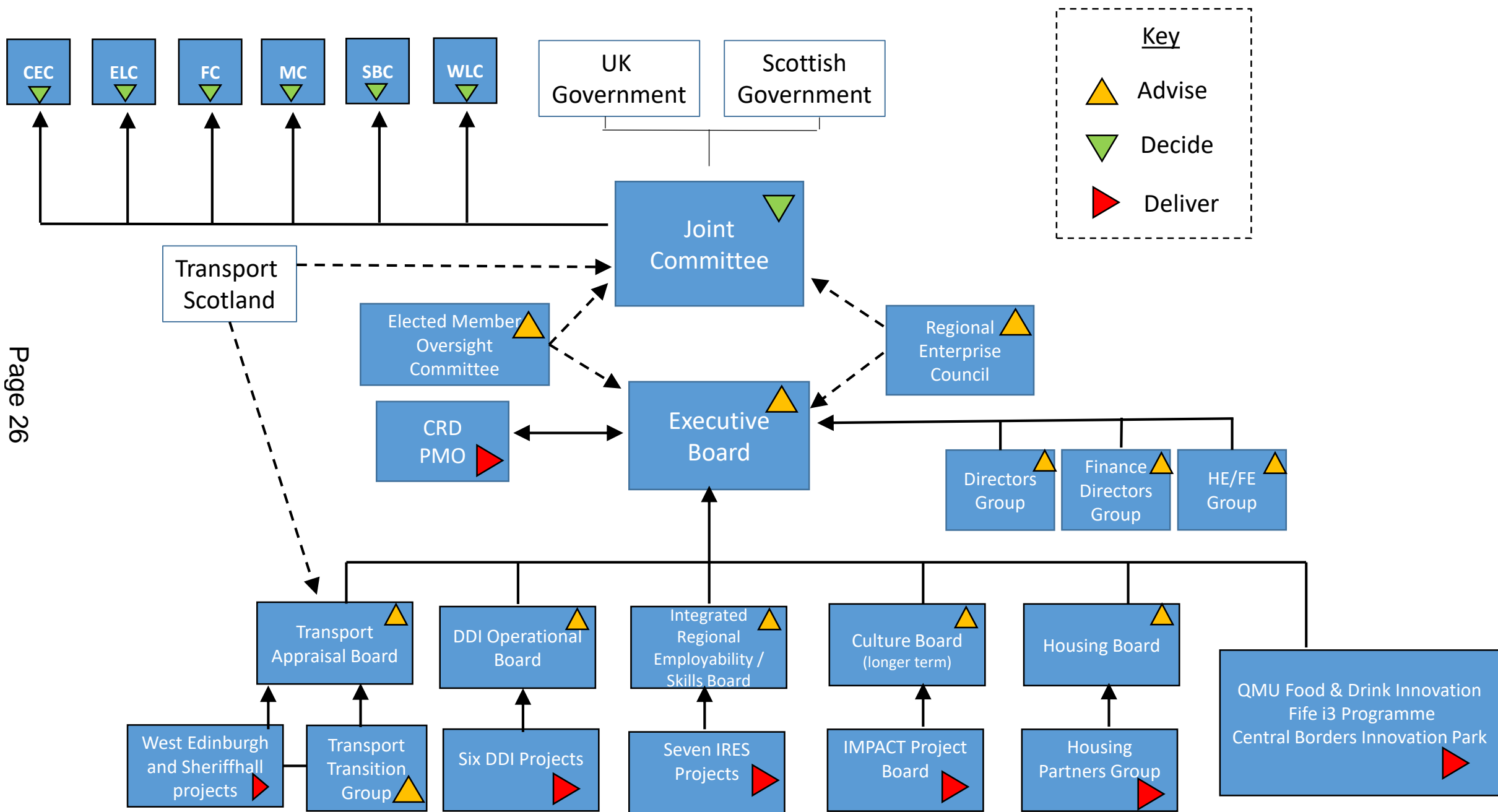
Table 1: Relevant Cross Regional Groups and Forums

Regional Group	Membership	Key Responsibilities
ESESCR Deal Joint Committee	Elected members from the six constituent councils (typically Leaders), Prof Peter Mathieson (representing the HE/FE Consortium) and Claire Pattullo (Interim Chair of the Regional Enterprise Council)	<ul style="list-style-type: none"> To oversee the implementation of the CRD programme. To ensuring that it is aligned towards driving innovation and achieving its inclusive growth ambitions. To monitor the impact of the CRD Programme through reviewing the reporting towards its progress as stated in the Benefits Realisation Plan.
ESESCR Deal Elected Member Oversight Committee	Two elected members from each of the six constituent councils and six members from the CRD HE/FE Group and Regional Enterprise Council	<ul style="list-style-type: none"> To provide oversight of the Regional Growth Framework and Regional Spatial Strategy and advise the Joint Committee in regard to these activities. To co-ordinate amongst the constituent councils, a contribution to the preparation, review and renewal of the National Planning Framework (NPF4). To support and encourage a sustainable approach to managing growth which aligns to local sustainability, energy and low carbon plans and strategies. To encourage and facilitate a close working partnership with SEStran, SESplan and other relevant organisations. To provide oversight and consider recommendations from the Regional Housing Board and the Transport Appraisal Board. To scrutinise the work of the SESplan Officer Board in regard to the Regional Growth Framework.
ESESCR Deal Regional Enterprise Council (REC)	Businesses and third sector representatives from across the region and representing a range of sectors and organisation sizes.	<ul style="list-style-type: none"> To provide the voice of the business and third sector to guide the implementation of the CRD. To support the other CRD partners towards a shared ambition for achieving sustainable and inclusive growth for through being the principal consultee for region's business and third sector network on relevant plans and strategies.

		<ul style="list-style-type: none"> Two key areas of focus are the Deal's Benefits Realisation Plan and the Regional Growth Framework.
ESESCR Deal Executive Board	<p>Chief Executives of the six local authorities, HE/FE representative, and Regional Enterprise Council Chair/Vice Chair.</p> <p>Government and key agencies attend meetings on a six-monthly basis: Scottish Government (Deputy Director), UK Government (Deputy Director), Scottish Enterprise (CEO), Skills Development Scotland (CEO) and Transport Scotland (Director)</p>	<ul style="list-style-type: none"> To support and make recommendations for the Joint Committee in the delivery of the City Region Deal Programme. To oversee the activity of the PMO and Directors' Group To engage with senior level Government and Government agency colleagues for monitoring on a regular basis To engage in dialogue with Government and respond to policy, proposals and opportunities to bid for funding in support of economic growth.
ESESCR Deal Directors' Group	<p>Directors of Place (typically with a remit for Transport, Planning, Economic Development) in the six local authorities, HE/FE Consortium representative, Scottish Enterprise regional representative and Scottish Government and UK Government representatives.</p>	<ul style="list-style-type: none"> To support the Executive Board in the delivery of the CRD and ensuring that it is aligned towards achieving sustainable inclusive growth ambitions. To support the EMOC in its oversight of the Regional Growth Framework and Regional Spatial Strategy. To oversee and to act as a sounding board in the development of the Regional Growth Framework, providing advice on strategic direction, and consultation with elected members and the community. To capture and communicate business requirements for changes to, and development of economic policy and commission associated appropriate interventions. To assess performance of the CRD through reviewing reports from the Programme management Officer To be the link point between the thematic boards and Executive Board, EMOC, REC and Joint Committee
ESESCR Deal Higher/Further Education Consortium	<p>Senior representatives (nominated by the principal) of the CRD's five universities and six colleges.</p>	<ul style="list-style-type: none"> To provide a formal mechanism for the engagement of universities and colleges in the governance arrangements of the City Region Deal. To contribute to the development of the business cases and, following their approval, the delivery of commitments around innovation and skills in the City Region Deal.

		<ul style="list-style-type: none"> • To pursue other areas of shared interest
ESESCR Deal Integrated Regional Employability and Skills Board	Senior representatives from the local authorities, Government, Skills Development Scotland, Scottish Enterprise, Scottish Funding Council, HE/FE sector, business community and the third sector.	<ul style="list-style-type: none"> • To provide recommendations to the Joint Committee on strategic and operational decisions relating to the seven projects within City Region Deal IRES Programme. • Responsibilities include: <ul style="list-style-type: none"> ○ Stimulating active collaborations across stakeholders in delivering regional ambitions. ○ Ensuring that the activities within the programme are evidence-based and knowledge-led. ○ Ensuring additionality and value for money from the programme. ○ Reporting and communicating on progress to Government and the wider community as required.
ESESCR Deal Data-Driven Innovation Board	Representatives from the region's universities (Director level), UK Government, Scottish Government, and the Programme Management Office	<p>To maintain oversight of the integrated DDI Programme. Its remit includes:</p> <ul style="list-style-type: none"> • Project prioritisation and resourcing. • Leading and maximising the collaboration with City Region Deal partners. • Development and curation of external partnerships with industry, public bodies and academia. • Reporting on DDI Activities to funders and key stakeholders.
ESESCR Deal Housing Board	Senior housing representatives from the six local authorities, Scottish Government, Scottish Futures Trust, Scottish Enterprise, Construction Scotland Innovation Centre and the HE/FE sector.	<p>The Board will oversee and provide recommendations to the Joint Committee in relation to the delivery of the following key outcomes:</p> <ul style="list-style-type: none"> • Accelerated delivery of seven strategic housing sites with capacity for over 40,000 homes. • Housing infrastructure delivery and funding solutions. • Land to develop a robust affordable housing pipeline. • An affordable housing programme (with a commitment to maximise certainty over future public funding levels for the regional housing programme). • A pipeline of mid-market rent and low cost market rent homes • Accelerated delivery through innovation and supporting regional SME growth. • Jobs, learning and progression opportunities, meeting current and future industry skills requirements. • Support the development of a consistent all partner approach to community benefit.

ESESCR Deal Transport Appraisal Board	Heads of Transport of six local authorities, SEStran representative (Chief Executive) and Transport Scotland (senior officer)	<ul style="list-style-type: none"> • To make recommendations to the Joint Committee on the approach towards delivering the transport elements of the City Region Deal Investment Programme • Although the Transport theme covers only two projects (A720 and West Edinburgh) the Board considers transport elements of other City Region Deal projects, particularly in the Housing and Innovation themes. • To consider the strategic rationale, demand/need, objectives, evidence, costings and delivery programme and mechanisms for projects, their relationship and phasing in the overall programme, including cumulative impact. • To establish the evidence base and options for future investment in the city region's strategic transport infrastructure programme. • To consider access to funds and budgets. • To provide input as a region into other projects as appropriate; such as, the National Transport Strategy and Strategic Transport Project Review 2.
SEStran	20 elected members from this region, plus Clackmannanshire and Falkirk sit on the Board.	<ul style="list-style-type: none"> • Within the partnership area there is a huge diversity of transportation issues, from urban congestion to rural public transport and from ferry ports to airports. SEStran aims to address these issues and work towards a more sustainable and efficient transport network. • SEStran contributes to a varied range of transport projects and events as well as partnership working with various organisations. • SEStran is responsible for producing the Regional Transport Strategy. This has four key objectives: <ul style="list-style-type: none"> ○ Economy: to ensure transport facilities encourage growth, regional prosperity and vitality in a sustainable manner. ○ Accessibility: to improve accessibility for those with limited transport choice or no access to a car; particularly those living in rural areas. ○ Environment: to ensure that development is achieved in an environmentally sustainable manner. ○ Safety & Health: to promote a healthier and more active SEStran area population.
SESPlan Project Board	Heads of Planning from the six local authorities	<ul style="list-style-type: none"> • Developing the Regional Spatial Strategy.



