

Notice of meeting and agenda

Edinburgh and South East Scotland City Region Deal Elected Member Oversight Committee (Workshop Meeting)

10.00 am Friday, 21st May, 2021

Virtual Meeting - via Microsoft Teams

This is a public meeting and members of the public are welcome to watch the live webcast.

Contacts

Email: veronica.macmillan@edinburgh.gov.uk

Tel: 0131 529 4283

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.

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

- 3.1 Minutes of the Edinburgh and South East Scotland City Region Elected Member Oversight Committee of 16 April 2021 – submitted for approval as a correct record 7 - 10

4. Items for Consideration

- 4.1 Response to Scottish Government Feedback on Indicative Spatial Strategies - Report by Craig McCorrison, Head of Planning, Economic Development and Regeneration, West Lothian Council 11 - 60
- 4.2 Regional Prosperity Framework – Consultation Draft for discussion – Report by Paul Lawrence, Senior Responsible 61 - 104

Officer, Regional Growth Framework

4.2.1 Introduction to Consultant

4.2.2 Consideration of Draft Framework

4.2.3 Consultation and Engagement

4.2.4 Next Steps

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 Smaill

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 0131 529 4283, email veronica.macmillan@edinburgh.gov.uk

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Minutes

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

Microsoft Teams

10.00am, Friday 16 April 2021

Present:

East Lothian Council – Councillors Norman Hampshire

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

Midlothian Council – Councillors Russell Imrie and Peter Smail

Scottish Borders Council – Councillor Euan Robson

West Lothian Council – Councillors Tom Conn and Cathy Muldoon

Higher/Further Education Consortium – Simon Earp

Regional Enterprise Council – 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

David Baxter, 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

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

Ian Aikman, Chief Planning Officer, Scottish Borders Council

Lawrence Wyper, Team Leader, Stakeholder and Partnerships Team, Scottish
Enterprise

Veronica MacMillan, Committee Services, City of Edinburgh Council

Apologies

Councillor Stuart Bell (Scottish Borders Council), Councillor Cammy Day (City of
Edinburgh Council), Councillor John McMillan (East Lothian Council), Councillor

Adam McVey (City of Edinburgh Council), David Brown (Higher/Further Education Consortium), Angela Cox (Higher/Further Education Consortium), Robert Carr (Regional Enterprise Council) and Garry Clark (Regional Enterprise Council).

1. Minutes

Decision

To approve the minute of the Edinburgh and South East Scotland City Region Deal Elected Member Oversight Committee of the 19 February 2021 as a correct record, subject to changing the word 'Forsyth' to 'Rosyth' on page 5 of the minutes.

2. Regional Growth Framework - Update

An update was provided on the development of the Edinburgh and South East Scotland Regional Growth Framework and on progress that had been made since the previous meeting of the Elected Member Oversight Committee of 19 February 2021 and workshop session held on the 19 March 2021.

The following points were made during discussions:

- Appendix 1 of the report set out an updated Growth Framework Consultation Document and incorporated input from the workshop with Oversight Committee members held on the 19 March 2021.
- There were a number of remaining questions about the final presentation of the consultation paper and officers were seeking the views of the Oversight Committee on the following:
 - Did the vision, and in particular references to “growth” adequately and full reflect the shared ambitions for the region? Is the proposed vision realistic and ambitious enough?
 - The themes of Flourishing, Adaptable and Smart had been used to frame thinking as the regional approach was developed. Did these themes continue to provide a useful framework or should these now be taken out of the document? What, is anything else, should replace these?
 - Were there any important aspects of the of the region’s economic profile that were not sufficiently captured?
 - Were there any important aspects of the region’s future challenges and opportunities that were not sufficiently reflected?

- Did the future scenarios outlined in the document provide a useful basis to plan for the future? Were there any key risks or opportunities that weren't reflected?
- What were your views on the regional pipelines opportunities outlined?
- Members were advised that a final draft of the Regional Growth Framework Consultation document would be provided at the Oversight Committee workshop session on 21 May 2021, before being presented to the Edinburgh and South East Scotland City Region Joint Committee on 4 June 2021.
- Following consideration of consultation responses, the final Regional Growth Framework would require approval by the Edinburgh and South East Scotland City Region Joint Committee and the constituent Councils.
- The following points were made in response to the questions put to the Oversight Committee detailed above:
 - Emphasis was placed on the need for the Framework to have a more local distinction and flavour. The socio-economic geography and history of the region had not yet been captured. The Framework needed to read like the area being described could not be mistaken for anywhere else and be produced by people that really understood the area.
 - Examples of economic potential should be peppered throughout the document.
 - The world had changed in the last year due to Covid-19 and the state of the region section of the Framework needed to reflect that.
 - In terms of the three themes, concerns were expressed about the use of the word 'Smart' because there were too many potential meanings. It was suggested that the word 'Resilient' was used instead.
 - Priority actions were the most important and identifying where the major regional development opportunities were.
 - It was questioned if entrepreneurship was mentioned enough in the document. The Skyscanner business example could be expanded.
 - Emphasis should be placed on the cultural and historical assets region and linking to assets out with the region would be beneficial. The textile industry and mining were given as examples.
 - It was suggested that the word 'hinterland' be removed from the document and that the word/theme 'Adaptable' could be replaced with 'Responsive'.

- The world of work would change markedly and for some, they may be working partly from home and partly from the office. The requirement for travel would be different and there may not be the same numbers of people travelling into Edinburgh for work that there was pre-Covid, and not the same am and pm transport peaks. It was important that the economic profile of the Framework captured these changes.
- To enable people to work from home offices were being built in gardens where planning permission was required. It was important to that there was a standardised approach to planning permission for home extensions to support home working.
- Investment was needed across the region on road networks to make them modern and up-to-date and to ensure that economic development wasn't inhibited.
- Breathing life into town centres was important in terms of developing infrastructure for visitors/tourists - there was a need to build up resilience of the places people wanted to visit.
- Aligning the skills landscape to future needs of the workforce was important. Collaboration between schools and universities and between colleges and universities would enable skills development.
- It was agreed that SE/RS would send a draft on the skills landscape to PL for consideration/incorporation into the document.

Decision

- 1) To note the progress to date of the Regional Growth Framework and the proposed next steps and to thank everyone for their input.
- 2) To agree that SE/RS would send a draft on the skills landscape to PL for consideration/incorporation into the document

(Reference – report by the Executive Director of Place, City of Edinburgh Council and Senior Responsible Officer for the Regional Growth Framework, submitted.)

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

10am, Friday 21 May 2021

Response to Scottish Government feedback on Indicative Regional Spatial Strategies

Item number

Executive Summary

The preparation of indicative Regional Spatial Strategies (iRSS) is part of the ongoing work of preparing the National Planning Framework 4 (NPF4). A draft of NPF4 is due to be published by the Scottish Government in September 2021.

Regional Spatial Strategies provide a spatial representation of the key strategic land use issues to be addressed across the region and will advise the content of NPF4. The Strategy for SE Scotland was developed by the six South East Scotland Local Authorities, agreed by the Joint Committee in October and submitted to the Scottish Government.

The Government has provided feedback on iRSS documents submitted and are seeking any further comments from the various regional partnerships and/or amendments to the iRSS.

Due to the competency of the original iRSS and the timescales involved for feedback it is recommended to make no changes to the iRSS at present but to engagement with stakeholders across the region with a view of progressing some of the themes raised in the Scottish Government feedback into future iterations of regional strategy.

Craig McCorrison

Head of Planning, Economic Development & Regeneration, West Lothian Council

Craig.mccorrison@westlothian.gov.uk | 01506 282443

Response to Scottish Government feedback on Indicative Regional Spatial Strategies

1. Recommendations

- 1.1 It is recommended that the Elected Member Oversight Committee:
- a) Notes the content of the report and agrees that no further amendment to the indicative Regional Spatial Strategy be made at this stage; and
 - b) Directs the Chair of the SESplan Board to inform the Scottish Government of its position.

2. Background

- 2.1 Members will recall that in September 2020, the Joint Committee agreed to submit the interim Regional Spatial Strategy for South East Scotland to Scottish Government as part of its ongoing work preparing the National Planning Framework 4. National Planning Framework 4 will become part of the development plan and be a determining part of the planning process. It will also incorporate Scottish Planning Policy. A draft of NPF4 is due to be published by the Scottish Government in September 2021.
- 2.2 Regional Spatial Strategies provide a spatial representation of the key strategic land use issues to be addressed across the region and to input to the preparation of the National Planning Framework 4. The iRSS had been developed by the six SE Scotland Local Authorities with the process including engagement with Key Agencies. The work was progressed through the SESplan officer structures.
- 2.3 The Government has provided feedback on iRSS documents submitted and are seeking any further comments from the various regional partnerships and/or amendments to the iRSS before the end of April. The Scottish Government have been notified of the recommendation of this report and will be contacted again with the decision of the Committee.

3. Main report

- 3.1 At the Heads of Planning Development Sub-Committee meeting in March 2021 the Government reiterated that the feedback report was intended more to encourage reflection on the process so far and how the final RSS may look rather than a

specific call for changes at this stage. The Government also signalled its intention to undertake wider engagement on NPF4 post the Scottish Parliamentary elections in May, including the ongoing consultation on Housing Figures (published 23 February 2021).

- 3.2 The feedback is not specific to any one RSS partnership area but grouped together into a set of observations and questions related to common themes identified from the initial regional submissions. These are: Movement Infrastructure; Utilities, Energy & Decarbonisation; Settlements; Environment, Landscape & Land Use; Economy & Employment; Tourism & World Heritage; Regeneration; and the Combined Map (of projects and proposals).
- 3.3 Overall there was a small number of questions raised on the format and content of the iRSSs (not all relevant to the SESplan area or with a spatial dimension). This highlights that the iRSS in its current form sets the right tone. The themes and the proposed SESplan response are set out below. Additional Detail on the Scottish Government questions and the recommended response is provided as Appendix A.

Movement Infrastructure: Transport and travel infrastructure is critical to the future growth and development of the South East Scotland as well as other regions across Scotland. The reasons for rejecting SDP2 are a reminder of this. For the most part the iRSS addresses the questions raised, particularly in terms of the multi-modal approach to public transport and the focus on Active Travel. However the question about a regional electric vehicle charging strategy is an issue that should be addressed by SESTRAN through the review of the Regional Transport Strategy (RTS). Likewise, the next Climate Change Plan is likely to require additional commitments to be identified through the RSS and future iterations across all policy areas.

SESplan consulted with Transport Scotland and SESTRAN during preparation of the iRSS and will continue to engage with them after the April deadline to ensure the South East Scotland RSS aligns with the emerging priorities and outcomes of NTS2/STPR2, the emerging RTS and NPF4.

Utilities, Energy and Decarbonisation: This section only raised a small number of questions, principally focused around climate change (energy supply, renewable energy projects and water infrastructure). The iRSS includes reference to the Edinburgh and Lothian's Drainage Partnership in terms of sustainable urban drainage and climate adaptation. As all SE Scotland Local Authorities have declared a climate emergency it may be that corporate plans and strategies are the key drivers for change rather than the development plan per se.

The issues around energy will be largely influenced by Government policy and intervention, particularly in terms of climate change and requirements to prepare Local Heat and Energy Efficiency Strategies (LHEES). The SE Local Authorities will continue to monitor and engage with ongoing Government consultation events associated with implementing the remaining sections of the Planning (Scotland) Act 2019 (PSA19) and update the RSS if and where appropriate.

Settlement: This section focuses on planned growth, the infrastructure first principle, regeneration opportunities and settlements under threat as a consequence of climate change. The final RSS will reflect the emerging requirements of NPF4 and align with the Regional Prosperity Framework to identify the opportunities and challenges of a long term development strategy for South East Scotland. This work will be co-ordinated through the ESESCRD partnership and the proposed Elected Member Oversight Committee (EMOC). The Regional Prosperity Framework diagram included in the iRSS covers most of the questions raised in this section therefore no further response is recommended at this stage.

Environment, Landscape & Land Use: This theme raised relatively few questions or new issues that aren't already referenced in the iRSS and/or incorporated in existing LDPs and strategies such as the National Forestry Strategy, SESplan Strategic Green Network, Edinburgh and Lothians Drainage Partnership. No further response is recommended.

Economy & Employment: One of the key observations made here was the opportunity to align with the Infrastructure Investment Plan and Economic Development/City Growth Deals. The iRSS includes reference to the Edinburgh and South East Scotland City Region Deal (ESESCRD) and makes the connection between spatial planning and inclusive economic growth (the iRSS and the Regional Prosperity Framework). The ESESCRD will represent a major investment in the Regions infrastructure including some key transport projects which will address some of the questions highlighted in the Movement Infrastructure theme, particularly Active Travel and multi-modal solutions. SESplan will continue to work with the ESESCRD partnership to agree and deliver the long term ambitious growth strategy for the South East of Scotland. No further response is recommended.