Edinburgh and South East Scotland City Region Deal Elected Member Oversight Committee

10 am, Friday 19 February 2021

Regional Growth Framework Update

Item number 3.3

Executive Summary

This paper provides an update on the development of the Edinburgh and South East Scotland Regional Growth Framework, and progress since the previous meeting of the Elected Member Oversight Committee on 15 January 2021.

Paul Lawrence

Executive Director of Place, The City of Edinburgh Council

E-mail: Paul Lawrence @edinburgh.gov.uk | Tel: 0131 529 7325

Regional Growth Framework Update

1. Recommendations

- 1.1 Members of the Oversight Committee are invited to note progress to date and proposed next steps.

2. Background

- 2.1 The Regional Growth Framework is a document that articulates the long-term aspirational goals for Edinburgh and South East Scotland and guides the future direction of economic and wider policy across stakeholders. It seeks to set an ambitious 20-year vision for the region, up until 2040.
- 2.2 Non-statutory in nature, it is a public statement of aligned vision, ambition and priorities for South East Scotland, seeking to influence and be influenced by plans and strategies developed at national, regional and local levels.

3. Main report

- 3.1 At the previous meeting of the Oversight Committee, an overview of the Framework process to date was provided. It was agreed that the Programme Management Office would put in place a work programme to outline the process for the development of the Framework and that a further progress update would be provided to the February meeting of the Oversight Committee.
- 3.2 Since the last meeting, further work has been undertaken to develop and agree the Framework structure and content. Previous work had been undertaken to develop an outline structure this has been updated again over recent months, based on the outputs from workshop sessions, publication of Government Policy, and further research. As a result, a revised structure has been developed and is outlined as Appendix 1. This has been considered and endorsed by the Edinburgh and South East Scotland Directors Group. Some further initial work on drafting early sections is underway and work in progress is also attached for information as Appendix 2.
- 3.3 Further work is also underway in terms of updating the proposed timescale for the production of the Framework. This will include the key stages of finalising a consultative draft of the document (seeking endorsement from the City Region Deal partners), the process and timescale for the wider consultation, and the timescale for seeking approval of a final document. An update on the timescale will be provided to the next Oversight Committee meeting.

4. Financial impact

- 4.1 No financial impact at this stage

5. Alignment with Sustainable, Inclusive Growth Ambitions

- 5.1 The proposed Framework will be closely aligned to the existing sustainable, inclusive growth ambitions of all City Deal partners

6. Background reading/external references

- 6.1 None

7. Appendices

- 7.1 Regional Growth Framework – Proposed Draft Structure
- 7.2 Regional Growth Framework - Initial Draft (Work in Progress)

Appendix 1

Regional Growth Framework – proposed Draft Structure

1. Who has developed this strategy and what is it for?

- The Edinburgh and South East Scotland Local Authorities, working with the,
- Regional Enterprise Council, as well as,
- Key regional/national stakeholders, in order to
- Guide regional decision making and long-term planning.
- The overall aim is to improve sustainable economic performance/recovery across the region.

2. Why are we working together in this way?

- To date, regional planning has been through the South East Scotland Transport Partnership and SESplan (the Strategic Development Planning Authority for the Edinburgh and South East Scotland)
- Edinburgh and South East Scotland City Region Deal has changed the way the region worked together. We came together to agree key deliverable programmes and plans, and there is now a strong commitment to working together to build towards shared outcomes
- Interdependencies across the region are increasingly recognised, particularly across labour markets and travel to work areas
- There is a shared understanding that the region has been the powerhouse of the Scottish economy, and that in Data Driven Innovation, we have a Unique Selling Point to build around

3. Edinburgh and South East Scotland Pre-Covid: where were we?

- The City of Edinburgh performing strongly, even 'over heating' in some ways,
- House prices in the city increasingly unaffordable leading to trend for expansion of a number of key settlements across the region, with in-commuting being a common pattern, putting pressure on infrastructure
- Stubborn pockets of economic under performance in both urban and rural parts of the region
- A variety of locations and assets with significant economic potential but with infrastructure investment requirements.
- A diverse, though rather 'U shaped' economy, with many entry level jobs, and many highly skilled, although transition across and between, limited.
- Strong Higher Education Institutes with increasing economic impact
- High performing Further Education Institutes, though with insufficient flexibility to support new economic patterns
- A cultural powerhouse of global stature
- Recent and upcoming infrastructure investment (Borders Rail etc) which has shown the potential for sustainable investment

4. Impact of Covid on the Region

- Possibly hit the region harder than many others because of the volume of jobs in retail, hospitality and tourism.
- As elsewhere, shone a spotlight on health and wider inequalities
- Exacerbated the economic divide between those who can adapt to new ways of working and those who can't
- Put at risk (for the medium term) many existing business models, in transport, culture and hospitality in particular
- Shown the region to be a centre of global expertise in Public Health
- Shown the power and effectiveness of community action projects, right across the region
- Shared determination to plan for a future that builds on our strengths, and tackles challenges head on

5. Our vision for the future

- Vital importance of natural, cultural, built and community assets
- Determined to create a more equal economy and society
- Determined to address the climate challenge
- An international, brilliantly connected, outward looking city-region
- We were the cradle of the enlightenment, the nation's capital, the driver of the Scottish economy - we will adapt to lead the way once more in addressing the challenges of the 21st century

6. How the region works

- key economic/labour market stats
- key demographic stats
- key infrastructure
- key sectors and institutions
- key assets

7. Our strategic building blocks

- Flourishing - fairer distribution of wealth; affordable access to housing; transition to carbon neutral that is just
- Adaptable – innovative physical and digital infrastructure; infrastructure that is multifunctional and climate-ready
- Smart – digital region that works for everyone; data-driven approaches support decision-making across all sectors

8. Our big moves

- Re-designing the economy: Data Driven Innovation - maximising the impact of the city region deal, building data capability across firms, sectors, schools, infrastructure and communities;
- Re-building communities (both new and existing): addressing affordability and connectivity within 20 min neighbourhoods, and re-thinking our High Streets, in

both a city centre and a town centre context, focusing on new roles and new uses;

- Reducing the need to travel, and increasing family support, through new approaches to employment and working patterns ('working near home');
- Rethinking mobility and transport, making us the city region with the lowest car dependency in Scotland, but the best and most integrated connectivity locally, regionally, nationally and internationally;
- Regenerating the Forth estuary: from Rosyth to Cockenzie, taking in the Forth Bridges and Granton, linking to Grangemouth/Forth Valley;
- Re-imagining sustainable tourism: regionally and nationally connected, with sustainable assets and attractions across the region;
- Re-building support for business: to focus on good growth and a new wave of entrepreneurialism, with a strong focus on green businesses;
- Re-designing the new skills system; focused on emerging sectors and technologies;
- Re-inventing healthcare: One Health, focused around the Bio Quarter, Easterbush, etc working with the NHS Boards and Health and Social Care Partnerships;
- And, lastly, maximising the role of anchor institutions in the public, private and third sectors so that our amazing institutions create lasting benefit in the communities and areas they are home to.

9. Our approach to delivery

- years 1-3
- years 4-6
- years 7-10

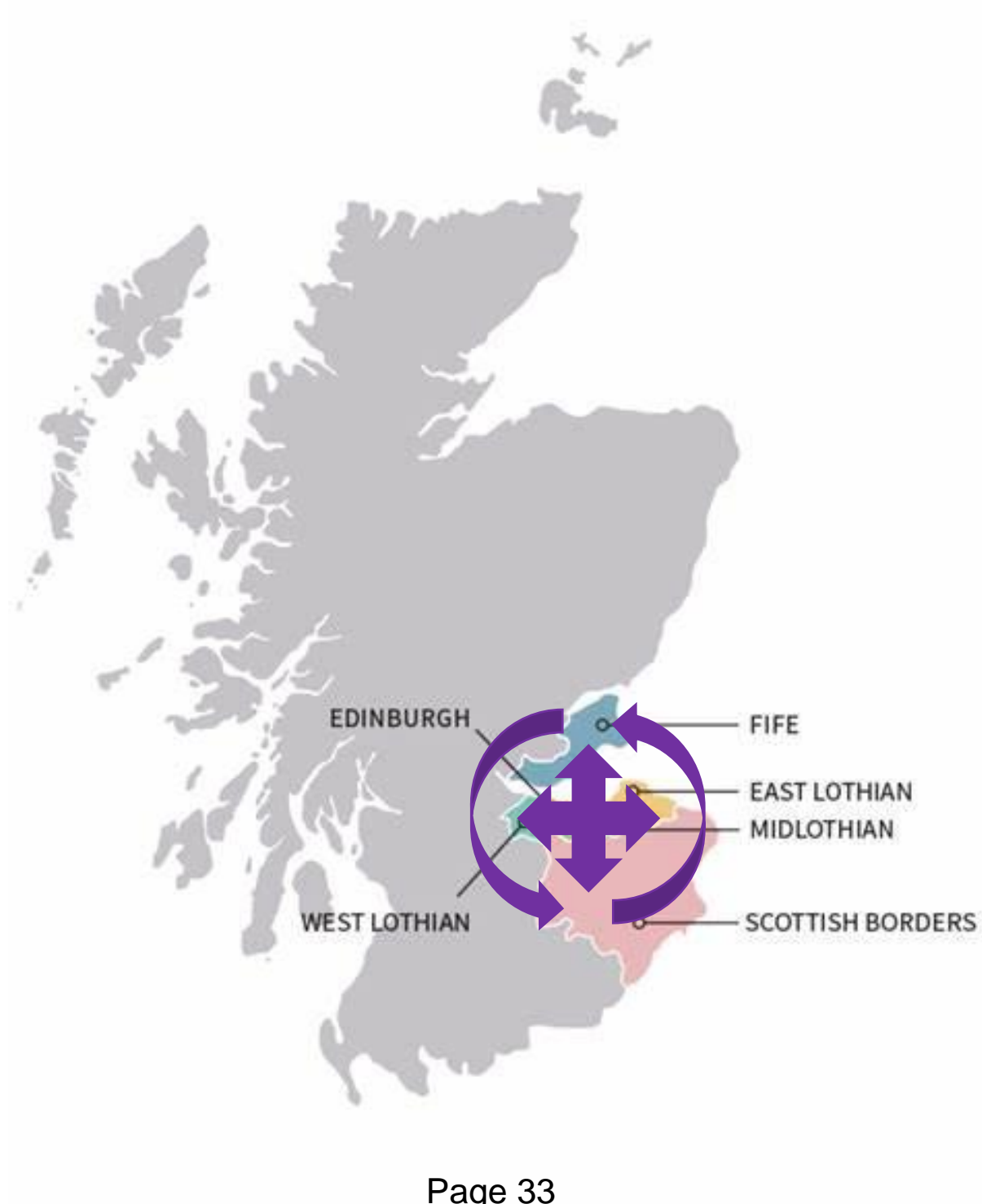
10. Overseeing change - the role of the Joint Committee, the Elected Member Oversight Committee, and the Regional Enterprise Committee. Also something powerful to close on commitment to joint working and invitation to others (national agencies in particular) to share our vision.