Tourism & World Heritage: The iRSS acknowledges the impact of the Covid-19 pandemic and Brexit on the tourist sector and identifies it as a potential contributor to the longer term regional economic recovery objectives of the iRSS. There are potential synergies here with some of the projects identified in the Movement Infrastructure theme where mobility hubs could make stronger physical connections across the region to support sustainable and low/zero carbon visitor trips. It is also likely that this theme will require further consideration and potential revision of the iRSS prior to the requirements for RSSs coming into force in 2022. SESplan will continue to work with the ESESCRD partnership to ensure alignment of the iRSS with the Regional Prosperity Framework.

Regeneration: Again this theme generated very few questions. The iRSS addresses this issue and includes reference to regeneration opportunities of land and buildings and town centres in particular. It acknowledges and reinforces the role regeneration can play as part of the economic recovery objectives of the iRSS. No further response is recommended.

The Combined Map: This theme raised a number of questions about mapping the spatial elements of the RSS submissions including projects, issues, connections etc. and how climate change priorities and potential connections/gateways to and from Scotland could be presented. It also highlighted the option to "scale up"

strategic thinking – i.e. the Central Belt, eastern seaboard, A9 spine, island arc etc. The iRSS mapping content has been prepared with the intention of providing as much clarity and perspective on the various spatial elements in the South East Scotland region as possible. The questions raised in this theme are largely for the Government to take a view on. No further response is recommended.

- 3.4 The iRSS addresses many of the questions raised in the Scottish Government feedback document and therefore remains valid and relevant in terms of the initial ask from Government and the requirements of the PSA19. Those points that merit further discussion should be taken forward through future engagement with key stakeholders with a view to addressing them in the first formal RSS. Also, there is insufficient time, and a lack of RSS national guidance, to properly consider and agree these changes to the iRSS before the Scottish Government deadline. Section two of this report sets out how SESplan intends to take forward those issues it considers relevant to the South East of Scotland and future Local Development Plans across the region.
- 3.5 In addition it is not clear what merit there would be in making changes at this stage without further understanding of the content of NPF4 and the requirements of other important documents such as the revised National Transport Strategy (and the Strategic Transport Projects Review 2) and the emerging SESTRAN Regional Transport Strategy.
- 3.6 As it progresses the preparation of NPF4, the Scottish Government intends to undertake additional consultation in May after the Scottish Parliamentary Elections, which will provide an additional opportunity to assess any need to amend the iRSS. Accordingly, no changes to the iRSS for South East Scotland are recommended at this stage.

4. Financial impact

- 4.1 Due to the indicative nature of the iRSS there are no direct financial impacts from this report.

5. Alignment with Sustainable, Inclusive Growth Ambitions

- 5.1 The iRSS fully promotes the sustainable inclusive growth of the region. Its overarching themes include tackling inequality, economic renewal, addressing climate change and improving connectivity.
- 5.2 The spatial land use strategy identified in the iRSS will aim towards delivering these key regional ambitions.

6. Background reading/external references

- 6.1 None.

7. Appendices

- 7.1 Appendix A – Response to Scottish Government iRSS related questions.
- 7.2 Appendix B – Interim Regional Spatial Strategy

Appendix A

RESPONSE TO SCOTTISH GOVERNMENT iRSS RELATED QUESTIONS

Movement Infrastructure

SG Question	SPATIAL ISSUE	NON SPATIAL ISSUE	CITY DEAL/SESPLAN RESPONSE	ACTION	CHANGE RSS
Does the spatial strategy (land use and transport infrastructure proposals) support NTS2 priorities and outcomes, particularly in relation to Climate Change?	✓		<p>Yes, dialogue has taken place with Transport Scotland during iRSS preparation.</p> <p>NTS 2 identifies four specific priorities : 1- reduce inequality, address climate change, help deliver inclusive economic growth; and 2 - improve health and wellbeing, all of which the iRSS is consistent with. The actions to take forward the new National Transport Strategy are outlined in the Delivery Plan, published in December 2020.</p>	Continue dialogue with Transport Scotland.	No
Do proposals avoid 'locking in' higher carbon travel and transport?		✓	Existing LDPs promote sustainable transport policies and proposals. All partner Councils have declared climate emergencies therefore emissions reduction will feature at the centre of emerging LDP strategies and policy frameworks. Changing legislation and Government policy and initiatives will be a heavy influencing factor in this respect but will also support local initiatives through LDPs and other Council led strategies. The iRSS themes of an "Adaptable Region" and "Accessible Region" seeks to address this question.	None	No
Page 16			There is widespread sensitivity and appreciation of the relationship between vehicle carbon emissions and climate change and the iRSS explicitly acknowledges the need to shift from car based travel to public transport and active travel.	The iRSS has already sought a commitment from Scottish Government to coordinate a low carbon transportation strategy across the Edinburgh City Region and it is identified the necessity for investment in decarbonised public transport systems to help promote non car based travel behaviours	No
What are strategic implications for public transport (if any)?	✓		<p>Draft NTS and STPR2 are setting the scene for future interventions and changes to transport network. TS taking a multi-modal approach. In addition SG emergency measures to focus on Active Travel measures have identified potential permanent changes and improvements to transport network/re-prioritising road space in favour of Active Travel proposals. (The emerging SESTRAN Regional Transport Strategy as the key link between NPF4 and next LDPs.)</p> <p>Sustainable strategic public transport and active travel corridors are consistently promoted throughout the iRSS with a particular emphasis on cross boundary connectivity.</p>	Continued SESplan engagement with NTS/STPR2 and emerging SESTRAN strategy.	No
Have NTS2 travel and investment hierarchies been considered, and how?	✓		<p>Yes, dialogue with Transport Scotland during preparation. Aware of NTS and STPR2 ongoing review.</p> <p>Discussion with Transport Scotland can consider cross-boundary travel including opportunities and pressures that that brings for respective areas and the region. It must also better reflect NTS's Investment Hierarchy Approach.</p>	Maintain contact with Transport Scotland and take account of RTS work.	No

How will plans assist in reducing car kilometres by 20% by 2030?		✓	This will be addressed through separate Transport, Active Travel and/or Climate Change strategies rather than the RSS.	None	No
Have transport infrastructure projects emerged from a transport appraisal?	✓		All transport projects arise from LDPs which will have been subject to transport appraisal.	None	
Have cross LA boundary travel needs been considered?	✓		Yes, work undertaken for the SESplan Cross Boundary Transport Study has been taken into account. This is the most up to date cross boundary study available for SE Scotland. Further work on this and cross-boundary obligations will follow through the SEStran RTS.	None	No
Is there scope to look across boundaries to provide more strategic connectivity?	✓		Yes. This is being addressed by STPR2 in terms of creating "Transport Hubs" as well as through specific projects such as the grade separation of Sheriffhall roundabout and work for the Borderlands CRD initiative in respect of feasibility of extending Borders Rail to Carlisle, and rail enhancement projects including Levenmouth, Alloa-Longannet electrification and the potential hydrogen	Fife schemes to be added (missed from iRSS and noted for the Tayside iRSS): <u>Wormit rail station</u> - Supported by FC LTS & SEStran RTS. Part of the overall public transport strategic	No
How do projects align with the infrastructure first approach?		✓	The iRSS acknowledges the need for advance provision of transport/travel infrastructure to give the best opportunities for sustainable travel habits to develop. The iRSS identifies examples of possible transport interventions which would improve connectivity across South East Scotland and beyond to the rest of Central Scotland and north of England.	None	No
Having viewed the collective input, is there anything groups would wish to add/remove?		✓	The iRSS references COVID-19 and the pandemic has sharply brought into focus the consequences for travel as a result of people being compelled to work from home coupled with the speed that the move to online shopping has created and the implication that this will have on town centres. This may not be entirely sustained going forward but the 'new normal' requires to be factored in to emerging transportation policies and proposals.	See response to <i>Is there scope to look across boundaries to provide more strategic connectivity?</i> question.	No
Are groupings considering implementing a regional electric vehicle charging strategy?	✓		SEStran are developing an Electric Vehicle Strategy, currently still at draft.	Consider if iRSS could align with the RTS and/or give direction for LDPs and LTSs	No
Is there a need for consistency in how strategic assets are considered and/or represented? i.e. ports, airports, etc	✓		The emerging focus on Scottish Greenports should be considered given the strategic role of the River Forth as a freight and passenger corridor. This recognises the roles of sites related to Grangemouth such as Rosyth and Longannet.	Monitor and refer to the Scottish Greenport bidding and selection process.	No
Has the scope for virtual/digital connectivity been fully considered to reduce the need for 'unsustainable' physical connectivity?	✓		ESES authorities are looking for NPF4 to provide more guidance and direction on this. Within 12 months the Covid-19 pandemic has radically altered the way we work and has by default largely met this issue of unsustainable physical connectivity. New working practices are likely to stay with us for many professions and work tasks. The SG/BT superfast broadband programme is more important than ever to support this transformation. Digital infrastructure to facilitate knowledge transfer corridors could be highlighted further linking academia, business R&D and areas of 'cluster' digital activity.	Monitor to reflect ESES City Region Deal content.	No
Is the strategic importance of localised 'connectivity' represented? –i.e. walking /	✓		The concept of 20-minute neighbourhoods has gained momentum following the preparation of the iRSS. LDPs will address this matter in more detail and	Review in the post-NPF4 RSS.	No

Should inter/regional thinking seek to join up long distance walking / cycling opportunities whilst identifying associated infrastructure requirements?	✓	<p>Yes. Sheriffhall grade separation is an example, removing a physical barrier and connecting cross boundary routes between Midlothian and Edinburgh for short/commuter routes and longer distance/leisure routes.</p> <p>The iRSS can make more of the long-distance path networks existing including Coastal Paths and the role that Fife's network has (westerly) in serving and connecting central Scotland.</p>	Review in the post-NPF4 RSS.	No
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Utilities, Energy and Decarbonisation

Is this a complete picture of priorities? We are aware that energy and the transition to low carbon are priorities for the North East for example, but this is not currently represented graphically.	✓	<p>National Climate Change Strategy and IIP should take the lead and NPF4 provide direction for LDPs.</p> <p>The iRSS intimates that national and regional strategy must support investments to deliver net zero emissions through local, regional and cross boundary heat and power networks, carbon capture and storage, energy generation and storage, and hydrogen. The IIP has now been finalised and accepts the majority of recommendations made by the Infrastructure Commission for Scotland on the strategic investment priorities required to achieve an inclusive, net zero emissions economy in Scotland. The Climate Change Plan updated (December 2020) sets out Scottish Government's plans to meet new carbon reduction targets by 2045.</p>	None	No
Are there other energy related projects which should be highlighted? (e.g. solar?)	✓	<p>The Greenspace Scotland project - Green Heat in Green Spaces. East, Mid and West Lothian Councils and City of Edinburgh are participating as core partners and will receive feasibility reports of the potential to develop low carbon heat supply projects (ground source heat/water pumps and District Heating Networks) from greenspaces in their area. Fife is an advisory partner to the project and will be invited to the various workshops and presentations and will have access to the published reports.</p>	Monitor for final RSS	No
Are there strategic issues around water that should be included?	✓	This will be reviewed in the post-NPF4 RSS, particularly role in climate change adaptation.	None	No
Can we build a more complete picture of opportunities around hydrogen infrastructure?	✓	<p>These projects are limited in extent. Fife H100 demonstration project - Methil. This is something the SG should be identifying and incorporating into NPF4. Scottish Government should consider if the development of a Hydrogen network becomes a national project if demo projects prove feasible and how the development of these initiatives would assist further roll out and scoping of the application of hydrogen - rail/bus.</p>	None	No
Are groupings considering implementing a regional electric vehicle charging strategy?	✓	<p>SEStran are developing an Electric Vehicle Strategy, currently still at draft.</p> <p>The reference in the iRSS to electric vehicle charging infrastructure is very minimal and there may be some justification for expanding on this given the Scottish Government's substantive pledge that the sale of new petrol and diesel cars and vans will be phased out by 2032.</p>	Review in the post-NPF4 RSS.	No

Is there potential for projects to join up across different RSSs?	✓		Marine Regional Planning Partnership areas may offer a means to link these RSSs.	Review in the post-NPF4 RSS.	No
Do projects / proposals align with the IIP?		✓	The IIP introduces an infrastructure investment hierarchy which has been founded on the recommendations of the Infrastructure Commission. The hierarchy prioritises enhancing and maintaining existing assets over new build in order to protect the environment and ensure value for money and would drive future investment choices. The IIP is closely aligned with the forthcoming National Planning Framework 4 (NPF 4) which is due to be published in draft later in 2021 in order to support its delivery. NPF 4 will shape the geographic distribution of development and infrastructure.	None	No

Settlements

To what extent are past trends / existing pressures being identified?		✓	The iRSS is developed from the existing development plans which identify trends and pressures. More recent trends will be review in the post-NPF4 RSS and subsequent LDPs..	None	No
Is development proactively guided to locations that demonstrably meet climate change targets and inclusive growth	✓		The development plan spatial strategy does this. Further work for the post-NPF RSS will develop this approach.	None	No
Could groups consider strategic	✓		Review in the post-NPF4 RSS and address through LDPs.	None	No
Is there scope to identify areas for rural repopulation that are strategically	✓		None.	None	No
Is 'regeneration' (renewal / re-invigoration) of settlements a 'strategic' consideration for all?	✓		The impact of Covid-19 could accelerate this aspect, particularly in town centres where there may be an increasing amount of vacant office and retail space which could be regenerated into housing/other uses. A consequence of the Covid pandemic (and possibly Brexit) is a reduced demand for business premises and industrial land and the re-purposing of a proportion of it for other uses (housing?) in LDPs.	Review in the post-NPF4 RSS.	No
Are any settlements under threat / re-imagining? E.g. coastal climate action?	✓		The climate change agenda includes mitigation/adaptation. National and local Climate Change strategies will, where appropriate, address coastal threats and mitigation/retreat, as appropriate.	Review for the post-NPF4 RSS	No

Environment, Landscape and Land

To what extent are we showing protection / recognising existing assets rather than identifying future priorities?	✓		The IIP promotes enhancing and maintaining existing assets over new build and the iRSS does identify the need to mitigate the delivery of committed development and associated infrastructure and make better use, through renewal, of existing road and rail infrastructure.	None	No
Are there strategic spatial priorities that might emerge with some further co-ordination?	✓		Carbon capture through national forestry strategy - reflected in LDPs as appropriate. The Scottish Government Land Use Strategy (2016-2021) set out commitments to ecosystem-led approaches and the establishment of regional land use partnerships.	None	No

Need to think cross-boundary to capture catchment scale priorities?	✓		The Inner Forth Landscape Partnership (RSPB) does this and is a local authority and agency forum which could be further supported. This highlights catchment area-wide biodiversity opportunities and nature conservation projects including those with regional scale potential.	Link with the scoping work HES, NatureScot and SEPA are considering with Falkirk Council on cross-boundary (Forth estuary) partnerships.	No
<input type="checkbox"/> Scope to work with the key agencies to build a fuller picture of this?		✓	Yes. This will happen in engaging with stakeholders in preparing the post-NPF4 RSS.	None	No
Are there aspects –i.e. peatland / carbon sequestration; green networks –that are strategic considerations?	✓		The commitment set out within the Scottish Government Climate Change Plan update (2020), to resource Forestry and Land Scotland towards acquisition and remediation activities will assist the creation of green corridors. This, in conjunction with continued Vacant and Derelict Land funding, provides an opportunity for policy principles and nationally significant projects across the ESES region to be referenced.	Review in the post-NPF4 RSS.	No
Is coastal management a strategic consideration for all? Or is there a need to identify / focus on specific 'at risk' areas?	✓		The RSS refers to consideration of a regional coastal strategy.	None	No
Should flood mitigation, currently noted as projects, be considered as a wider strategic land management / catchment issue?	✓		Yes. ESES can point to the Edinburgh and SES Drainage Partnership. Coastal management could be highlighted further including Fife Local Flood Risk Management Planning Programme.	None	No
Is there potential for woodland / forestry carbon sequestration to be identified at scale?	✓		Yes. Central Scotland Green Network may be an opportunity to reinforce its potential and role in achieving this outcome. The commitment set out within the Scottish Government Climate Change Plan update (2020), to resource Forestry and Land Scotland towards acquisition and remediation activities will assist.	None	No

Economy and Employment

Does iRSS support a wellbeing economy? ...and/or how is this represented?		✓	Yes, tackling inequality and economic renewal.	None	No
Are the 6 economic strategy sectors covered –culture/creative, food and drink, financial and business, life sciences, tourism, energy?		✓	Yes, as captured in the "Focus on Centres" section. Further recognition can be given to the spatial and sectoral needs of advanced manufacturing or innovation, reflecting a specific commitment in the Scottish Government Manufacturing Recovery Plan published in December 2020.	None	No
Represented mostly as projects –what about spatial intent/strategy?		✓	Covered in Economic Renewal-investment along key transport corridors, identifies business clusters and links between them. The regional Inclusive Growth Diagnostic Tool held and developed by Scottish Centre for Regional Inclusive Growth (SCRIG) may provide an opportunity to define further how place-based Investment priorities and the Infrastructure Needs Impact Assessment cited in the Infrastructure Investment Plan (2021) can align with existing approaches including spatial datasets.	None	No

Are the iRSSs covering strategic investment corridors and focusing on a spatial strategy? E.g. South of Scotland focusing investment along the A75/ hubs in the Borders, etc.	✓		Yes. The RSS develops the SESplan SDP spatial strategy and provides commentary on strategic corridors within the ESES region. Further recognition of the M90 regional growth/investment zones identified by Fife Council and partners may follow in the post-NPF4 RSS. These include nationally significant opportunities at Junction 4 M90 which may offer the potential to accommodate diversified economic activity including a potential freight hub in conjunction with an enhanced and electrified Fife Circle rail line	Review in the post-NPF4 RSS..	No
Is there a fit with the Capital Investment Plan / nationally significant investment sites?	✓		For Scottish Government to determine.	None	No
Is there a need for more fuller coverage of City and Growth Deal projects?		✓	Scottish Government should advise on its Green New Deal referenced in current Programme for Government (and including a £100m Green Jobs Fund) and the potential relationship with established CRD partnerships as a means to deliver this. Also could make reference to the use of the City Deal model to drive longer term ambition for the region. The ESES Strategic Growth Framework covers this and it is important that the RSS strategy.	Monitor government announcements and reflect in the post-NPF4 RSS.	No
To what extent are projects considered to be regionally significant rather than nationally significant?	✓		This is for Scottish Government to determine.	None	No
Need for consistency? Some referenced as City Deal; others as nominated projects?		✓	References are made in the overall strategy to City Deal projects. We will be clear by the post-NPF4 RSS which are ideas and which are projects that are awaiting funding and which are going ahead.	None	No
Implications for rural / remote economies?	✓		The "Focus on" sections in the iRSS cover this. Emphasis on physical connections and sustainable travel to support recovery and development.	None	No
Are there implications for public estate programmes? (i.e. rationalisation)		✓	ESES councils will be reviewing their estate as a result of Covid, new working practices, and as opportunities for regeneration.	None	No

Tourism and World Heritage

What is missing from this? Opportunities and pressures?		✓	Tourism plays a crucial role in enhancing the rural economy providing the major source of income and employment. References in the iRSS to tourism are however fairly fleeting and could perhaps be augmented and reinforced to convey some idea of the economic importance of the sector on this part of South East Scotland which has Edinburgh at its centre. This may be all the more pertinent in light of the Covid pandemic and the massive hit the tourism sector is thought to have experienced. There are opportunities to encourage the tourism offer and to begin to promote a stronger theme around more sustainable and lower impact tourism. Consider NPF making connections between tourism./visitor hubs - e.g. Edinburgh and Lothians - Fife via Forth Bridges World Heritage Site - Dundee (V&A, waterfront). The tourism and sectoral role of the Fife coastline and river corridors could be strengthened including Forth Bridges World Heritage Site and the role of the estuaries (Tay and Forth) in offering tourism infrastructure and sustainable growth.	Align with the RGF.	No
Is there scope to involve VisitScotland and others in developing a fuller strategy?		✓	This appears eminently sensible but may be better done through LDPs to reflect the nuances of the tourism offerings across the region. There will be a role for Visit Scotland in the delivery of the spatial and locational components across the SESplan region.	None	No
How does this reflect the National Tourism Strategy?	✓		Review in the post-NPF4 RSS.	None	No
Could a more complete tourism network with hubs support a low carbon strategic approach to future tourism infrastructure?	✓		Yes. This needs to be supported by infrastructure to support sustainable travel within and between regions.	None	No
Scope for further integration with tourism strategies, coastal / cultural programmes? e.g. festivals, 'year of...', changing perceptions and mindsets about innovative possibilities?	✓		The 'experience economy' represented by festivals and events could be extended and spatially supported by identifying the River Forth corridor, Tay Coast and Kirkcaldy/Portobello waterfront as a location for seaborne and coastal programmes or promotion. A light festival, regatta and/or series of nature conservation exhibitions could capitalise on existing community activity in addition to attracting visitor or digital interest.	Review in the post-NPF4 RSS.	No
□ 'Tourism' = includes long distance walking / cycling networks? ... what supporting infrastructure is required?	✓		There is potential to create inked-up cross-boundary off road cycle routes which create a cohesive network, including links to public transport hubs and stations, and links to existing long distance walking routes such as Fife Coastal Path	Review in the post-NPF4 RSS.	No

Regeneration

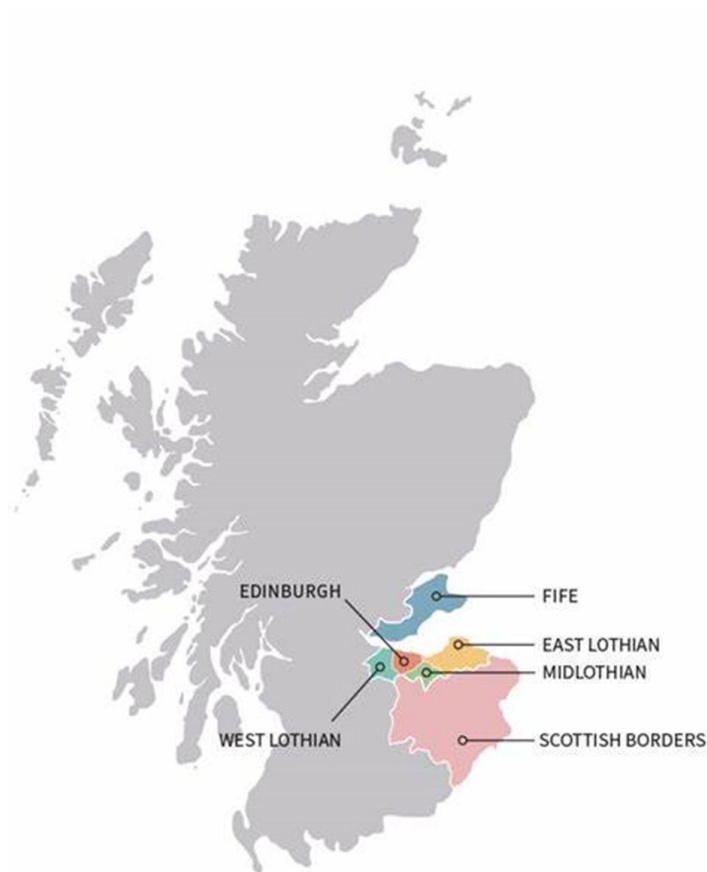
Coverage appears to be partial –should other geographic priorities be identified?	✓		This question is unclear. ESES iRSS has identified its priorities.	None	No
Is there a strategic overlap with prioritising the reuse of Vacant & Derelict Land? ... might this be illustrated?		✓	Yes, the Vacant & Derelict Land (V&DL) delivery plans across the ESES area aligns capital budgets and offer the opportunity to large scale, transformational change, in some locations. The spatial data held and mapped by V&DL audits etc has been used by the Scottish Land Commission (V&DL Task Force).	Review in the post-NPF4 RSS.	No
Can we provide a fuller picture of remote rural / repopulation issues in spatial	✓		This question is unclear. ESES iRSS cannot comment further.	None	No
Should this theme ('regeneration') amalgamate with Settlements? ...and / or Economy? (depending on land use		✓	Regeneration is relevant to both given the links to resilient communities and social economic recovery. Regeneration can be applied to wider rural areas and need not be settlement specific.	None	No

Is this a mapping of what exists? ...Or what is intended to happen as part of a	✓		The iRSS reflects existing commitments and proposals. The RGF sits alongside the RSS and each will align with the other.	None	No
Spatially, what will change / what will happen?	✓		The iRSS reflects existing commitments and proposals. LDPs will give a clearer indication of delivery timescales..	None	No

Combined Map

Spatial strategies are key to delivering our challenging climate change targets. Has this been adequately considered in	✓		The spatial strategy seeks to be ambitious. The post-NPF4 RSS will reflect the transformational change required in transport.	None	No
To what extent is this map describing / capturing existing assets and trends, or	✓		The mapping largely reflects existing assets and priorities. Review in the post-NPF4 RSS.	None	No
Can groups develop further representation of specific projects in the context of a	✓		None	None	No
Are there opportunities to 'scale up' strategic thinking? –i.e. across central belt; eastern seaboard; A9spine; island arc; etc...	✓		Yes, common economic and spatial (regeneration issues) arise across ESES and the central belt including Fife and Lothian from 'former coalfields communities'. Appraisal of this with the common issues of SIMD, access to services, open space, health would support multi RSS approaches to focus strategy and socio-economic intervention.	Review in the post-NPF4 RSS.and align with SGF.	No
Could we jointly consider connections and gateways to and from Scotland more fully?	✓		Emphasis the role of international trade networks recognising the regional port assets (passenger and freight) in addition to the marine, rail and airport access across ESES. Cross-border opportunities and proposals are referenced in the iRSS.	None	No
Are proposals resilient to future change, particularly climate change, demographic change and technological change? How are strategies responding to pandemic recovery?		✓	The issue of climate change and the challenges it presents are comprehensively identified and responded to in the iRSS. The Covid-19 pandemic has similarly been recognised but it is too early to be conclusive about what the lasting consequences will be.	None	No
Is a 'coastal' theme specific to some areas or more widely consistent for all (e.g. coastal erosion; long distance paths /	✓		A coastal theme will not be relevant to all areas in ESES region and is noted in responses to other questions.	None	No

Regional Spatial Strategy for Edinburgh and South East Scotland City Region



Foreword

I am delighted, along with my fellow Council Leaders and Planning Leads in City of Edinburgh, East Lothian, Fife, Midlothian, Scottish Borders and West Lothian councils to agree this interim Regional Spatial Strategy for the South East of Scotland. The South East of Scotland has for many years been the powerhouse of the Scottish economy. The six authorities in the southeast have worked individually and in partnership to ensure that growth occurs while ensuring the protection and enhancement of the regions important environmental and culture assets. The authorities have and will support the right developments in the right place, particularly where they increase opportunities for our businesses, people and communities.