APPENDIX 2 – Regional Growth Framework Draft (work in progress)

Edinburgh and South East Scotland

Regional Growth Framework (2021 – 2040)

OUTLINE DRAFT – FEBRUARY 2021



CONTENTS

EDINBURGH & SOUTH EAST SCOTLAND – REGIONAL GROWTH FRAMEWORK

1. Who has developed this strategy and what is it for?
2. Why are we working together in this way?
3. ESES Pre Covid, where were we?
4. Impact of Covid on the Region
5. Our vision for the future
6. How the region works
7. Our strategic building blocks
8. Our big moves
9. Our approach to delivery
10. Overseeing change

Who has developed the Regional Growth Framework and what is it for?

The Regional Growth Framework is a document that articulates the long-term aspirational goals for Edinburgh and South East Scotland and **guides the future direction** of economic and wider policy across stakeholders. It seeks to set an ambitious **20-year vision** for the region, up until 2040.

Non-statutory in nature, it is a **public statement of aligned vision, ambition and priorities** for South East Scotland, seeking to influence and be influenced by plans and strategies developed at national, regional and local levels.

Building on the successful Council led partnership that is delivering the Edinburgh and South East Scotland City Deal, the Framework is more ambitious and broader Regional Partnership, developed with collective involvement of public, private and third sector organisations, it seeks to guide inform and influence future approaches, strategies and statutory policies across **sustainability, transport, planning, housing and economic development** to enable the region to generate and spread prosperity and enable a just transition to a low carbon economy. In doing so, it aims to ensure that the success of the region can continue to be realised and that the region continues to be the key driver of the Scottish economy. It seeks to identify how regional partners can build on the opportunities created by the City Region Deal to improve the way the region functions.

Recognising the significant changes that the region and Scotland as a whole face in the next few years and the degree of uncertainty around how and when these changes will impact, the Framework needs to be flexible and adaptable. As such, it will be subject to regular review and update over its lifetime.

Why are we working together in this way?

The Edinburgh and South East Scotland region, like other regions across Scotland is facing a period of unprecedented challenge and opportunity. To secure the best future for those who live, work, study and visit the area, it is even more essential that the public and private sector work together in a co-ordinated way to secure the regions well-being.

While recent years have seen the early benefits of joint working in areas such the City Region Deal, there is a recognition that much more can be achieved if different organisations agree common goals and work together to achieve these. This is now evident across Scotland and beyond where the development of regional partnerships, covering defined labour markets and travel to work areas, are delivering sustainable benefits for the areas that they cover.

Such a partnership, with a shared understanding of the significant contribution that the region can make to the Scottish economy, and recognising the unique opportunities that the region offers, has the potential to make a clear positive difference.

Edinburgh and South East Scotland Pre-Covid, where were we?

Economic Performance

The Edinburgh Economy was performing strongly, with a level of growth that exceeded the Scotland average. Overall, the region was contributing approximately £36 billion per year to the Scottish and UK economies through its diverse economy.

But growth was not evenly spread with some parts of the region, especially the centre of Edinburgh, showing signs of over-heating in terms of demand for housing and office accommodation, whilst other areas struggled with stubborn pockets of economic under performance.

House prices, particularly in the city, were increasingly unaffordable. A number of key settlements across the region expanded in response, with in-commuting increasing, putting pressure on infrastructure. Recent and planned infrastructure investment (including Borders Rail Link) has shown the potential for sustainable solutions. Passenger numbers were rising, and economic activity and further investment was being seen around key nodes.





The distinctiveness of Edinburgh and South East Scotland created a cultural powerhouse of global stature. The culture, history and tourism offer of the region continued to draw visitors from across the world.



Labour Market & Skills

The region hosts world-class Universities and other Education Institutions, whose economic impact showed continual increase. The Further Education sector in the region was also strong, with high-performing institutions – though at times these lacked the flexibility to support new economic patterns.

For workers, the region's labour market offered many entry-level jobs, and many highly skilled roles. But too often those in entry-level roles found themselves unable to progress to higher-skill and higher-wage opportunities, leading to sustained in-work poverty.

Possible infographics

	Some areas overheating, pockets of economic under-performance in other areas.
	House prices unaffordable in some areas.
	"Hourglass" labour market – diverse economy with many entry level jobs, and many highly skilled, but transition across and between limited.
	Strong HEIs with increasing economic impact. High performing FEIs, though with insufficient flexibility to support new economic patterns.

	<p>The city, and wider region, is a cultural powerhouse of global stature.</p>
	<p>Expansion of a number of key settlements across the region, with in-commuting being a common pattern, putting pressure on infrastructure. Recent and upcoming infrastructure investment (Borders Rail etc) has shown the potential for sustainable investment, but access to public transport is still an issue.</p>

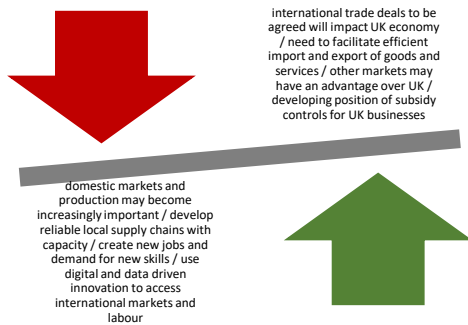
Impact of Covid & EU exit on the Region

The cumulative effects of Brexit and Covid will have economic, social and environment impacts on the Region and the wider Country, and these are outlined below:

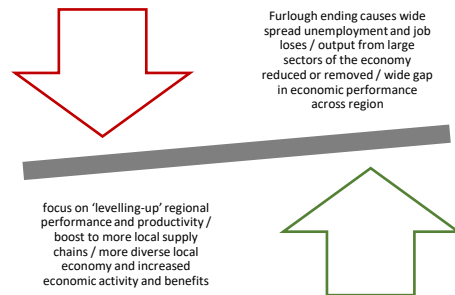
Scotland's future in the world (post Covid / Brexit)

Economic Considerations

Brexit

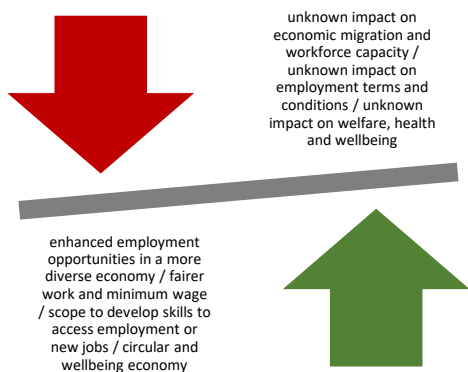


Covid-19 Response, Recovery & Renewal

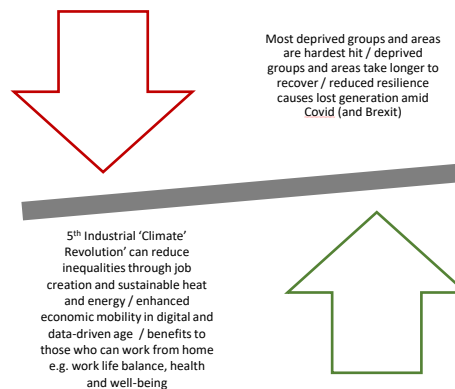


Social Considerations

Brexit



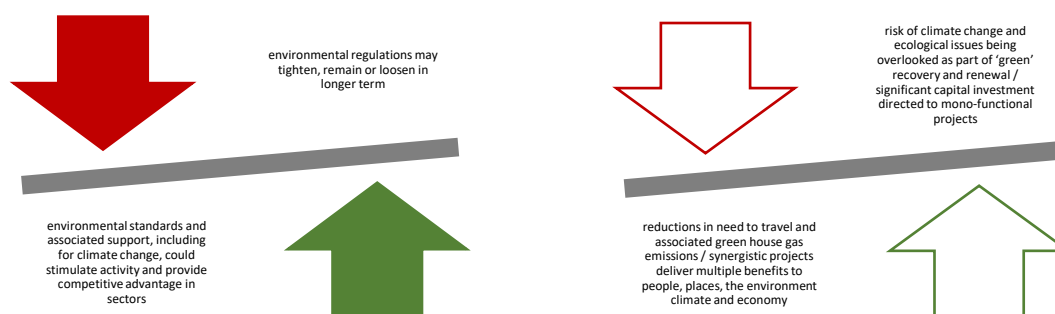
Covid-19 Response, Recovery & Renewal



Environmental Considerations

Brexit

Covid-19 Response, Recovery & Renewal



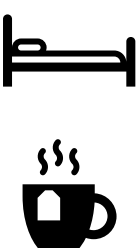

All of the above effects will have an impact on the future focus of this Strategic Framework. In addition, there are a series of immediate challenges including recovering from the impact of Covid on Scotland and the UK leaving the European Union need to be addressed in the short term.





The COVID-19 Global Pandemic has had wide-reaching economic, social and health impacts around the world. For the Edinburgh and South East Scotland, the impact on the economy has been significant because of the large number of people employed in tourism, travel, hospitality/food service, arts, culture and (non-food) retail. Health and economic inequalities that existed before the pandemic have not only made it more difficult for some households to cope with the effects of lockdowns and restrictions but have also been additional risk factors for COVID effects. The effectiveness of community action projects, right across the region, have provided strong support and helped to protect the most vulnerable in our society.

Many existing business models are under threat, not just as a result of the immediate restrictions, but in the medium-term as patterns of behaviour change. This particularly affects transport, culture and hospitality/food service. An economic divide between those individuals who can adapt to new ways of working, or move into new roles, and those who cannot, will develop and widen, unless support is put in place. Young people entering the labour market for the first time will face new challenges – their education has been significantly disrupted and employers too are facing uncertainty which may affect hiring decisions.

The region's global health expertise has delivered a significant contribution to the COVID response nationally and internationally. Moving forward, the region has a shared determination to plan for a future that builds on our strengths and tackles the challenges we face head-on.

Possible infographics

	<p>Possibly hit this region harder than others because of the volume of jobs in hospitality, tourism and retail. Put at risk (for the medium term) many existing business models, in transport, culture and hospitality in particular</p>
	<p>As elsewhere, shone a spotlight on health and wider inequalities</p>

	Exacerbated the economic divide between those who can adapt to new ways of working and those who can't
	Shown the region to be a centre of global expertise in Public Health
	Shown the power and effectiveness of community action projects, right across the region
	Shared determination to plan for a future that builds on our strengths, and tackles challenges head on

What is Our Core Economic Scenario in a Post Brexit and Covid World?