The interim Regional Spatial Strategy sets a framework for this support to continue. The regional authorities are committed to meeting significant levels of housing growth already planned for and providing for sustainable economic development but we cannot do this alone. This was most apparent when Ministers rejected the second Strategic Development Plan (SDP2) that covered much of the area now covered by the Regional Spatial Strategy.

SDP2 set a strategy to meet the most recent agreed assessment of housing growth in full. However, questions were raised about the capacity of the roads and transport infrastructure to cope with the level of growth proposed. Ultimately, the plan was rejected on the basis that the transportation impacts had not been fully assessed and mitigated, highlighting the need for an infrastructure led approach to delivering development.

The interim Regional Spatial Strategy commits to supporting the level of growth in SDP2 and the area of North East Fife which is now incorporated within the strategy area. However, if this growth is to be delivered significant investment in sustainable transport and other infrastructure, including schools, will be required. It is imperative that the forthcoming review of the National Planning Framework addresses the link between development and infrastructure once and for all and puts a funding regime in place which supports an “infrastructure first” approach. Fellow Leaders, Planning Leads and I look forward to working with government to achieve this.

Of course, many things have happened since the six authorities agreed the spatial strategy set out in SDP2. The COVID-19 pandemic will undoubtedly change the way people work and the climate emergency requires everyone to think differently about what they do and how they do it. That will require a flexible approach to achieving resilience and sustainable growth. Brexit may also bring challenges for all sectors of the rural and urban economies of the region.

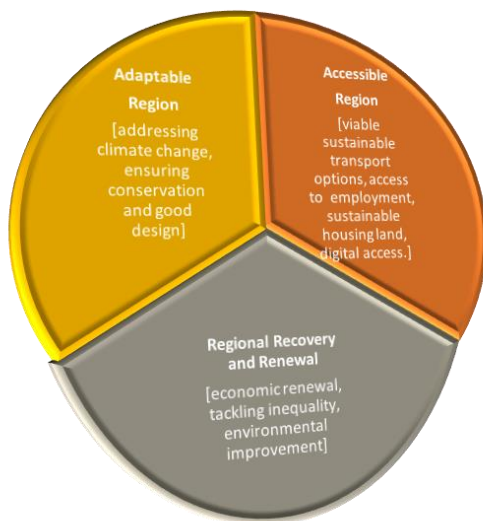
Fellow Leaders, Planning Leads and I believe that the strategy provides a flexible framework to address the challenges ahead and we remain, as a partnership, committed to working with government and agencies to ensure that the necessary investment to support the strategy is in place.



Councillor Russell Imrie

SESplan Convenor

Regional Challenges and Strategy



As the Capital region of Scotland, with connections to the rest of the country and beyond, the South East Scotland Local Authorities will work together for the benefit of the region and Scotland as a whole. As mentioned in the Scottish Government’s Advisory Group’s Report ‘Towards a Robust Wellbeing Economy for Scotland’ (June 2020), differences between regional geography and sectors need to be “recognised, respected and championed”. To this end, the Local Authorities have agreed on a series of shared overarching themes through which the economic and environmental prosperity of the region and benefits to health and well-being will be realised.

The report of the Advisory Group on Economic Recovery sets out the importance of a green recovery as a major change in renewal in the post Covid environment. All the South East Scotland Local Authorities will soon have declared climate emergencies and are looking to pursue climate change related action at a corporate level and through their Local Development Plans. The National Climate Change Strategy and policy in National Planning Framework 4 (NPF4) must provide the context for the Local Authorities to take decisive action and assist with this green recovery.

As Scotland’s capital region, it is vitally important that it functions effectively for the benefit of the whole country. The timely delivery of strategic infrastructure will provide the framework for the delivery of all development that is required to effectively meet the themes outlined above. The implementation of the Transport Transition Plan (TTP) recovery following the COVID 19 crisis, the Infrastructure Commission findings, particularly around on the early delivery of infrastructure, and the alignment of Strategic Transport Projects Review (STPR2) with the progression of NPF4 require to happen to allow carbon reduction and the sustainable delivery of new development.

These national actions will be made a reality through spatial interventions, council policies and through the policy and programmes of other regional stakeholders to achieve a robust, resilient and wellbeing economy. They will also be progressed through a Regional Growth Framework to be developed by the six South East Scotland Local Authorities and partners over the coming year.

Regional Overview

The Edinburgh City Region will continue to be a very attractive area for business and people to locate and this focus will accelerate due to the Covid crisis and the realisation of business that it can locate to smaller city regions without losing their global reach. The population of the region is expected to grow over the next 10 years by over 200,000 people. Including the nation's capital city, the region will continue to be the main driver of the Scottish economy so for the benefit of the country, it requires a significant level of investment and action to successfully perform this role and accommodate this growth. International, national and regional transport infrastructure needs continued investment to support sustainable growth and change.

The six South East Scotland Local Authorities and the wider stakeholders in the region have responded to this demand over the last few years by identifying locations for an unprecedented level of development that will be required to address the increasing population and employment base. To plan for this, effective land for just under 100,000 houses has already been identified across the region for the period to 2032. Tables 1 and 2 below highlight the effective land available when compared with the land supply targets set out in SESplan2 (see Table 3). Although these sites are effective their effective delivery as part of this overall strategy is dependent on the provision of large amounts of strategic infrastructure which requires interventions at a national level. Much of this housing development is still to be delivered and will provide a significant supply of future housing well into the lifetime of this Regional Spatial Strategy and consequently NPF4. A key element of this housing delivery are the seven strategic sites, including the proposed national development at Blindwells, that will deliver new communities in key locations across the region.

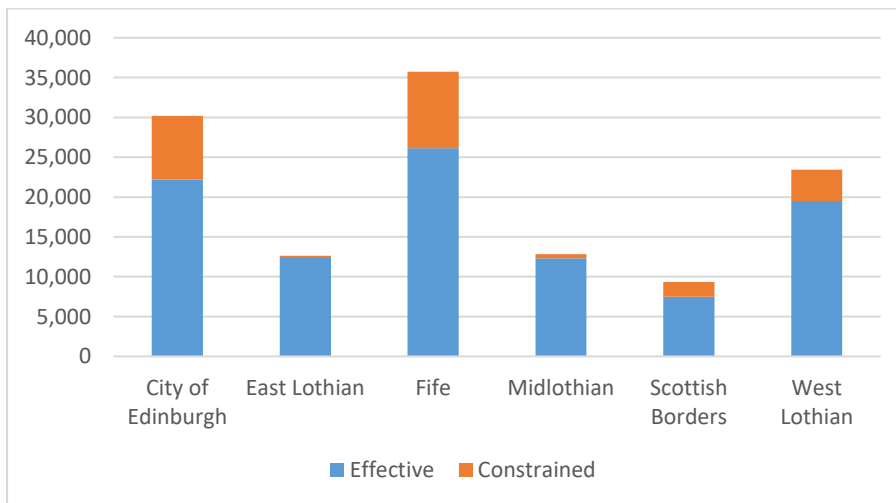


Table 1: Constrained and Effective Housing Supply (2018)

	Effective Land Supply	Average completions for last 5 years	No. of years effective supply
City of Edinburgh	22,194	2,185	10
East Lothian	12,456	486	26
Fife	26,119	1,429	18
Midlothian	12,323	619	20
Scottish Borders	7,500	281	27
West Lothian	19,505	690	28
Total	100,097	5,690	18

Table 2: Effective land supply based on comparison with SDP2 +TAYplan (NE Fife only) housing Supply targets

As Regional Spatial Strategies and Local Development Plans are reviewed they will need to consider the emerging impacts of Covid-19 and Brexit on business and other sectors including tourism, culture, higher education and on population growth through UK, European and world migration trends.

The challenge is always to deliver housing land in a sustainable manner that enhances existing communities and creates low carbon, accessible communities. This is made more important by the critical need to address climate change and community and economic resilience to threats such as Covid 19. Education, transport and green network infrastructure identified must be delivered as an integrated part of this overall development strategy. Without this, the challenges of the region would become acute and the aims set out in this strategy and at a national level cannot be achieved.

Delivering the planned levels of development is a challenge but one which the six South East Scotland Local Authorities are proactively addressing. The projects set out in this strategy have, on the whole, been progressed through being allocated and scrutinised through the development plan process. To assist with delivery, partnerships between the local authorities and wide variety of stakeholders are in place. An example of this is the Edinburgh and South East Scotland City Region Deal which will go some of the way to assist with the delivery of this infrastructure and strategy.

Also, further growth and development can only be accommodated sustainably in the region through appropriate sustainable transport interventions. Infrastructure will have to be programmed and properly funded if the strategy is to be delivered. That will require public and private investment but ultimately it will be for NPF4 to set a framework for deliverable infrastructure investment. This spatial strategy aims to mitigate the delivery of committed development and associated infrastructure and make better use through renewal of existing assets whilst identifying interventions to enhance both sustainability and potential to accommodate further growth with lower climate change impacts and more resilient communities.

Private sector contributions to delivery of some of this infrastructure is often subject to challenge and the extra pressure on local authorities through capital expenditure and revenue consequences is significant and unsustainable. These are significant challenges that the region has faced for a long time without funding mechanisms to address them and cannot be solved simply through developer contributions or local authority action. There are cross boundary issues of national importance which

require interventions and investment at a national level, particularly the shift from car based travel to public transport and active travel. Some of these requirements relate to existing development and needs (e.g. carbon neutral transport) rather than growth so cannot therefore be funded by new development. A holistic approach towards investment is therefore required in order to reach sustainability targets.

The six South East Scotland Local Authorities and stakeholders will actively pursue the delivery of the projects and themes in this regional spatial strategy, a task that will be made easier with their reflection in NPF4. Whilst there has been significant recent investment in the Queensferry Crossing and the rail network across central Scotland and from the city to the Borders, regionally there requires to be substantial investment by national agencies in the infrastructure required to give sustainable movement solutions for the level of nationally important growth and economic activity in the city region. There are also areas of policy that require national action as individually or collectively the member authorities do not currently have the policy backing to implement their aims. These investment and policy gaps must be addressed by NPF4 as well as regional action to allow the shared themes of the Regional Spatial Strategy and national agendas to be delivered.

To achieve this, NPF4 must achieve the following key requirements:

- A commitment from the Scottish Government to fully fund, or where appropriate part fund, strategic infrastructure. The region will, and can, support significant growth, but it cannot be to the burden of individual authorities, or authorities working in partnership, to deliver the infrastructure required to benefit the national economy of Scotland.
- A commitment from Scottish Government to establish an investment mechanism whereby local authorities working in partnership with the development industry and other key agencies can deliver upfront infrastructure so that sustainable development is delivered on an infrastructure first basis as recommended through the Infrastructure Commission report;
- A commitment from Scottish Government to coordinate a low carbon transportation strategy across the Edinburgh City Region, addressing the reasons why Ministers rejected SESplan2. The strategy shall include a commitment to deliver the planned Sheriffhall Roundabout upgrade, Edinburgh bypass orbital public transport solutions and coastal transport options;
- NPF4 needs to set clear housing targets at the levels set out below and included in SESplan SDP2*** Where targets cannot be met, through lack of market delivery, Councils must be supported in the first instance by Scottish Government, rather than being faced with the prospect of housing allocations being awarded on appeal on unsustainable sites contrary to the national planning principle of a plan lead system;
- NPF4 shall enshrine the principles of planning; which include the primacy of place-making and good design for the benefits of communities, economic growth, climate change mitigation, wellbeing, and biodiversity enhancement, enabling local development plans based around significant active travel and public transport solutions; and
- NPF4 shall commit the development industry to carbon neutral and biodiversity enhancement only development, requiring a position statement on carbon and biodiversity offsetting.

Local Authority	Recommended annual average housing supply target	housing supply target ** +	Recommended housing land requirement ** +
*City of Edinburgh	3,100	43,400	47,000
East Lothian	516	9,282	10,224
Fife	1,093	19,674	21,654
Midlothian	518	9,318	10,260
Scottish Borders	289	5,202	5,760
West Lothian	523	9,420	10,350
Total	6,039	96,296	105,248

Table 3: Recommended Housing land requirements and Housing supply targets for inclusion in NPF4

*City of Edinburgh Council Choices for City Plan 2030 and Housing Study, January 2020, subject to approval

**Figures for East Lothian, Scottish Borders, West Lothian, Fife and Midlothian are for the period 2012 – 2030

+ Figures for City of Edinburgh are for the period 2018 to 2032.