- 1. Internationalisation & domestic strength** - strong economic recovery and on-going performance based on strong international trade deals, supporting appropriate in-migration, with high international and domestic demand for our products and services, with enhanced productivity and diversity in our economy, business base and workforce
- 2. Building stronger foundations for our future** – Steady and then faster growth based on strengthening our internal markets and local supply chains to meet more domestic demand from our own products and services to re-orientate, diversify and strengthen our economy, business base and work force while supporting appropriate in-migration and meeting growing international demand for our products and services
- 3. Missed Opportunities & Expectations** – we struggle to adapt to new international trading and migration arrangements and our economy falters in the face of unpredictable international and domestic demand for our products and services and our supply chains cannot adapt or respond quickly enough which limits our productivity and ability to promote diversification of our business base, economy and workforce

Our vision for the future

Having reviewed the challenges and opportunities that the Region faces, the following section outlines our collective Vision for the Region, as well as the focus of activity. In doing so, it seeks to recognise the vital importance of the area's natural, cultural, built and community assets, our determination to create a more equal economy and society, address the climate challenge and help develop an international, brilliantly connected, outward looking city-region.

We were the cradle of the enlightenment, the nation's capital, the driver of the Scottish economy - we will adapt to lead the way once more in addressing the challenges of the 21st century

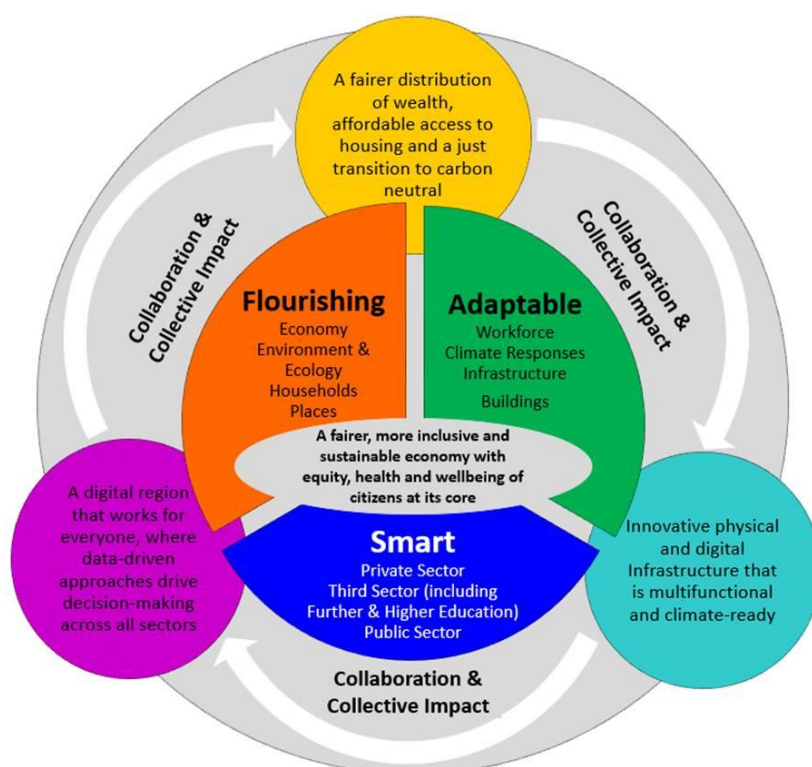
Our collective Vision for the Region is:

We will continue to drive the Scottish economy and successfully accommodate our growth to deliver a fairer and more inclusive distribution of wealth to all our communities. We will make best use of our existing assets to create resilient, flourishing and smart places to ensure that the Edinburgh and South East Scotland City Region delivers for all its citizens as we transition to a zero-carbon economy.

Delivering the Vision

A series of future regional priorities have been outlined below, these seek to maximise the opportunities which the Region offers, while addressing the challenges which it faces, both existing and as a result of Covid 19 and its impact.

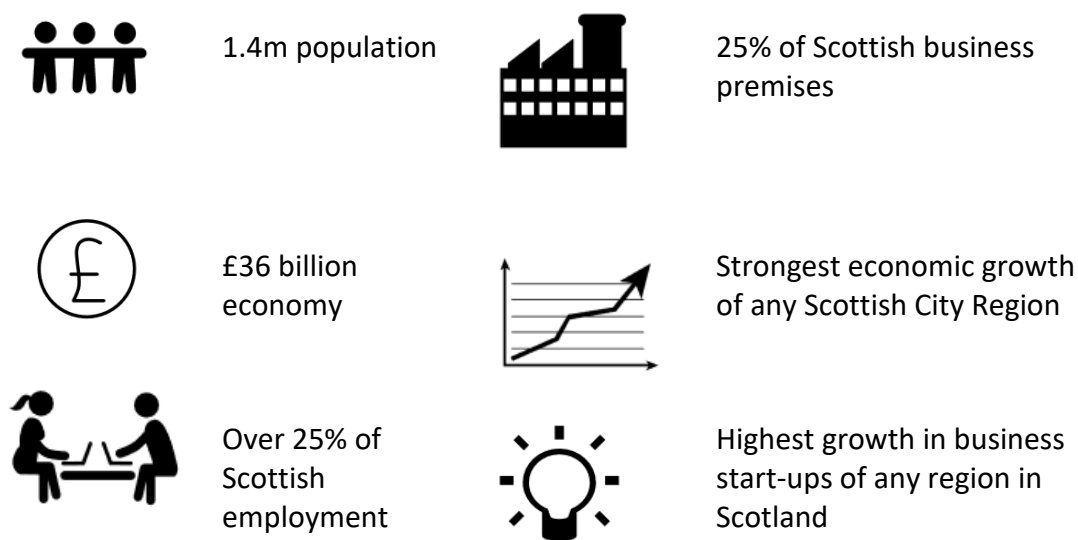
These are emerging priorities and will require further work, consideration and consultation as the RGF develops. These priorities fall broadly into three key thematic areas – **Adaptable, Flourishing and Smart**.



How the region works

To achieve our Vision will rely on building on the regions existing strengths. The following section highlights some the areas key economic and demographics, infrastructure, sectoral strengths and key assets.

Figure 1 – Edinburgh and South East Scotland – Key Figures



Demographics

The area is home to around a quarter (1.364 million people) (25.3%) of Scotland's population. However, the region has a higher proportion of working age residents (those aged 16-65) and, as such, represents 25.5% of Scotland's working age population.

Existing City Region Deal

Within the existing City Region Deal, there is recognition of the economic opportunities and challenges which the area faces in the years ahead. These included:

- Slow growth
- Regional disparities in job densities
- Skills inequality and polarisation
- Gender and age inequalities
- Housing, transport and connectivity issues

However, the City Region Deal projects alone cannot address longstanding, deep-rooted issues facing the region and more action and intervention is required to accommodate growth and enable it to transition to a low carbon economy, particularly in the context of the UK Exiting the EU and Covid-19 recovery and renewal. The Growth Framework will seek to co-ordinate the collective efforts of Partners to address these significant and compounding opportunities and challenges, which include:

- The need to assert the region a global centre of excellent for is current and emerging key sectors
- A just transition to a zero-carbon economy - The region is currently considering how best to deliver a just transition to a zero-carbon future. This can only be achieved through collective ambition, investment and resources;

- Need to support the recovery of sectors hardest hit by the pandemic – tourism / assembly and leisure / cultural and creative industries etc
- Skills and re-training and deployment into future growth sectors (low and zero carbon and green recovery);
- Support for business, including SMEs and entrepreneurial activity
- The success and prosperity in the region is not experienced by all;
- Need to address disparities in job density across the region;
- Too many people are unable to move on from low wage and low skill jobs;
- There are pockets of multiple deprivation;
- Nearly a fifth of our children live in poverty;
- Housing need and demand is outstripping supply, especially affordable housing. Increasing the supply and accelerating the delivery of homes across all tenures is critical to accommodate growth and ensure that the region remains an attractive place to live, work and invest.
- Within the regional core, the commercial and residential markets are overheating. Whilst there is brownfield land that can be redeveloped here, the developable opportunities are limited;
- Lack of connectivity and affordable public transport options both within and across boundaries particularly in many of our rural areas leaving communities disconnected from places of work and opportunity. Also, the lack of widespread superfast broadband across the region is leaving some more remote communities and individuals disadvantaged. This does provide an opportunity as many transfer to home working, accessing jobs and reducing need for travel;
- In Edinburgh, 45% of the workforce commutes to work by car with significant traffic congestion experienced on all major routes into the city impacting productivity, air quality and the environment;
- Need to make places more self-contained and consider 20 minute neighbourhood and more local and / or digital access to services and facilities, including outreach and pop-up
- Supporting communities – welfare / circular economy

Our strategic building blocks

Theme 1 – Flourishing

We want to spread the benefits and prosperity more evenly around the region in the future will ensure that inclusive growth is achieved. Technological and climate change is transforming the types of skills requirements and job opportunities available and how companies do business. It is vital that people in the region have the skillsets required to work in key sectors. Future opportunities include:

- Delivering the 21,000 jobs that the City Region Deal projects will bring and helping our most disadvantaged communities have the skills and ability to access these opportunities.
- The City Region Deal Integrated Regional Employability and Skills (IRES) Programme will provide part of the support required to help people in the region adapt to these changes.
- Maximising community benefits from the City Region Deal and future collaboration projects can deliver economic opportunities linked to areas of disadvantage.
- Distribution of key sectors and jobs and assets - building on the region's core sectoral strengths which include tourism, agri-tech, life sciences, data science, tech, finance, fintech, creative industries, food & drink, renewables/energy, manufacturing, warehouse and distribution.
- Supporting our town centres and existing key sectors including retail, health care, hospitality and more.
- Growing export value and the number of exporters. Consider economic opportunities at a regional scale e.g. future warehouse, distribution, industrial and retail uses, and how those organisations maximise their global reach.

Theme 2 - Smart

The region has the ambition of becoming the Data Capital of Europe, ensuring that communities across the region benefit from data driven innovation.

Data is critical to future economic growth, social change, and public services, the region has ambitious plans to establish the City Region as the Data Capital of Europe. The City Region is home to the £1bn+ businesses FanDuel and Skyscanner, and major international tech companies such as Amazon, Cisco, Oracle, Microsoft and IBM have also created bases in the City Region. In terms of academic and research capability, the University of Edinburgh has been ranked first in the UK for computer science and informatics research and Heriot-Watt University is a global leader in Robotics and Artificial Intelligence (RAI). Future opportunities include:

- Collaboration across public, academic and health sectors to apply data science, to develop innovative and financially sustainable models of health and social care that improve lives.
- Data-driven approaches to prevention, treatment, and health and care service provision, enabling high quality and efficient care within a world-leading learning healthcare system.
- Delivering business premises of the future are ready for data-drive innovation opportunities, including the City Region Deal Fife i3 Programme and Central Borders Innovation Park.

- Smart and future proofed infrastructure – ensuring the region is at the forefront of new infrastructure and in a position to deliver 5G and superfast broadband across the region that can enable businesses to locate, invest and grow in our more remote and rural locations whilst also allowing people to work from home and more flexibly.

Theme 3 – Adaptable

To respond to change the region must be able to adapt. Economic changes, including technological advances are rapidly taking place and changing the way we work and access services. Climate change is bringing challenges and opportunities for the region, including the need for adaptation, mitigation and sequestration measures; this could also bring significant opportunities to justly transition to a low carbon economy. Our people also need to adapt in terms of lifestyle, and we must change our skills base to meet the requirements of our future economy.

- Better connected - Future priorities to ensure that the region is better connected, include:
 - Measures to increase workforce mobility, especially for residents of disadvantaged communities, primarily through the integration of land use and transport, utilising contra-peak capacity in the transport network and providing reliable, frequent and affordable high-quality public transport.
 - Identifying priority routes for active travel to and from the new strategic housing sites, as well as from main centres of population to centres of employment, education and training as well as other public facilities including health care;
 - Focus on the routes where investment in bus priority measures will have the greatest impact on modal shift and supporting the more disadvantaged communities.
 - Interventions that, individually and/or collectively, demonstrably address climate change and reduce carbon emissions.
 - Considering potential longer-term schemes for tram, light rail and heavy rail.
- Sustainable - We have established four task and finish groups to deliver strategic outline cases for the development of sustainable Energy Management Systems, Regional Supply Chains, developing an Investment Prospectus for COP 26 and setting out a Risk impact for climate change consequences, including economic consequences. Additional opportunities to help ensure the region can adapt to climate change and transition to zero carbon emissions include:
 - Sustainable Modern Methods of Construction – The scale and pipeline of regional housing development presents a unique opportunity for innovation and use of offsite manufacturing methods of construction to ensure that homes are future proofed being built to the highest quality and energy efficiency standards with significantly reduced waste and carbon emissions. Continued collaboration with Edinburgh Napier University's Institute for Sustainable Construction and Construction Scotland Innovation Centre.
 - Energy - The region already has some significant assets that can help enable the transition to a low carbon economy. However, harnessing this collective potential combined with future investment, behavioural change, and recycling will be essential to meet ambitious local and national targets. Existing key assets and opportunities across the region include:
 - Energy Park Fife - Energy Park Fife is a world leading engineering and research zone within the energy sector.
 - Energy from Waste Plants - Maximising connections to Midlothian and East Lothian sites to deliver low carbon heating in the South East of Scotland.
 - Geothermal - There are several former coal fields across south east Scotland, such as the Midlothian and East Lothian and Fife coal fields, where there is significant potential to abstract and make use of warm mine water to develop geothermal heat networks.

- Recycling - Significant expansion in recycling facilities, consideration could be given to regional recycling hubs.
- Green, Blue Infrastructure and nature based solutions, including carbon capture and sequestration. We will identify regional project, programmes and actions that will help us to adapt to and mitigate future climate, focusing on reduction measures and the mitigation and sequestration. Afforestation and enhancing the significant woodland and wetland assets within the region and particularly the Scottish Borders

Our big moves

This section sets out some of the major regional opportunities that have been identified through the RGF development process. Each aligns with one or more of the themes set out above. These opportunities cannot be fully realised without a regional approach and will deliver significant impact with the potential to reshape the region's future.

- Re-designing the economy: Data Driven Innovation - maximising the impact of the CRD, building data capability across firms, sectors, schools, infrastructure and communities;
- Re-building communities (both new and existing): addressing affordability and connectivity within 20 min neighbourhoods, and re-thinking our High Streets, in both a city centre and a town centre context, focusing on new roles and new uses;
- Reducing the need to travel, and increasing family support, through new approaches to employment and working patterns ('working near home');
- Rethinking mobility and transport, making us the city region with the lowest car dependency in Scotland, but the best and most integrated connectivity locally, regionally, nationally and internationally;
- Regenerating the Forth estuary: from Rosyth to Cockenzie, taking in the Forth Bridges and Granton, linking to Grangemouth/Forth Valley;
- Re-imagining sustainable tourism: regionally and nationally connected, with sustainable assets and attractions across the region;
- Re-building support for business: to focus on good growth and a new wave of entrepreneurialism, with a strong focus on green businesses;
- Re-designing the new skills system; focused on emerging sectors and technologies;
- Re-inventing healthcare: One Health, focused around the Bio Quarter, Easterbush, etc working with the NHS Boards and Health and Social Care Partnerships;
- Responding to the challenges and opportunities presented by the climate crisis the region will deliver a collaborative approach across energy management systems, regional supply chains, COP 26 investment prospectus and risk impact for climate change consequences.

Insert with a map / spatial diagram showing the linkages across the region.

Better Connected

The interdependence between local partners has never been greater with increased mobility of workers and people choosing to live, work and invest in locations across the region irrespective of local authority boundaries. South East Scotland is well placed to capitalise on improved international, UK cross-border as well as national connectivity, including between Edinburgh and London. Edinburgh Airport, ports on the Firth of Forth and the radial transport corridors to, through and from our region connect it to other UK, Scottish regions and City Region Deals including Tay Cities and Borderlands. These routes and our digital connectivity provide the means to develop wider relationships and to seek out, attract and share new opportunities. Edinburgh city centre and the regional core have an unrivalled role, but many of our major cross boundary connections converge elsewhere in the region. A better more sustainably connected region underpins its future success. Some of our key objectives are to promote future growth within the city centre, regional core and along our growth corridors in line with the high-level approach below:

- Connecting West – we want to build a new partnership between the Edinburgh and Glasgow City Regions to address labour market linkages, sustainable connectivity and sectoral collaboration. We also want to ensure we take advantage of our shared UK cross border connectivity and associated development opportunities, including logistics, freight and storage and distribution as well as manufacturing;

- Connecting North – utilising recent investment in the new Forth crossing, we want to improve connections to the Tay Cities Region and Aberdeen City Region areas, and to make available growth opportunities in key locations within Fife, including the former Longannet Power Station site, Port of Rosyth and Fife Energy Park, as well as around the Forth Bridge heads and at Edinburgh Airport, including growth of our financial, insurance and other professional sectors;
- Connecting East – utilising existing and future enhancement of UK cross border connections between south east Scotland, north east England and London we want to reduce journey times and strengthen the UK cross border cities network. Along this corridor there is significant potential to align plans for substantial economic and housing growth in a new regional growth location focused on an enlarged new settlement with new regional town centre, the redevelopment of former Cockenzie Power Station site and a new regional gateway transport hub;
- Connecting South – the BioQuarter, and Edinburgh Innovation Park at Musselburgh cluster around the A720 (east end), A1, and East Coast Main Line; with Easter Bush nearby in the A701 growth corridor. The Borders Railway remains a major corridor for sustainable growth and rural regeneration; and there are also opportunities for tram line links to centres in Midlothian. A potential extension of the Borders Rail Line to Carlisle offers scope to improve UK cross border connectivity between the south of Scotland and the north west of England. In the future we will continue to use these established corridors to enable a sustainable pattern of development and on-going inclusive growth
- Lead role in linking regions and Deals together to identify complimentary projects and to explore new opportunities, maximise limited investment and efficiencies and reduce duplication. This can enable the region to look West along the M8 to the central belt and Glasgow; North to the Tay Cities Deal and beyond; South-East to Newcastle and Northumbria and the South East of England, and South to the Borderlands Deal and across the border.

Our approach to delivery

This section sets out how the projects, big moves and themes converge into a framework for delivery. The RGF Action Plan will reflect a short term focus (years 1-3), and it is envisaged that the action plan will be a live document, which will be updated frequently as projects are developed and delivered. The RGF will be refreshed at 3 – 5 year intervals.

Over the short, medium (years 4-6), and longer (years 7-10) term horizons, the Edinburgh & SE Scotland City Region Deal (EESCRD); the regional pipeline of projects; and the identified “big moves” will all inform action plan updates. Further information on each element and how it links to RGF delivery is outlined below:

Delivering the Deal

In these uncertain times the £1.3bn EESCR Deal provides certainty both in terms of investment but also the 15-year commitment made between the Deal signatories. The projects and programmes in the Deal provide committed investment, together providing a strong foundation to grow, leverage and develop opportunities for the regional economy.

The EESCR Deal is of national importance with significant implications for Scotland’s future growth. This Framework seeks to build on the EESCR Deal and maximise our existing assets by outlining key measures, priorities and opportunities which have arisen from the collaboration and which respond to the economic and climate challenges that face us all.

Pipeline Projects

The region has worked collaboratively to prioritise a pipeline of projects which can be delivered over the short to medium term (1-6 years) with the right investment and partnership approach to deliver against the three key thematic areas of the Regional Economic Framework.

Big Moves

The strategic programmes, partnership and approaches outlined in the ‘Big Moves’ section aims to ensure that the region delivers the vision and ambition of the Regional Growth Framework over the next 20 years.

Action Plan

An action plan with a short timescales focus will be regularly updated to ensure that the key projects and deliverables of the framework are live and area able to react and respond to future economic, societal and environmental factors to best meet the needs of our communities.

Overseeing change

The delivery of the change proposed within the Framework will require a significant collective effort from a range of organisations.

Key partners in the delivery of the Regional Growth Framework will include the Edinburgh City Region Deal signatories (the six local authorities, together with regional universities, colleges and the Regional Enterprise Council, UK and Scottish Governments), as well as a range of other organisations with a key role in the Region.

The successful delivery of the Framework and action plan requires each of its elements to be implemented in a coordinated way. An effective structure is already in place to support the delivery of the Edinburgh and South East Scotland City Deal, and this will be basis of a broader public / private sector economic partnership to guide and monitor the delivery of the Framework.

The Regional Enterprise Council – has already started to influence and shape the Framework and will continue to ensure that strong, effective leadership and input is provided across the public and private sectors.

The Elected Member Oversight Committee established in January 2021, ensures that that the Framework is developed and governed through to the delivery phase with the appropriate local level scrutiny.

The regional partners are committed to working together to develop and deliver our vision for the future of our region. We are keen to continue to focus on our strong relationship with national agencies, and the Scottish and UK Governments, to ensure that our regional efforts are both supported by, and contribute strongly to, the wider national context. We look forward to continued joint working to share and realise our vision.

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Edinburgh and South East Scotland City Region Deal Elected Member Oversight Committee

10 am, Friday 19 February 2021

ESESCR Deal Transport Appraisal Board bid into the Bus Partnership Fund

Item number 3.4

Executive Summary

As part of its response to the climate emergency, the Scottish Government have to providing a long-term investment of over £500m through the [Bus Partnership Fund](#) to deliver targeted bus priority measures on local and trunk roads. This is intended to reduce the negative impacts of congestion on bus services and address the decline in bus patronage.

The Bus Partnership Fund will complement the powers in the Transport (Scotland) Act 2019, enabling local authorities to work in partnership with bus operators, to develop and deliver ambitious schemes that incorporate bus priority measures. The Fund will focus on the evidence of how bus services will be improved by addressing congestion, but the partnership approach is also expected to leverage other bus service improvements to help tackle the climate emergency, reduce private car use and increase bus patronage.