*** SESplan 2 plus the NE Fife element of TAYplan

Through NPF4 connections must be made across all relevant policy areas, and major influences on the planning system including; climate, inequality, ecology, housing, health, welfare, education, economy, technology, transport and energy. The current challenges brought about by Covid 19 may have lasting effects on the economy. While demand for new development will recover it is important that in the short-term standards in new development are not prejudiced by a desire to stimulate growth. The ambitions around climate change, health and well-being, connectivity and place making remain through the pandemic and when it recedes.

Regional challenges and strategy

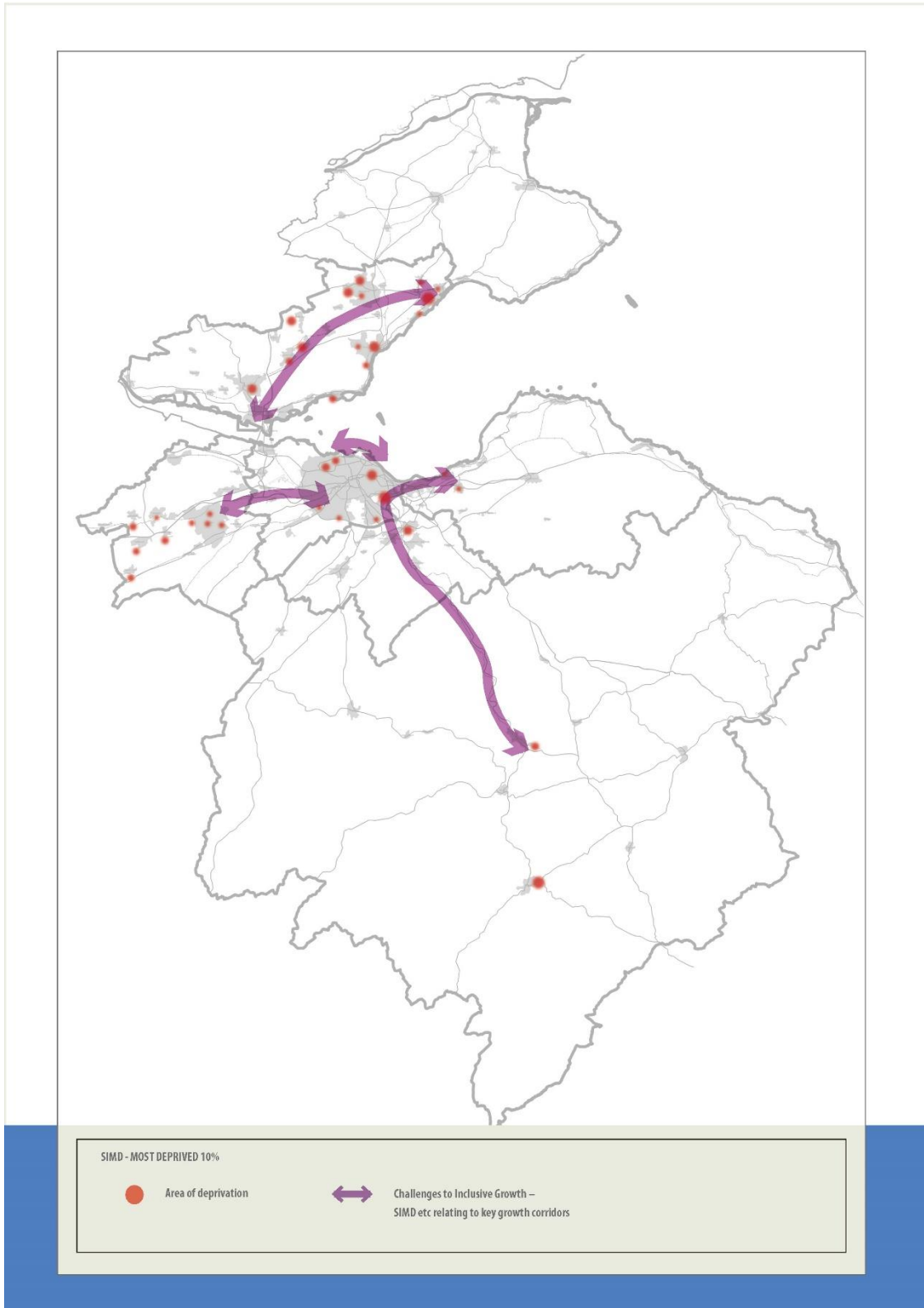
This strategy is expressed in two sections:

The challenges and solutions that affect the whole region or are of a cross boundary nature; and, those that are specific to a distinct part of the region.

The delivery of both sections is required to successfully achieve the environmental, economic and accessibility themes of the spatial strategy for South East Scotland.

Regional Recovery and Renewal [Tackling inequality, environmental improvement, economic renewal]

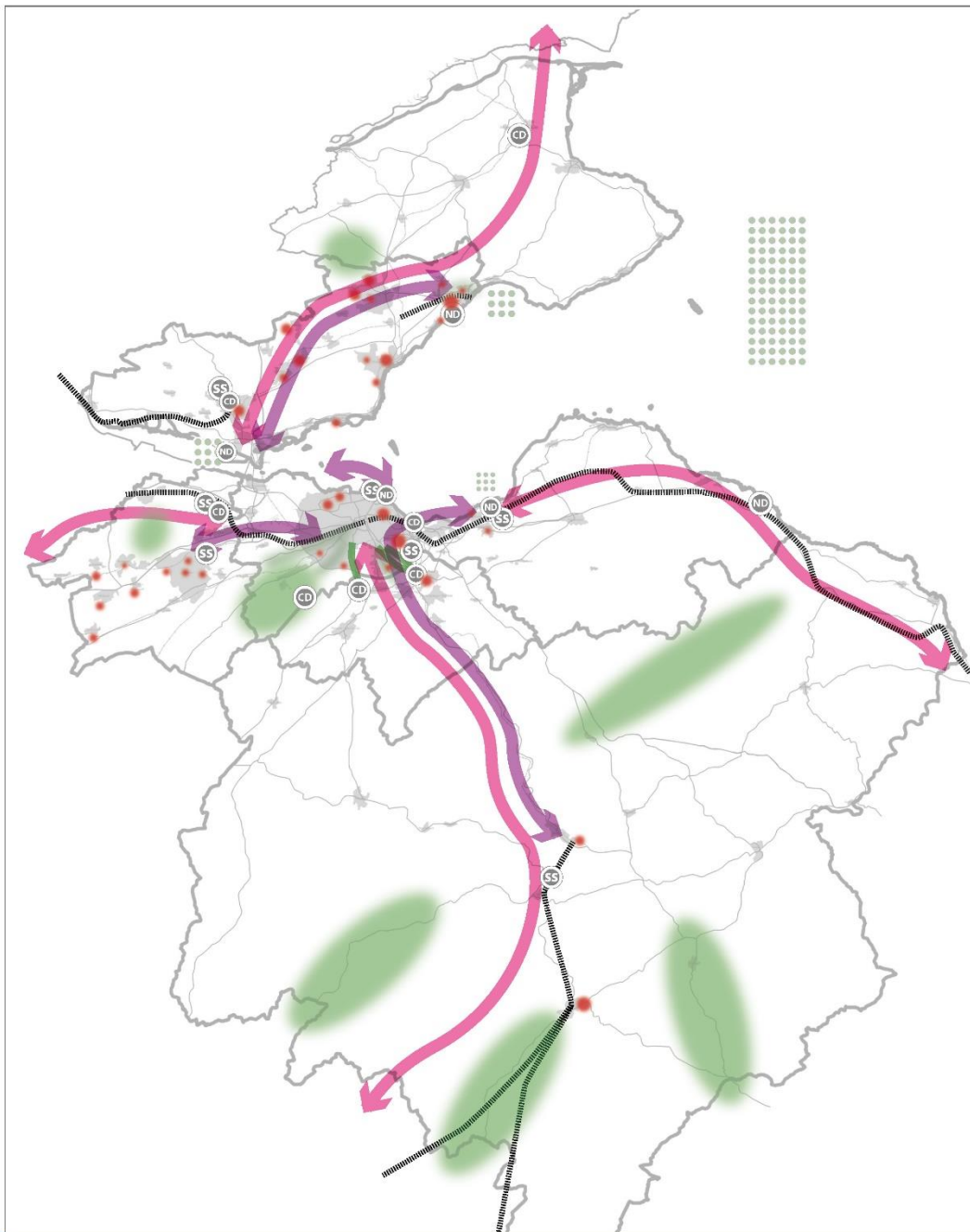
Tackling Inequality



Pockets of multiple deprivation persist in part of the region, and nearly a fifth of children live in poverty. Inequality is reflected, in concentrations of poorer households in relatively poorer neighbourhoods: these include disadvantaged groups such as ethnic minorities and the disabled, in neighbourhood contexts, which have negative effects on economic and social wellbeing. Areas that currently experience higher levels of deprivation including, southwest and northwest Edinburgh, east Edinburgh/west east Lothian, Mid Fife, Midlothian and the west of West Lothian and areas of the Scottish Borders will be the focus of investment to improve the quality of the urban environment including town centres. These areas should be made more accessible through greater affordable connectivity and access to employment and training.

The Covid crisis confirms the importance of digital connectivity and improved investment in this is essential for a just transition into a future economy. Many areas experience digital skills poverty, with almost one in five adults in Scotland not having the skills to make full use of digital technology at home or at work. This presents a significant challenge and opportunity for communities to benefit from digital infrastructure, including how services can be delivered, where this is made accessible.

Housing need and demand has recovered from the levels of the post 2008 recession, with high levels of completions across the area. The need and demand for affordable housing is significantly above deliverable levels given funding arrangements. The impact of Covid on the economy may have a future impact on these levels of housing demand as well as on work and commuting patterns, all of which need to be considered. However, housing will remain an important driver of the economy but delivery must balance local need and emerging sectoral requirements such as adaptable housing for older people, accessible homes for the disabled and appropriate provision for travellers. It is also important to ensure that new housing is situated in genuinely sustainable areas that meet the challenges of accessibility and climate change. Other services and facilities must be readily accessible along with housing through mixed-use neighbourhoods and local connectivity.



OVERALL STRATEGY					
	Challenges to Inclusive Growth – SIMD etc relating to key growth corridors		Strategic Housing Site		Green Network
	Corridors requiring sustainable mobility		Proposed National Development		Strategic Growth Area
	Transport Intervention		City Deal Project		Sustainable energy - Offshore wind energy and renewables industry
			Area of Deprivation		

Economic Renewal

Committed and potential opportunities provide sufficient employment land for economic renewal, regeneration and redevelopment. The region includes a number of significant business clusters. These are broad locations where groups of similar business sectors operate where there are opportunities for expansion. Some of these largest clusters are around west and southeast Edinburgh, Mid Fife, Dunfermline, and Guardbridge/St Andrews, Galashiels, Midlothian and the M8 corridor. West Edinburgh remains an area of significant strategic potential of national and regional importance and the ongoing collaborative West Edinburgh Study will inform strategy here.

The region has a competitive advantage of data driven innovation e.g. Building Information Modelling as the basis of a circular economy re-using building materials or the 70+ spin outs in central Edinburgh from the University's campus there. Several innovation hubs and new assets are coming on stream through City Region Deal funding. The Local Authorities and partners will work on how best to link them to strategic business clusters so that there is greater regional impact.