The closing date for Phase 1 submissions into the Bus Partnership Fund is 19 April 2021. It is proposed that the City Region Deal's Transport Appraisal Board coordinate a regional bid into the fund. A corridor approach to identify interventions across the South East Region will be taken. This regional bid can be submitted together with individual bids by Councils or other bids as appropriate. The proposed approach will be subject to approval by the relevant Councils in March and April 2021.

Grace Vickers

Chair, ESESCR Deal Transport Appraisal Board

Ewan Kennedy, Policy and Planning Manager, The City of Edinburgh Council

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ESESCR Deal Transport Appraisal Board bid into the Bus Partnership Fund

1. Recommendations

- 1.1 To note the timetable for bidding into Transport Scotland's £500 million [Bus Partnership Fund](#).
- 1.2 To note that the Transport Appraisal Board has a remit to consider the benefits of collective regional based bids for external funding as set out at Appendix 1 to this report.
- 1.3 To note that the City Region Deal Joint Committee will be asked to authorise the Transport Appraisal Board to prepare a collective South East of Scotland regional bid for submission to Transport Scotland for funding from its Bus Partnership Fund, subject to agreement by the six individual Councils.
- 1.4 To note that Clackmannanshire and Falkirk Councils have been invited to join the Transport Appraisal Board to participate in the regional bid.
- 1.5 To note that the applications must be from partnerships working towards Bus Service Improvement Partnership (BSIP) status, as defined by the Transport (Scotland) Act 2019.
- 1.6 To note that separate partnership bids into the fund may be submitted in addition to the regional bid, and that the partnerships will remain in close contact to ensure that bids complement and do not duplicate one another.
- 1.7 To receive further reports on the progress of any measures and interventions together with any additional proposals to support the work of the Transport Appraisal Board.

2. Background

- 2.1 As part of its response to the climate emergency, the Scottish Government are providing a long-term investment of over £500m through the Bus Partnership Fund to deliver targeted bus priority measures on local and trunk roads. This is intended to reduce the negative impacts of congestion on bus services and address the decline in bus patronage.
- 2.2 The Bus Partnership Fund will complement the powers in the Transport (Scotland) Act 2019, enabling local authorities to work in partnership with bus operators, to

develop and deliver ambitious schemes that incorporate bus priority measures. The Fund will focus on the evidence of how bus services will be improved by addressing congestion, but the partnership approach is also expected to leverage other bus service improvements to help tackle the climate emergency, reduce private car use and increase bus patronage.

- 2.3 Transport is one of the five key themes of the City Region Deal and is integral to securing the overarching aim of achieving sustainable inclusive growth across the region. The City Region Deal agreement specified as part of the governance structure the requirement for a Transport Appraisal Board (TAB) to focus on a regional approach to upgrading existing transport infrastructure to support regional activity in innovation, employability/skills and housing. The Terms of Reference for the City Region Deal include considering the benefits of collective regional based bids for external funding, and are shown in Appendix 1, and the Governance structure for the City Region Deal is shown in Appendix 2.
- 2.4 The region has already successfully bid into Transport Scotland's Bus Priority Rapid Deployment Fund, through the South-East Scotland Transport Transition Group (subgroup of the Transport Appraisal Board), securing £1.8 million of measures to help improve bus priority during the pandemic. This regional approach was approved by [ESESCR Joint Committee on 7 August 2020](#), and ratified by the constituent councils thereafter.
- 2.5 The fund is to deliver bus priority infrastructure to help tackle the climate emergency, reduce private car use and increase bus patronage. The fund encourages ambitious proposals, including park and ride where it can be demonstrated to have a clear benefit in effecting modal shift, but all proposals will be considered in light of the evidence provided and how successful the interventions are expected to be in achieving the targeted outcomes of the fund.

3. Main report

- 3.1 The Edinburgh and South East Scotland City Region Deal Transport Appraisal Board (TAB), comprising officer representatives of the six City Region Deal Councils together with officer representatives from Transport Scotland and the Regional Transport Partnership, SEStran, have agreed that a regional approach should be taken to bid into the fund. Clackmannanshire and Falkirk Councils have been invited to join the TAB to participate in the regional bid. This approach will be recommended for approval by the Joint Committee on 5 March 2021.
- 3.2 An approach largely based on a strategic review of corridors is recommended to ensure that packages of interventions for bus improvements that cross local authority boundaries can be identified in a systematic way. Measures will be developed on a corridor end-to-end basis where the individual interventions will work together as a holistic joined-up corridor route treatment.
- 3.3 The most efficient and effective way of managing the development of proposals in graduality is to subdivide the South East Region into three groups (subgroups of the TAB). The lead authority in coordinating the bid will be the City of Edinburgh Council.
- 3.4 The deadline for initial applications is 16 April 2021. In this submission, the following will be set out:

- approach and governance of project and the basis of developing Bus Service Improvement Partnerships.
- high level proposals (estimated costs for key corridors)
- funds required to secure consultancy resources to deliver the required Outline Business Cases for proposals and develop a further bid for October 2021's deadline.
- funds required to implement any "priority" and "shovel ready" type schemes

3.5 For the second deadline in October, the TAB will build on the initial bid and develop additional interventions not contained within the April submission.

3.6 Separate bids from regional partners on measures outwith the main corridors will also be submitted to the fund. The detail of such local schemes will be coordinated with the regional bid to avoid potential overlaps. Fife Council has already established a bus partnership for its area and will be submitting two bids to the fund in April: one for West/South Fife and one for Central Fife. The Forth Valley Bus Alliance is also working towards the submission of a bid, which involves Clackmannanshire, Falkirk and Stirling councils, along with the operators and SEStran. West Lothian Council is currently considering local bus partnerships options. These will also be coordinated with any regional bid to avoid potential overlaps.

4. Financial impact

4.1 A Finance Subgroup of the Transport Appraisal Board will be formed to consider the resource issues; and this will include not only funding, but the operational capacity of local authorities to implement and support the approved measures.

4.2 At this stage, the financial impact is not possible to assess, the totality of the bid that we will be progressed is not yet known. The consultancy costs estimates are in the process of being prepared and will be reported on when available.

5. Alignment with Sustainable, Inclusive Growth Ambitions

5.1 An efficient regional public transport system will be an essential requirement if the regional economy is to experience strong and rapid recovery in a range of sectors, including employment, education/training, retail, commercial leisure and other services.

5.2 The interventions will align closely with the environmental objectives of maximising public transport and active travel; and thereby reducing the amount of travel undertaken by private car.

6. Background reading/external references

6.1 [Bus Partnership Fund website](#): Transport Scotland

7. Appendices

Appendix 1: Terms of Reference for City Region Deal Transport Appraisal Board (revised January 2020)

Appendix 2: Edinburgh and South East Scotland City Region Deal Governance Structure

Appendix 1: Revised Terms of Reference for the Edinburgh and South East Scotland City Region Deal Transport Appraisal Board (January 2020)

Membership

The Edinburgh and South East Scotland City Region Deal Transport Appraisal Board (hereinafter referred to as ‘the Board’) to comprise:

- South East Scotland Regional Transport Partnership (SEStran)
- Transport Scotland
- Representatives from the six constituent local authorities (inc. SESplan)
- Representative from the higher education/further education (HE/FE) sector
- City Region Deal Project Management Office (observer)

The Board is also able to co-opt representatives of other bodies and/or individuals for limited periods to address specifically defined matters.

Context

Investment in transport infrastructure is a major theme of the City Region Deal, as it is an essential component of driving inclusive growth. It extends across almost all of the other City Region Deal themes. Two specific named transport projects are included in the inventory of City Region Deal investments, these being the upgrade of the A720 Sheriffhall junction, and public transport improvements at West Edinburgh. City Region Deal investment projects need to maximise and seek to ensure that opportunities for improving accessibility across the region (as well as to areas outwith the region) are fully taken, and need to align with appropriate strategies so as to meet the overall ambitions of the City Region Deal.

Purpose

To make recommendations to the Joint Committee on the approach towards delivering the transport elements of the City Region Deal Investment Programme. This will include recognition of pertinent strategy and include matters of overall regional policy and strategy in relation to City Region Deal aims, objectives, and specific investment projects.

Responsibilities

- To work as a partnership of Transport Scotland, SEStran, the six Councils (inc. SESplan) and the HE/FE sector in assessing and agreeing upon the optimal transport interventions to meeting the objectives of the City Region Deal; and to do so within the context of extant and emerging policies and strategies at national, regional, and local levels. These will include the National Transport Strategy, the Strategic Transport Projects Review, and the Regional Transport Strategy, as well as local transport strategies and local development plans, together with any similar relevant plans/policies/strategies, including the Regional Spatial Strategy, that emerge during the City Region Deal period.
- To recognise the role of transport policy and interventions in addressing climate change and the need for a low carbon economy.

- To use that assessment as the basis for direct transport input to the City Region Deal's Regional Growth Framework and any subsequent review or update of that document.
- To work with the statutory planning and transport authorities of the region together with the statutory agencies responsible for economic development and growth, and any other relevant bodies.
- To ensure that TAB input and resulting transport interventions, are consistent with the delivery of a regional spatial strategy.
- To ensure close liaison of the Board with the City Region Deal Boards responsible for Data Driven Innovation, Housing, and Employability/Skills.
- To ensure positive and regular engagement with the City Region Deal Regional Enterprise Council so as to be well-informed of the transport related views, issues and objectives of the commercial/business/third sectors.
- To use the extensive stakeholder base of the Board partners and the outcomes of consultation work by partners, to ensure that policy and strategy is suitably informed.
- To consider the benefits of collective regional based bids for external funding.
- To ensure a consistent approach to the business cases underpinning the specific transport projects, and those with a transport element, thereby enabling a region-wide view of the cumulative impact of transport related City Region Deal projects.

To assist in this work the Board will be expected to have regard to the following.

- *The strategic rationale, demand/need, objectives, evidence, costings and delivery programme and mechanisms for projects, their relationship and phasing in the overall programme, including cumulative impact.*
 - *Shared use of data to provide a common evidence base.*
 - *Recognition of best practice, including Treasury Green Book, and Scottish Transport Appraisal Guidance.*
 - *Access to funds and budgets.*
 - *Maintain an overview of the impact of interventions across the region through environmental and other assessments.*
- To review these terms of reference on an annual basis to ensure that they remain relevant and optimal in supporting the delivery of City Region Deal objectives.

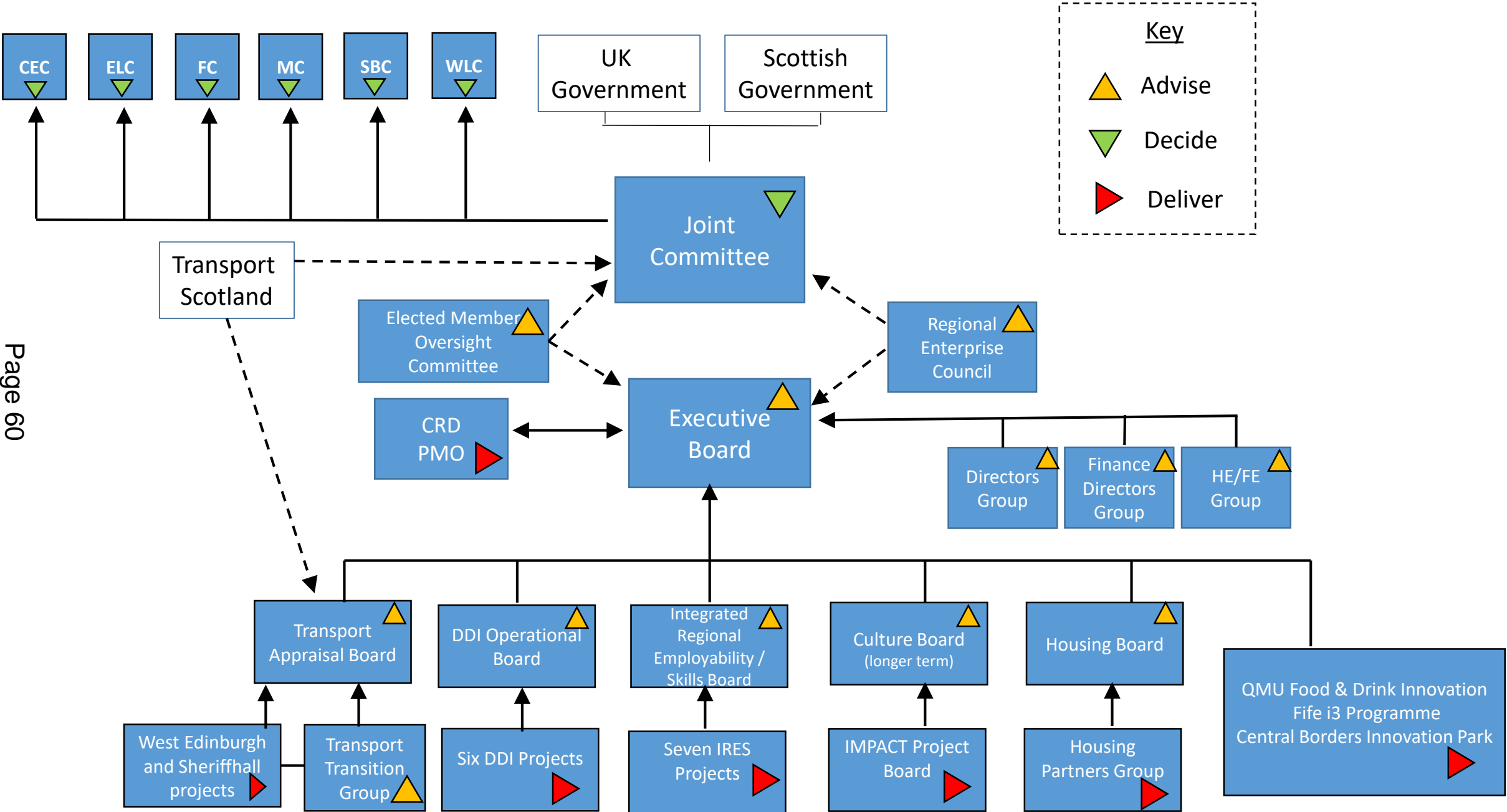
Meetings

Six weekly or as may otherwise be agreed by the Board; or as may be called by the Chair. Meetings will normally be held in Edinburgh to minimise travel demand on attendees. The City Deal Project Management Office will provide the secretariat.

Sub Groups

Where agreed by the Board as necessary and beneficial, a sub-group comprising members of the Board and, with the agreement of the Board, any co-opted bodies and/or individuals, may be established for a specified period to consider and report to the Board on a defined relevant transport related matter.

These Terms of Reference agreed by the City Region Deal Transport Appraisal Board on 20th January 2020.



Edinburgh and South East Scotland City Region Deal Elected Member Oversight Committee

10 am, Friday 19 February 2021

National Planning Framework 4: Position Statement

Item number 3.5

Executive Summary

The Planning (Scotland) Act 2019 is now being implemented. One of the key requirements set out in the Act is the preparation of National Planning Framework 4 (NPF4). NPF4 will require parliamentary approval and will form part of the statutory development plan informing day to day planning decisions. The fourth National Planning Framework will show what Scotland, as a place, could and should look like in 2050.

It is anticipated that NPF4 will provide fuller regional coverage than the current NPF3 and align with the outcomes in the National Performance Framework; respond to the shift to inclusive growth; improve health and well-being for the people of Scotland, improve equalities and eliminate discrimination; provide a spatial planning response to the global climate emergency; provide a renewed focus on rural development including rural repopulation; and give a stronger steer on housing delivery and diversification including the setting of targets on land for housing. NPF4 will also for the first time incorporate Scottish Planning Policy (SPP) and will take on an enhanced status as part of the statutory development plan. The current National Planning Framework (NPF3) and Scottish Planning Policy is to remain in place until NPF4 is adopted by Ministers.

NPF4 will be informed by a number of processes including earlier consultation responses by stakeholders and the submission of interim Regional Spatial Strategies. An interim Regional Spatial Strategy has already been prepared by the Strategic Planning Authority for Edinburgh and the South East of Scotland (SESplan).

The Scottish Government has published a Position Statement setting out its broad thinking around NPF4 following these earlier submissions. Comments on the position statement are invited.

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National Planning Framework 4: Position Statement

1. Recommendations

- 1.1 To note the publication by the Scottish Government of a Position Statement relating to the preparation of national Planning Framework 4
- 1.2 To note that comments on the Position Statement are invited.
- 1.3 To agree the proposed response, attached as Appendix 1 to this report, as the Edinburgh and South East Scotland City Region Deal's submission to the Scottish Government.

2. Background

- 2.1 One of the key requirements set out in the Planning (Scotland) Act 2019 is the preparation of the fourth National Planning Framework – National Planning Framework 4 (NPF4). NPF4 will, when adopted, form part of the statutory development plan and will replace strategic development plans in the four city regions in Scotland.
- 2.2 Amongst other things, NPF4 will set housing requirements for city regions. It will also frame future infrastructure investment to support growth and set a planning framework for achieving net carbon zero Scotland. To ensure that partners in the south east of Scotland are able to fulfil their joint regional sustainable and inclusive growth ambitions, at the same time as protecting its most important natural environment and cultural assets, the forthcoming National Planning Framework must be an enabler which is aligned with the region's ambitions. Consequently, it is appropriate that the City Region Deal partnership comments on the Position Statement.

3. Main report

- 3.1 The NPF4 Position Statement sets out the Scottish Government's current thinking on NPF4 following consideration of evidence received from stakeholders through the NPF4 Call for Ideas.
- 3.2 The Scottish Government advises that the Position Statement aims to inform further discussions as work progresses towards a consultation draft NPF4 in Autumn 2021. Comments are invited by 19 February 2021. Further consultation on NPF4 is to follow in Autumn 2021.
- 3.3 The Scottish Government expects that NPF4 will focus on achieving four key outcomes - net zero emissions, resilient communities, a wellbeing economy and better greener places. To achieve this the Position Statement lists 12 key opportunities to achieve net-zero emissions by 2045:

1. support for development that reduces the need to travel in line with the concept of 20-minute neighbourhoods and guiding change in a way that also helps to transform existing places.
2. introducing a stronger preference for reusing existing buildings before new development proceeds.
3. shifting future development away from greenfield land and actively enabling the redevelopment of vacant and derelict land.
4. strengthening support for development in town centres and restricting out-of-town retail and leisure to help a transition away from car-dependent developments towards those that enable walking, cycling, wheeling and public transport accessibility.
5. stimulating new models of low carbon living in rural areas as well as towns and cities, by facilitating further investment in digital infrastructure, building in more space for people to work remotely and creating community hubs.
6. expecting low and zero carbon design and energy efficiency, for example by actively encouraging much wider use of sustainable and recycled materials in new developments.
7. strengthening policies to secure low carbon heating solutions.
8. supporting renewable energy developments, including the re-powering and extension of existing wind farms, new and replacement grid infrastructure, carbon capture and storage and hydrogen networks.
9. harnessing the potential for rural development to act as a lever to facilitate woodland creation and expansion.
10. expanding green infrastructure, biodiversity and natural spaces to make our places greener, healthier and more resilient to the impacts of climate change.
11. restricting peat extraction and development on peatland, and facilitating restoration through permitted development rights.
12. removing the need for planning permission for active travel and electric vehicle charging points to ensure that we can roll-out new infrastructure widely and quickly.

3.4 In the Position Statement the Scottish Government sets out how it proposes to address the 4 key themes and potential policy changes. A summary of the proposed approach is set out below:

A Plan for Net-Zero Emissions

- prioritising the types and locations of development that will help meet emission reduction targets.
- building on the Climate Change Plan and taking forward advice provided by the UK Climate Change Committee.
- future places will be planned in a way that reduces the need to travel and builds in natural solutions.
- buildings will be more energy efficient and designed to be sustainable.
- actively facilitate decarbonised heating and electricity generation and distribution.

A Plan for Resilient Communities

- focus on people and the quality of areas where we live.
- introduce, for the first time, an infrastructure-first approach to neighbourhood planning, including natural networks and sustainable travel, to ensure fair access to the services needed to help make communities a great place to live.
- apply concepts such as 20 minute neighbourhoods across cities, towns, and rural areas so that the places where we live and work are more resilient and sustainable.
- NPF4 will align with the Scottish Government vision for housing in 2040 and set out a long term view of the homes required to meet our future needs, focussing on the location, quality and type of homes needed for people of all ages, reflecting long term population and household trends.
- underpin this with policies which support the Scottish Government's six public health priorities, promote inclusion and equality, and help places adapt to the long term impacts of climate change.

A Plan for a Wellbeing Economy

- create healthier, fairer and more prosperous places and ensure future development contributes to a green, sustainable, and inclusive economic recovery.
- support development in the parts of Scotland where quality jobs and investment are most needed. Policies will refocus on community wealth building and sustainability.
- identify and support development that works with our assets, key sites and opportunities for strategic investment.
- support development that helps to maintain and strengthen strategic transport and digital connectivity.
- take a flexible and enabling approach to future business and employment uses.

A Plan for Better, Greener Places

- support development that reflects the character and identity of our distinctive places and neighbourhoods, safeguards and restores our natural assets, and tackles geographic disadvantages including areas needing regeneration and promoting the re-use of vacant and derelict land and buildings.
- build on the review of the Town Centres Action Plan, the Land Use Strategy and the Place Principle to ensure that our approach to development focuses more on place.
- include stronger and updated policies on design and place-making.
- policies on city and town centres and on the re-use of historic buildings will be broadened to better reflect a wider range of potential uses in anticipation of continuing change.
- future-proof Scotland's natural and historic assets and coasts and work to restore the health and resilience of Scotland's ecosystems, so that our natural capital can further support our economy and our wellbeing.
- significantly enhance policies on vacant and derelict land to encourage innovation and redevelopment and promote a brownfield-first approach to development.
- policies on rural development will positively encourage development that helps to repopulate and sustain rural areas and stimulate rural economic growth and sustainability.

3.5 The consultation sets out a series of seven questions as prompts. The proposed response to these are set out in Appendix One. The proposed response is broadly

supportive of the 'direction of travel' set out in the Position Statement. In particular the commitment to an Infrastructure First approach is to be welcomed although, at this stage, there is little detail about how this will work in practice.