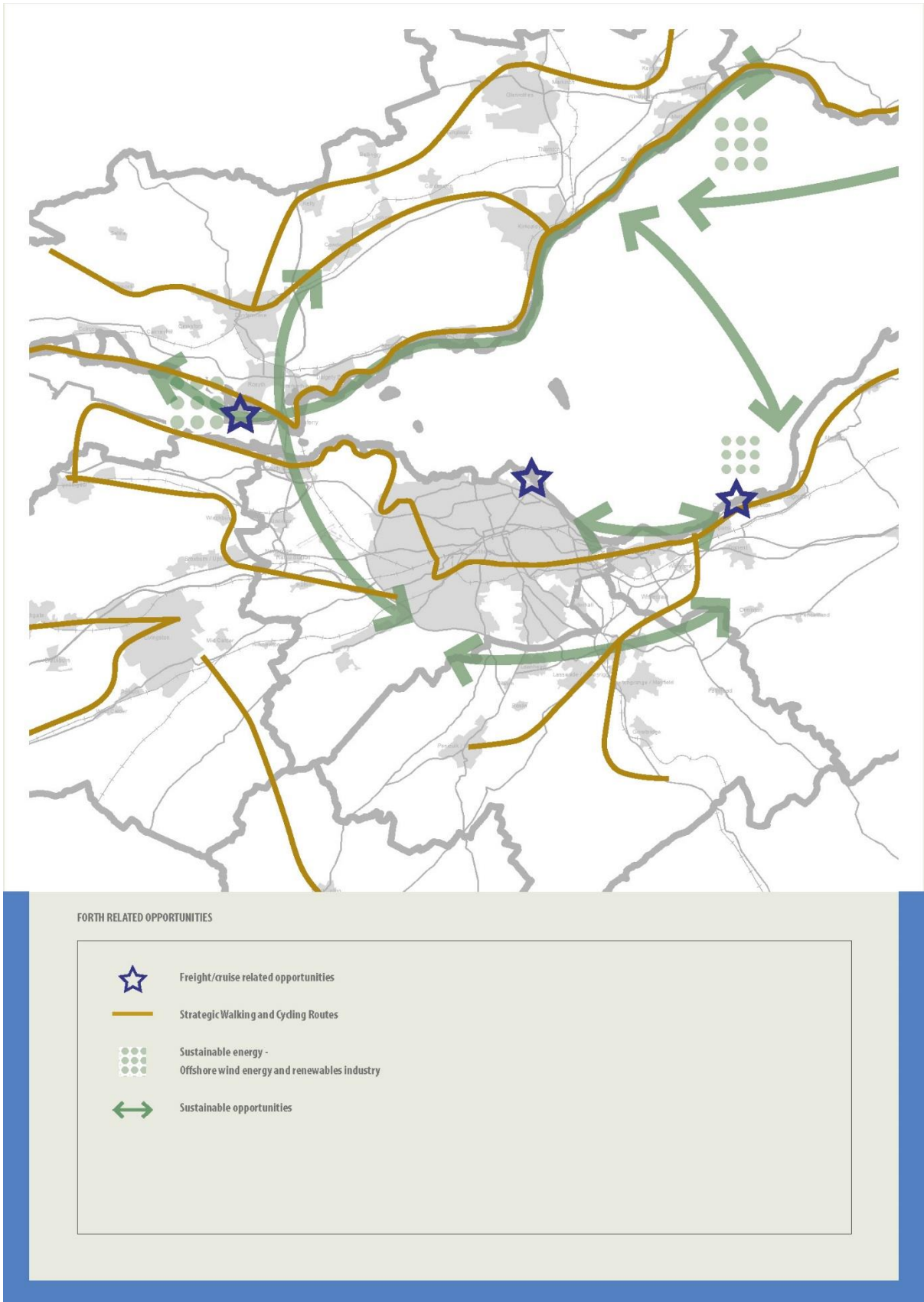
Support for investment along key transport corridors – M8, M9, M90 and existing rail corridors – is crucial to provide for economic development and growth in business clusters at Newbridge, Livingston, Winchburgh, Bathgate and Whitburn, and the M90 through Fife. Economic cluster linkages could be improved by cross boundary tram connectivity e.g. from Edinburgh Bioquarter to the Bush in Midlothian. In addition existing innovation projects will continue to be delivered at Queen Margaret University, Easter Bush, St Andrews, and Eden Campus Energy Centre, Guardbridge. Economic regeneration through low carbon development at Granton Waterfront will be led by City of Edinburgh Council.

Alongside this provision there will need to be flexibility to respond to business sectors which need flexible and co-located/connected industrial/business hubs. This post COVID-19 focus needs to recognise that large serviced and planning policy safeguarded estates may not meet all modern business requirements. Office use and related travel is likely to reduce because of the Covid pandemic but work related travel will still be significant and more sustainable modes of travel must be accessible if climate change targets are to be met, with transport emissions one of the top two impacts on air quality and CO2 emissions.

Not all parts of the region, such as Scottish Borders Council and Mid Fife, have shared the growth or productivity levels typical of other parts of the region. A fundamental strategic aim is to ensure that the economic benefits of the city region are distributed more effectively across the city region's more deprived urban communities and rural hinterland. The rural economy is also very important to the region and will be allowed to diversify in an appropriate manner with particular emphasis being of support in a post Brexit era. In rural areas, the authorities will support further appropriate agricultural diversification, which will be required as a counter to likely Brexit issues. Equally, there will be support for the promotion of tree planting and food production both as a rural industry and due to its positive contribution to tackling climate change. For Borders forestry opportunities may come through the SOSE / Borderlands funding opportunities, which will be developed in conjunction with Dumfries and Galloway Council, Carlisle City, Cumbria and Northumberland Councils. Tourism will be one key area that can be encouraged although the impact on local housing and community will need to be carefully managed.

The region's coastlines are underused and for this to change recognition and action needs to be included in NPF4. On the Forth, there are opportunities primarily at Leith, Rosyth and Burntisland to rebuild and support the resilience of sea freight, deliver associated economic development, which is

underpinned by port infrastructure and through development of cruise infrastructure, support the area as a destination. With this aim passenger/cruise opportunities will also be investigated at the former Cockenzie power station site. The Forth currently has no passenger services either on a local or national level and these require to be developed and implemented.



There are already recreational paths round most of the Forth in the form of the Fife Coastal Path, the Pilgrims Way and the John Muir Way and these must be maintained and extended in an appropriate

manner to provide community access to the coast. Renewable energy opportunities both onshore and offshore can contribute to climate change targets. Climate change will also bring the need to plan for sea level rises. Regional partnership can assist in the consideration of these opportunities, both through this strategy and the proposed regional partnership of the Upper Forth Valley.

Environmental Improvement

The region has a wide range of countryside, coast and urban green, blue networks, and high quality urban environments, important assets for both human health and the wider natural environment. The protection and enhancement of the natural environment is key to retaining the identity of the region. The quality of its urban realm requires to be enhanced through the implementation of a strong place based approach.

The coastline of south-east Scotland helps define the identity of the region and presents significant opportunities and challenges, particularly in relation to an expanding population and climate change. The coast itself is an important asset that supports globally important wildlife and is crucial in the context of climate change. The coast is also increasingly recognised for its value to human health and wellbeing. Consideration will be given to how a regional coastal strategy could assess, balance and plan for all of these issues, particularly in relation to climate change.

Addressing climate change needs general environmental improvement and protection, with green networks for travel and recreation to connect existing and new development as essential parts of any large-scale development. Green and blue networks and active travel links should support decarbonised public transport to ensure the effective connection of new neighbourhoods with adjoining communities, as well as learning and work opportunities and other commercial and public services. Particular focus is needed to ensure that deprived communities have equal access to high quality greenspace and connectivity.

As part of the post Covid 'Green Recovery', the significance of renewables, and the role of regions will increase. To achieve the net zero carbon nation (2045) targets, areas like the Scottish Borders will have a significant role in addressing the carbon challenge through programmes such as tree planting and peat land restoration. This will be carried out in a structured manner.

Proximity and access to green and blue spaces form an important part of the city regional spatial strategy.. Green and blue networks will be extended across the region, including as integral parts of new development. An urban green network will extend across and out from Edinburgh that will link with other networks across the south east. The delivery of the blue network will be assisted by the work of the Edinburgh and Lothian Strategic Drainage Partnership. These networks will provide routes for wildlife and sustainable travel whilst connecting existing assets of the Lammermuirs, the Pentlands and lowland river valleys. The River Leven Project will deliver significant benefits for communities, the environment and wellbeing and has the potential to stimulate economic growth. The role of the Central Scotland Forest and Green Networks requires to be reassessed and reinvigorated through NPF4 to ensure it has the ability to coordinate the delivery of strategic scale green indicatives. Opportunities such as the ClimateZone in East Lothian will be progressed with the dual aim of environmental improvement and the enhancement of the quality of surroundings for deprived communities. Pentland Hills Regional Park is co-managed by Edinburgh, Midlothian and West Lothian, located near to over half of the City region's population and through increased investment can provide for wellbeing benefits for residents and visitors.

Peatland forms a critical carbon sink; restoration of peatland therefore needs to be a regional priority. Afforestation in appropriate locations within river catchment area has the potential to contribute to water flow management.

Adaptable, a more resilient region [Tackling climate change, building design and conservation]

Tackling climate change

Whilst in this Strategy as a specific theme, the response to climate change will flow through all themes of national and local planning policy. Strong policies at a national level and the delivery of sustainable infrastructure are essential now to address sustainable movement, provide sustainable energy, contribute to net zero targets and promote inclusive growth. Without stronger policy in these areas the national climate targets will not be achieved.

The regions changing climate will bring challenges that will require more climate resilient communities. Particular challenges will be around the need to increase flood risk management and manage the impact of sea level rise. Frameworks like the Edinburgh Water Management Strategy will assist with this process. Also, addressing the biodiversity crisis, people's health and wellbeing and urban design need to be integral in climate change strategy as they are key factors in the success of the region's future development.

National and regional strategy must support investments to deliver net zero emissions through green transport infrastructure, local, regional and cross boundary heat and power networks, carbon capture and storage, energy generation and storage, and hydrogen. Building design must improve to address climate change and large-scale new developments must be in sustainable locations, have an energy efficient ethos and be adaptable to future uses.

Councils will, where appropriate and acceptable in planning terms, support the decarbonisation of the energy supply system. However, to make this a reality there needs to be much stronger policy in NPF4 or legislation to allow local authorities to require developments to contribute to net zero targets. To meet the Scottish Governments 2045 target, greater action is required now.

Existing renewable energy across the region can be enhanced by a wide range of as yet unused opportunities including sea water along the Forth Estuary and North Sea coast, mine water across much of the region, solar, and further offshore wind energy. These should be promoted and linked in with future investment and development. The necessary transition to a greener economy will be pursued in a 'just' manner to avoid further exacerbating rural inequality. It is vital to recognise the interrelationship between climate change and biodiversity/ecosystems loss and promote the prioritisation of biodiversity and net biodiversity gain. The development of offshore wind energy is supported however, careful consideration needs to be given to addressing the requirements for land-based infrastructure to support offshore wind energy.

Retrofitting existing housing stock to better energy efficiency standards, construction of low and zero carbon buildings, installation of district heating networks, new renewables technology, hydrogen and new EV technology, the circular economy, all create economic opportunities. The six South East Scotland Local Authorities will pursue the delivery of carbon neutral development at all scales of site but they will put particular emphasis on the delivery of carbon neutral new settlements and areas at locations such as the proposed national development at Blindwells and Granton Waterfront, and

creating opportunities around Fife Energy Park for hydrogen facilities and beyond to Burntisland and Longnnet which will advance low carbon technologies into mainstream development on a strategic scale. Overall, design and performance must be pushed up the agenda to enable poor layout, design or response to the landscape context of a proposal become primary reasons for refusing applications. The same should be true in terms of measures to address future climate.

Conservation

The pace and scale of housing growth across the city region is now visibly changing the appearance and character of many of our communities. Across the region the current protection for listed buildings, conservation areas, town centres, open spaces and green networks will continue. Conservation Areas will continue to be promoted and properly managed as the best examples of Scottish townscape that there are and that promote much of the tourism benefit for the country. However, stronger enforcement powers and funding are required by local authorities to deal with dereliction of listed buildings and to manage their maintenance.

Accessible Region [connectivity, infrastructure delivery, sustainable housing sites]

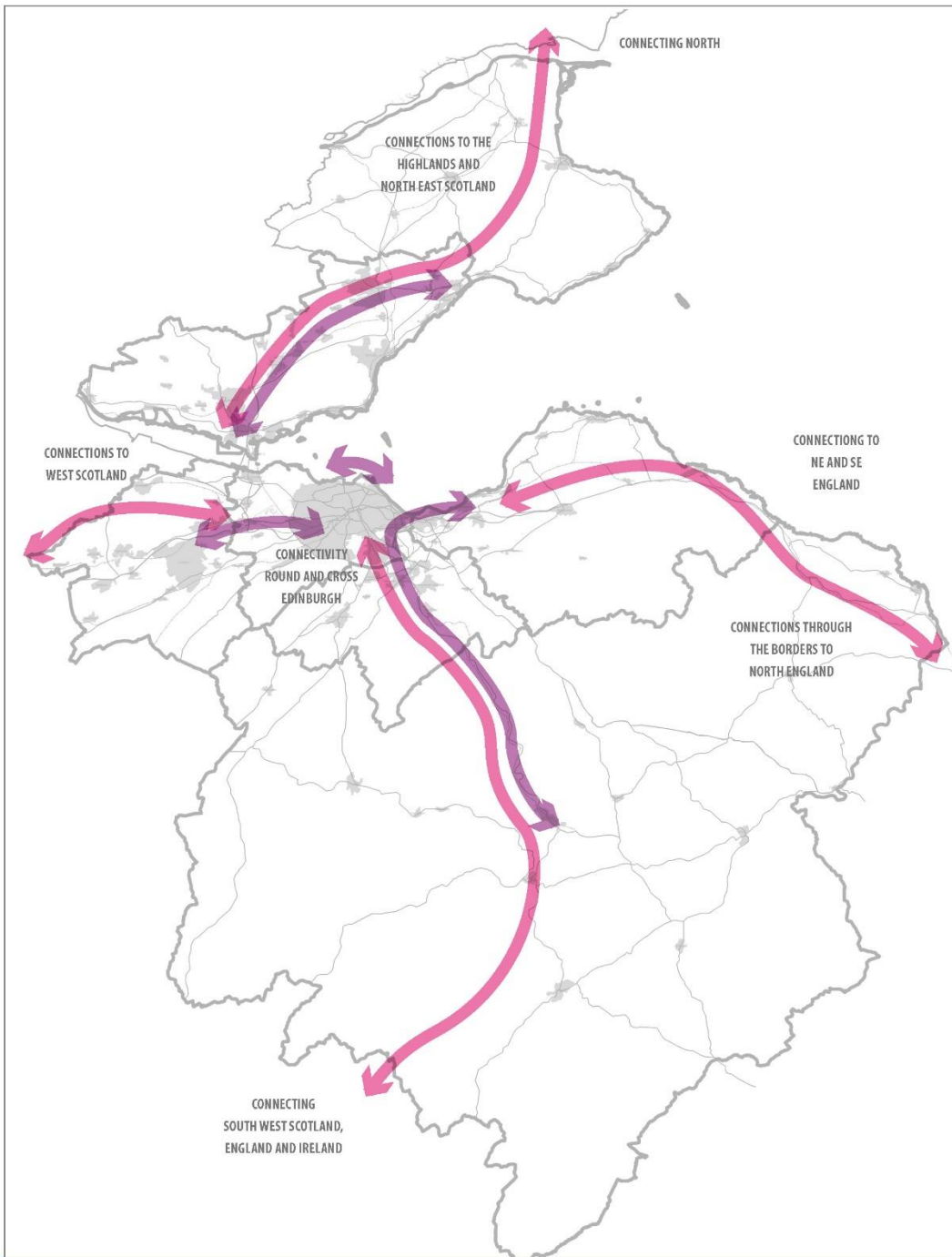
Connectivity

The Edinburgh Forth coast, the west of East Lothian and mid Fife/Levenmouth and parts of the Scottish Borders are particular cases with poor connectivity to the area's economy. Connectivity is both about transport infrastructure and strong connections between communities and settlements to ensure there are no barriers to participation. Addressing the challenges of the Covid crisis and climate change emergency needs a transformational approach to transport and travel - connecting people and places by sustainable strategic public transport and active travel corridors. Cross boundary deficiencies in connectivity and affordable public transport options can mean disconnection from work opportunities, including in more rural areas. To this aim the Local Authorities will actively engage with the STPR2 process and will expect it to align with the development of NPF4.



Better connectivity, physical and digital, and new infrastructure that allows sustainable movement is critical to success. This applies to both the urban and rural areas. Indeed, many rural parts of the region experience poor connectivity, putting them at a competitive disadvantage. Connecting infrastructure needs to be identified and delivered before new development sites are completed to give the best opportunity for sustainable habits to develop. In a post Covid19 "new normal" and in response to the climate change emergency this means regional public transport, an active travel commuter network and more sustainable use of road networks through EV infrastructure for public and private transport.

The strategy focus is twofold. Firstly, improve the linkages along existing major transport corridors to enhance connectivity beyond the region. Better direct public transport connections between the City Region and the south and southwest is needed to alleviate significantly higher unemployment in recent years. Connections west and south of Glasgow (including onwards to Ireland) involve changing in central Glasgow adding to journey time or at Carlisle for the southwest. An extended Borders railway line and a link to the West Coast Main Line would create stronger links with Dumfries and Galloway across east and west of South Scotland and to Ireland as well as the more urbanised northern parts of the region. Improvements to the East Coast Main Line, including the delivery of East Linton and Reston Station, will improve accessibility around the region and to the North, Midlands and South

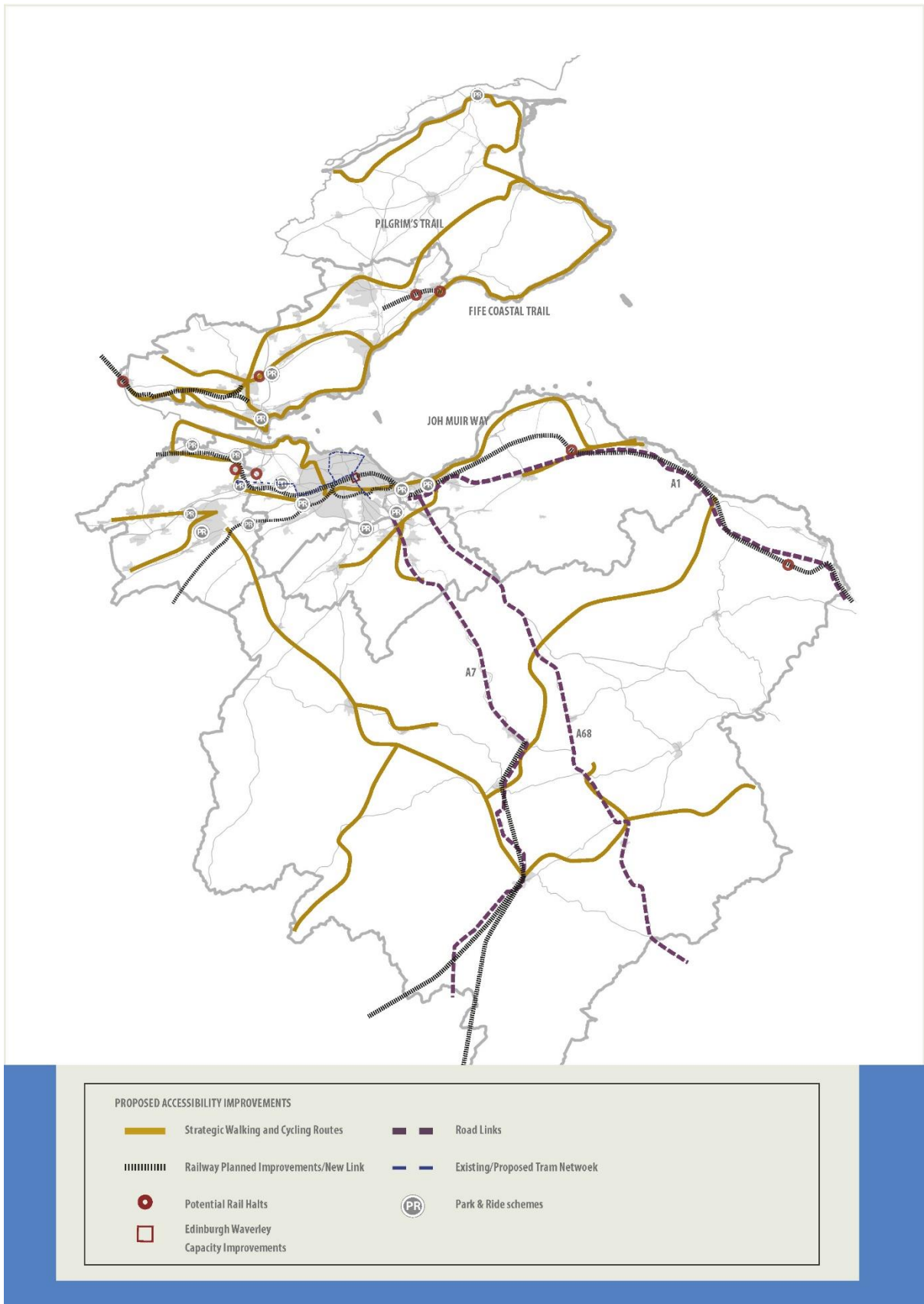
of England and onwards to Europe while also addressing local line congestion issues. Working alongside existing East Coast Mainline stops such as Dunbar, a new Edinburgh to Berwick service could also more local connections to the North of England.



EXISTING REGIONAL CONNECTIVITY

-  Challenges to Inclusive Growth – SIMD etc relating to key growth corridors
-  Corridors requiring sustainable mobility

Connectivity to major regional Cities in England from Edinburgh and the wider region is limited and the East Coast Mainline needs better connections with the north and Midlands of England and onwards to Europe and the potential for a direct connection between the Edinburgh City Region and Channel Tunnel via Ebbsfleet to avoid London connections should be promoted. Sustainable public transport development in heavy rail including Waverley and Haymarket Stations capacity, the 'Chord' proposed link with Kirkliston with a potential station, potential 4 tracking of the East Coast Main Line and High Speed Rail would facilitate sustainability and capacity in regional settlements and beyond. Additionally, rail investment would allow for greater connectivity in and beyond the city region, including the regions of England and to Europe and to Ireland. The Alloa-Dunfermline rail line will open up the Fife Circle to wider connections with access to Rosyth Port and opportunities to reopen a direct rail link via Kinross would improve connectivity in Fife and northwards and link to significant growth in south Fife. The regeneration benefits of existing, underused rail infrastructure linking to redevelopment at Leith and Seafield should be part of an integrated investment strategy. Four tracking of the East Coast Main Line and High Speed Rail requires to be pursued.



Sea connectivity is a very sustainable travel option which is currently very under utilised in a commercial and leisure sense. Sea connections to the rest of the UK and beyond are important and

needs to be developed further. Opportunities for freight and leisure facilities at Leith, Rosyth and Burntisland, as well as the potential for Cruise facilities at Cockenzie require to be explored. Travel across the Forth needs to be improved with routes made available between Fife and East Lothian.

Secondly, enhance the inter region links. Infrastructure investment is essential in both urban and rural areas to ensure that locations such as northeast Fife the Scottish Borders are part of an 'inclusive City Region economy'. Key infrastructure links between deprived areas to the wider region are already planned. Improved connectivity within the region is vital, including North-South transport links such as the full dualling of the A1, A68 and A7 Trunk Road networks. Improved linkages to the North east of England can bring a great deal of economic opportunity. Cross border liaison with proposals in Northern England is essential to ensure coordinated action. East-West links which are currently poor will also require significant investment. The spatial strategy addresses the impact of over a decade of economic austerity with the commitment to the reopen the Levenmouth Rail line, the likely undertaking of the partial electrification of the rail network between Dunfermline and Alloa and the provision of new rail stations in areas such as East Linton and Winchburgh. The extension to the tram network and routes around Edinburgh and major improvements to the West of the City along the M8 and M9 corridors, through new stations and sustainable transport routes and the improvements to rail infrastructure to the East that will increase the level of local services.

The Edinburgh City bypass and its key linkages require a comprehensive solution to address the severe congestion that the area experiences. Although not the focus of climate policy, efficiency in roads is required to be addressed, both around the Edinburgh City Bypass. Implementing existing commitments including the new Sheriffhall junction, the A701 relief road and associated A702 link/active travel improvements and the A7 urbanisation project contribute towards this objective although they must be part of an overall zero carbon vehicle use strategy for the area.

Faster and more efficient bus services in and out of the City from areas like East Lothian would provide a sustainable travel option. Such a move would be supported by the planned moves towards transport interchanges / hubs around Edinburgh, coupled with the increasing uptake and potential of e-bikes, demonstrate that delivery of cross-boundary active travel routes should be planned for if opportunities for modal shift and more sustainable lifestyles are to be fully exploited.

These projects should be supplemented by the delivery of the Edinburgh City orbital bus route, extending the Edinburgh tram network to areas adjacent to Edinburgh, including South Fife and identifying new Park and Ride opportunities. The upscaling of electric vehicle charging infrastructure across the region will support the transition to zero carbon vehicle use.

Infrastructure Delivery

Timely delivery of infrastructure will be key to successful delivery of NPF4 and any regional strategy. Local Development Plans and new development sites need to plan for and identify this connecting infrastructure and have confidence over its delivery before the sites are completed in order to give the best opportunity for sustainable habits to develop. Achieving sustainable growth must be linked to investment in, and realistic programming of, the required infrastructure, facilities and services to support development – a sustainable infrastructure first approach. Such a change will require greater collaboration and partnership between providers, Government, local authorities and the development sector. This could include the development and use of more innovative finance initiatives and extending the City Growth Deal model.

Digital Access

The shift to digital infrastructure will also help with both climate change mitigation and adaptation. The experience of Covid 19 impacts and restrictions have rapidly enhanced the ability for people in some sectors of the economy to work remotely and reduce travel. Major investment in digital connectivity must become a key focus to increase regional and countrywide resilience to maximise the potential benefits of new ways of working. The rural areas which continue to experience poor digital connectivity will be a focus for investment in broadband infrastructure to ensure the increase viability of rural businesses and sustaining dispersed homeworking to reduce commuting.

Critically, there are still significant deficiencies in mobile and internet networks in the area and across the South of Scotland and parts of Fife which recent investment programmes have not adequately addressed. The potential for greater commercial benefits and home working to compete with urban areas can only be realised through investment to unlock the area's economic potential.

Sustainable Housing Sites

Local authorities will aim to ensure that there is a sufficient supply of housing land to meet the housing land requirements/targets as to be set out in NPF4. Within the region policy will continue to promote the presumption in favour of brownfield development and minimum levels of density appropriate to urban and edge of urban sites, to promote better public transport and active travel provision and more sustainable neighbourhoods where the density supports a level of local services, public transport and employment opportunities. Community resilience and sustainability needs to be planned for in this way.

The six South East Scotland Local Authorities will ensure that Planning is aligned with other regimes, including Local Housing Strategies and Health and Social Care Strategic Plans. Planning must be closely linked to Housing to 2040 and the Scottish Government's ambitions for the housing system. To enable this approach, it must also be reflected in planning policy, guidance, decisions and actions to ensure climate change mitigation through low carbon place making

However, there is also the need to develop a new approach to the calculation of required housing delivery through an effective provision of land, as an essential part of its vision for how economic renewal should be distributed across the region. This is not to avoid the need to deliver housing but to allow the planning system to focus on the delivery of high quality development and places.