- 3.6 The proposed response deliberately focuses on strategic matters and those which are most likely to impact on the city region's aspiration. That is not to suggest that the less strategic aspects of NPF4 will not be important within the region. However, each local authority and other partners may wish to respond to the Position Statement and it is appropriate that more local matters are picked up in that way.

4. Financial impact

- 4.1 The consultation itself does not create any Financial Impacts. However, there will be significant capital and revenue costs associated with delivering sustainable economic growth in the region and these will have to be managed on an on-going basis.

5. Alignment with Sustainable, Inclusive Growth Ambitions

- 5.1 NPF4 will have a significant role in enabling sustainable and inclusive economic growth in the city region and, as such, it is imperative that there is alignment between National Planning Framework 4 and the forthcoming Regional Growth Framework.

6. Background reading/external references

- 6.1 National Planning Framework 4: Position Statement accessible at: <https://www.gov.scot/publications/scotlands-fourth-national-planning-framework-position-statement/>

7. Appendices

- 7.1 Appendix 1: Proposed response to the NPF4 Position Statement.

Edinburgh and the South East of Scotland City Region Deal response to the Scottish Government's National Planning Framework 4 Position Statement.

The Position Statement, poses seven questions. The Edinburgh and South East Scotland City Region Deal's (ESESCRD) response to each question is set out below. The responses focus on strategic issues and should be read in conjunction with individual response submitted by City Region authorities and partners.

1. Do you agree with our current thinking on planning for net-zero emissions?

Yes, but the scale of the issue and transformation required in the timescale expected will be the most significant challenge that needs to be addressed in modern times. Bold policy and strategy that enables and empowers change and an ability to require it will be essential. The approach must also go beyond planning, such that regulatory, financial and innovation approaches connect to deliver in the public interest. There must also be a clear, enforceable and high level of expectation placed on developers to deliver on these ambitions, and a clear basis to refuse planning permission (and other consents) if they do not. The forthcoming Regional Growth Framework being prepared by the Edinburgh and South East Scotland City Region Deal (ESESCRD) partners will have a strong focus on inclusive sustainable growth. Moving towards net zero emissions will be a key focus.

Ultimately, it will be for individual authorities and partners to achieve net zero for their respective areas or activities, and to encourage and require it of other as appropriate and provided for by Scottish Government legislation, policy and guidance; regional partners can set out their ambition in that context. The Regional Growth Framework and other regional plans and strategies emerging will have a key role in joining up the ambitions of partners in that context. Ensuring alignment of plans and policy and incentives will therefore be essential, and the lead must come from the Scottish Government with clear linkages and direction articulated for lower tier plans and partners in delivery.

Ensuring the right developments in the right places will be central to the spatial aspects of the Regional Growth Framework and Regional Spatial Strategy. But this will have to be supported by investment in infrastructure, as well as financial innovation and regulatory change acting together. The commitment to an 'infrastructure first' approach is welcomed, but it is not entirely clear whether this means support for actual delivery up-front, or only an expectation that future demands and needs and interventions only are articulated in plan-making and planning decisions without financial innovation available to enable its delivery. There must therefore be clear and meaningful engagement with city region deals and partner authorities to ensure that the Infrastructure First approach delivers the right infrastructure at the right time in the right place. It is not clear at the moment how all this will be achieved and must be clarified in NPF4.

The Infrastructure First approach must also recognise the revenue consequences of infrastructure delivery. It is not sufficient to provide only for the capital costs of infrastructure to enable development growth. The Infrastructure First approach should also embrace support for a green economic recovery and support the delivery of infrastructure necessary to achieve net carbon zero including retrofitting where that is necessary and to help address habitat and ecological degradation.

2. Do you agree with our current thinking on planning for resilient communities?

Planning for resilient communities and ensuring policy or strategy integration across Government, requires a Place Leadership approach which should be endorsed by NPF4. We note that the Place Principle recognises that a 'people' and 'place' approach is the underpinning reform, which can be central to achieving economic recovery and the alignment of spatial and community planning. It is predicated on whole system change and, as such, requires large scale intervention, it is considered that this should form alongside regional spatial strategies, now being formulated – e.g. creation of infrastructure and financial innovation forums with membership from Government, regional partners and service and infrastructure providers.

The current pandemic has brought into sharp focus the need for more localised access to facilities and amenities as a means to promote physical and mental health as well as making more efficient use of infrastructure and resources and the promotion of digital technology.

Specific promotion of development within rural areas does, however, need to be carefully considered. The Edinburgh City Region is characterised by Edinburgh and a number of larger towns, surrounded by more rural communities, some of which are relatively remote from access to these towns and cities. This can place extra pressure and demand on our rural areas for development and infrastructure. Within this there must also be a clear acknowledgment that there remain pressurised rural areas where the sub-urbanisation of the countryside is and will remain a key risk, that will also run counter to sustainability and climate change objectives. Balanced national policy will be essential in this regard.

Rural development, specifically to address population decline, must also be supported by infrastructure, including physical and digital connectivity, to ensure that existing and future residents in these areas are not disadvantaged through further pressure on services and to minimise use of unsustainable modes of transport, particular considering the needs of labour force mobility and equality. The ESESCRD is focused on improving opportunities for residents of rural areas to benefit from the success of the city region and the NPF should be an enabler in achieving this aim.

3. Do you agree with our thinking on planning for a well being economy?

Healthy, sustainable places and the opportunity to create conditions required to support economic growth, whilst at the same time contributing to the climate change agenda and protection of the environment, are key matters. The overall approach to planning for well-being would seem to support this and is therefore supported. However, identification of key opportunities within the national spatial strategy to transform the economy and its impacts on the environment will be key to ensuring that associated targets can be met.

For example, some areas of omission are noted. There is no specific mention within the position statement as to how the spatial and sectoral needs of advanced manufacturing or innovation activity is to be supported. This was a specific commitment in the Scottish Government Manufacturing Recovery Plan published in December 2020. The NPF should promote This identifies investment led economic growth, digital diversification and a place promotion approach to support existing businesses and to continue attracting inward investment.

Importantly, we also note the need for further guidance on how National Developments should calculate their greenhouse gas emissions impacts, as set out in the Act. More widely, it will also be important to set out how in plan-making and decision-taking, the impact on climate can and should be made a material consideration, with a clear and rational basis for assessing these impacts against other relevant approaches and material considerations.

4. Do you agree with our current thinking on planning for better, greener places?

The solution often arrived at to mitigate new development impacts or to achieve green networks within development areas is the provision of new infrastructure, planting, public art or community assets. However, this often creates additional ongoing revenue and planning costs for the authority over the lifetime of the development. Critically it is not possible to recoup such revenue funding from planning obligations which in turn places pressure on authority and partner capital plans. NPF should seek to align spatial planning with assessments into the capacity of places to accommodate new growth and ensure that neighbourhood and place planning are not focussed solely on the provision of new assets which will require funding. The safeguarding and promotion of forestry, environmentally significant locations and green or blue corridors is welcomed however consideration should be given to identifying 'natural capital' as a funding tool and economic lever to meet objectives of nature conservation and growth.

More control over greenbelt, greenfield and other such environmental designations is needed required particularly in circumstances where alternative development sites on derelict and vacant land exist. Irrespective of any land supply arguments, developers should be required to demonstrate that there are no brownfield options for the delivery of windfall development proposal, in a similar way as expected for retailing proposals in terms of town centre locations.

It is welcome that biodiversity is given a strong focus and highlights how the planning process could help contribute to addressing the biodiversity and climate emergencies. The change of focus to positive effects for biodiversity needs to be underpinned by the continued protection of biodiversity through policy & legislation. NPF4 will need to be clear as to what is a biodiversity priority and how it is protected.

Policies which form National Planning Framework 4 and its revision of Scottish Planning Policy must be firm and prescriptive whilst allowing for local circumstances and must be brought into play as significant material considerations in the planning system as soon as possible. There should be much greater use of requirements for change rather than support for change.

5. Do you have further suggestions on how we can deliver our strategy?

It is imperative that NPF4 sets out very clear and transparent land requirements for development in each area and that these requirements are linked to spatial strategies and other growth frameworks. Delivery of housing and other development should be clearly linked to the Infrastructure First approach and it should be clear that development cannot proceed until the necessary infrastructure is fully committed. Developer contributions, and changes to the associated mechanisms (both in terms of S75 and also any charging levy, particularly for cross-boundary issues) will have a part to play in this, but it will not be sufficient to deliver the outcomes expected. This is particularly true given the pressures that Partners are experiencing in terms of capital and revenue budgets (including impacts on revenue budgets as a consequence of current commitments related to the delivery of current capital projects associated with existing growth commitments). Additional financial support and support for wider financial innovation will be essential, on an unprecedented scale, if the objective set out are to be delivered. It is clear that not all infrastructure will be deliverable in the early years of the NPF. Therefore, the plan should set out the criteria for supporting infrastructure investment. Areas which can demonstrate a track record of supporting sustainable growth and where there is demonstrable demand for growth should be prioritised in the Infrastructure First approach.

Consideration could be given to how the digital tools available including the recently published e-planning digital strategy could be referenced. This would also provide opportunity for relevant datasets, mapping tools and interactivity modules to be shared or aligned communicating NPF4 principles and tracking progress with development proposals identified. The opportunity could also be realised to explore mutual benefits from the regional Inclusive Growth Diagnostic Tool held and developed by Scottish Centre for Regional Inclusive Growth (SCRIG).

6. Do you have any comments on the Integrated Impact Assessment (IIA) Update Report, published alongside this position statement?

It is noted that the Position Statement refers to the consideration and potential policy requirement for the preparation of Heritage Impact Assessments when considering developments that have a relevance or link to the historic environment. The IIA is however largely silent on this and it is assumed that the assessment of this will therefore occur under SEA. It may however be useful to confirm this and to state how impacts from this policy requirement have been considered.

7. Do you have any other comments on the content of the Position Statement?

City region deal partners are committed to delivering sustainable economic growth and the same time as protecting the regions important natural environment and built heritage The NPF needs to strike the right balance between supporting the right development in the right place while protecting the valuable green spaces and countryside which are ever more important.

The NPF should also have a greater focus on delivery mechanisms including detailing delivery partners, lead agencies and where relevant, timescales against which national development or policy proposals were to be progressed. A key aspect will be linking this to the financial innovation opportunities and tools that will be needed on an unprecedented scale. All partners and agencies who are stakeholders in success must be committed to and focused on delivery.

This Position Statement does not, as yet, adopt that approach however the 'infrastructure first' focus is noted and welcomed. It is considered be that further content could usefully be provided on how delivery and monitoring of development proposals, policies and areas of focus are to occur. Detail on delivery leads and planned resourcing including funding and accompanying strategies (i.e. National Transport Strategy / Strategic Transport Projects Review) could usefully be included.

it will also be important to set out how in plan-making and decision-taking, the impact on climate can and should be made a material consideration, with a clear and rational basis for assessing these impacts against other relevant approaches and material considerations, so as to offer a clear basis for refusal if that is required.

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