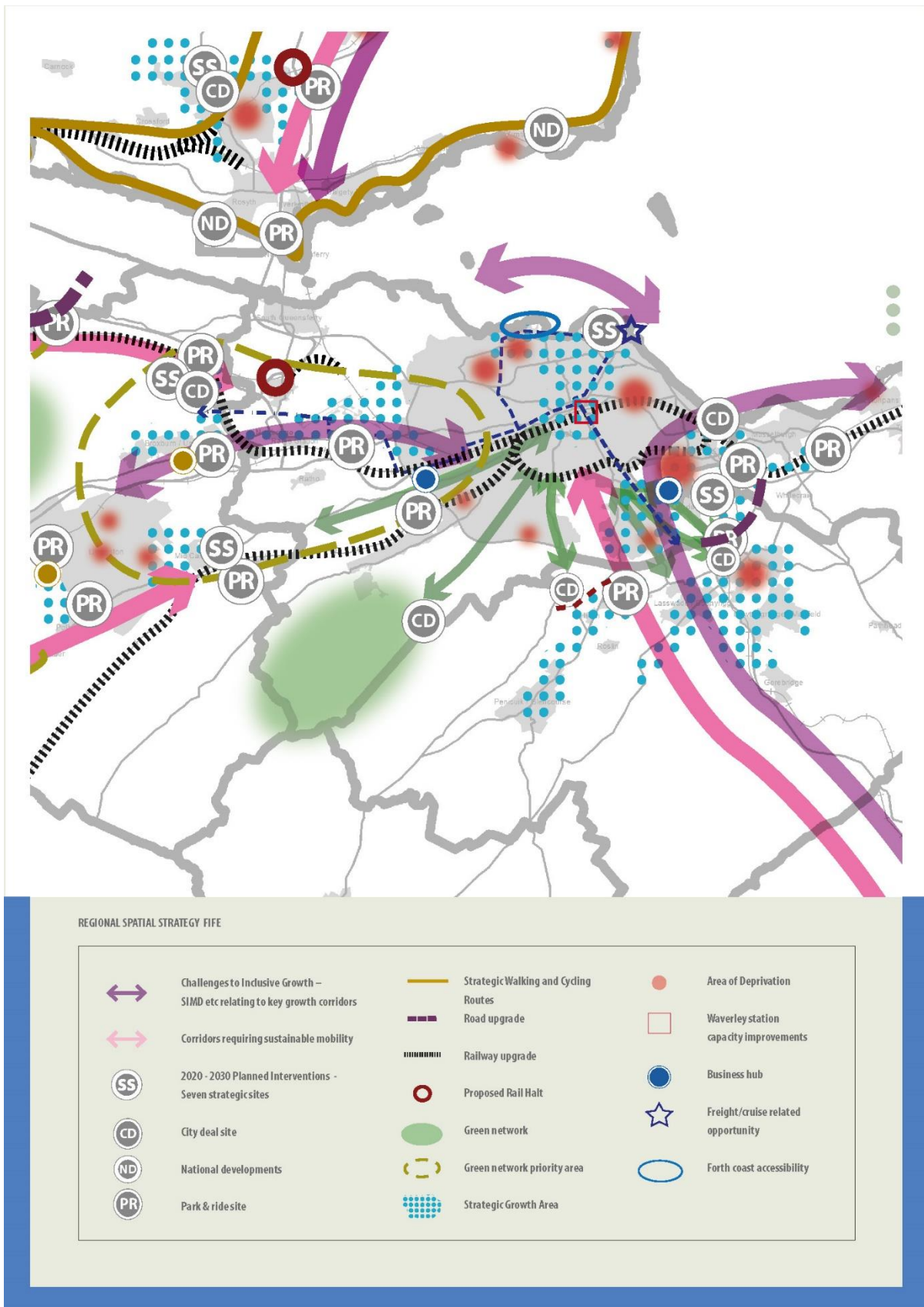
The seven strategic sites and significant brownfield sites are major opportunities to contribute to national and regional growth and should be exemplars in design and place making. This requires appropriate funding mechanisms to ensure that the opportunities for delivery are matched by quality of outcomes.

It is important to recognise that areas of South East Scotland located in close proximity to Edinburgh experience very different rural pressures from some of those in the south of the region. Countryside areas within an hour's drive time of the city, are under significant development pressure and do not need repopulated. Restraint towards housing development will continue to be implemented in these areas, whilst growth should be focused around key sustainable transport locations such as Borders railway stations.

The needs of the rural areas are diverse and this strategy recognises that further away from the city, housing is a key driver of the economy and provides a key part of our social and physical infrastructure. In recent years investment in affordable housing has been particularly important in meeting needs of differing sectors of communities across the city region. It is critical to deliver high

quality housing in the right locations, maximising the benefits of investment from both the public and private sectors.

Focus on the City



Edinburgh is the centre of the city region, providing significant opportunities for employment, higher education and leisure dependent on good connectivity. The city is home to 10% of the Scottish population. In recent years there has been infrastructure investment in central Scotland's heavy rail network, increasing capacity; the first line of the city region tram network and also in active travel. Given the accelerating climate change challenge and requirement for sustainable renewal there is a need for significant ongoing infrastructure investment improving connectivity within the city and city region as part of a coordinated regional and national sustainable growth and change strategy.

Edinburgh has approved commitments to build a minimum of 20,000 affordable homes by 2027, to be carbon neutral by 2030 and for inclusive good growth. The increasingly urgent national and local commitments to address climate change, housing need, inclusive growth and health and wellbeing need planning and transport strategies which deliver the potential for active travel and public transport interventions to support local and national objectives.

Edinburgh and the region must focus on development which enables carbon neutral targets to be reached, building neighbourhoods, promoting brownfield development, higher densities and mixed uses with high amenity green spaces in locations where good public transport and active travel connections can be made and used to ensure need to travel and travel distances are minimised. Transport based development corridors may provide opportunities where needed.

Edinburgh's role in the regional and national economy in providing jobs means it experiences high levels of in-commuting (60,000 in bound car journeys daily). To address congestion, air quality and carbon impacts, investment in decarbonised public transport systems is a priority to promote non car based travel behaviours. The scale of investment to support rail capacity), tram network, bus transit and active travel interventions across the region to support national and regional carbon neutral commitments is significant. The wider area impacts of travel as a result of nationally significant city and region economic growth need to capture the objectives of the National Transport Strategy and STPR2 as requiring national as well as regional and local action.

Mass rapid transit by tram or guided bus through north/south Edinburgh with cross boundary regional links to east, south and west would offer sustainable links to reduce car commuting. This expanding regional network requires to connect key development sites within the city, such as the Waterfront (both at Granton and Seafield) and the Bio Quarter / regional hospitals and for West Edinburgh, providing connectivity within the city and the city region to harness their full potential to provide necessary homes and nationally significant employment opportunities. A wider review of transport options and how these could contribute to the nationally significant contribution of Edinburgh to inclusive growth, carbon reduction and sustainability is listed below.

Green infrastructure needs to be a policy objective in terms of design as well as overall green network and as part of travel and flood risk management options. The latter will require a coordinated approach with other public agencies including Scottish Water. Through increasing rainfall intensity alluvial flooding is an issue which will require to be dealt with through changes to place based attenuation which will require to form a citywide strategy and will require investment.

South East Scotland partners have developed an ambitious regional housing programme, which aims to increase the supply of homes across all tenures, to deliver vibrant and sustainable communities across the region. Taking a place-based approach across infrastructure, land, finance, innovation and skills, it seeks to accelerate the delivery of affordable housing, the seven regional strategic sites and incorporate innovation in construction.

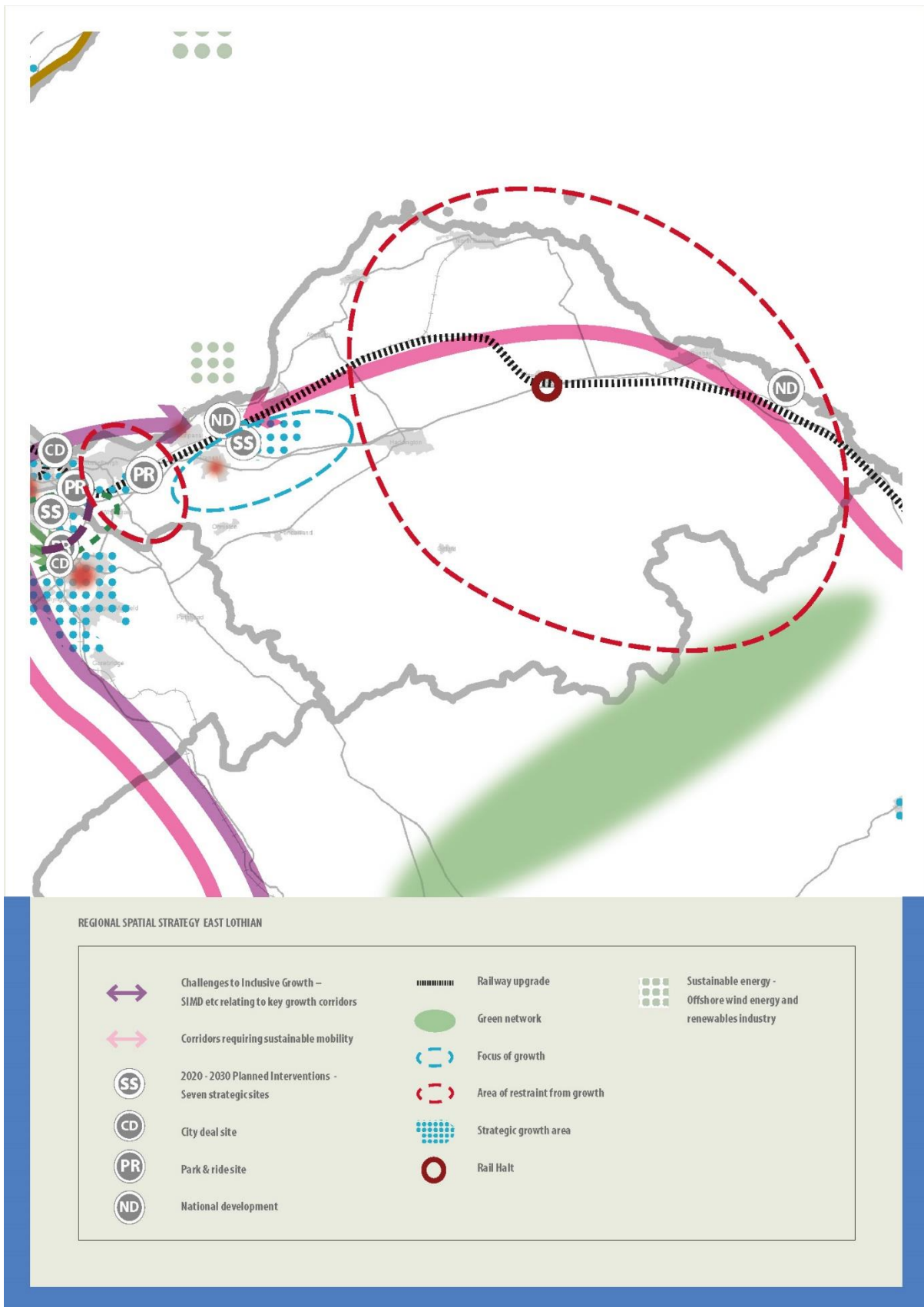
There are significant brownfield development opportunities within the city bypass which can contribute towards sustainable long-term regional growth. A strategic spatial approach for sites which are in public sector ownership, working across national and local public sector agencies to maximise the strategic benefits of their development to the city and city region needs to be encouraged. A coordinated development approach can address affordable housing (including for key workers), provide mixed use communities with integrated facilities and employment opportunities.

Edinburgh's spatial strategy focuses on harnessing the economic and social potential of improved connectivity. Brownfield sites of regional and national significance will be promoted through the next City local development. These will require infrastructure to support them and ensure they are well connected and zero carbon. Coordinated regional and national infrastructure investment in the heart of the city region can enable the above to be delivered, with other significant public health benefits resulting, for national objectives on physical and mental health and wellbeing.

The coastal path linked to development at the waterfront with significant areas of open space also offers opportunity for city regional recreation. These key development sites are physically linked to neighbouring authorities.

The Green Belt forms an important part of the spatial strategy for Edinburgh and the city's relationship to the surrounding countryside. In addition to recreational benefits, prime agricultural land has strategic importance for sustainable local food production. At a micro level the importance of food growing within place making is acknowledged and incorporated into citywide strategies for green spaces.

Focus on the East



Key strategic priorities for East Lothian are to the west of the County around strategic sites at Blindwells and Cockenzie and the ClimatEvolution Zone as an opportunity to genuinely address national climate change targets and to place Scotland as a world leader in developing net zero carbon places.

A one of the seven strategic housing sites in the region, the Blindwells Development Area and former Cockenzie Power Station site are together some 625 hectares of mostly brownfield land. Over a 30 year period, these strategic projects can enable significant new employment and economic development opportunities, including a new regional town centre. There is significant potential enable this long term development opportunity in a sustainable, inclusive, healthy and low carbon way.

Circumstances have changed in relation to the former Cockenzie Power Station and there is a need to recognise the wider opportunities and multiple benefits that a more flexible approach to the delivery of employment generating uses on the site and not just focus on energy and related development.

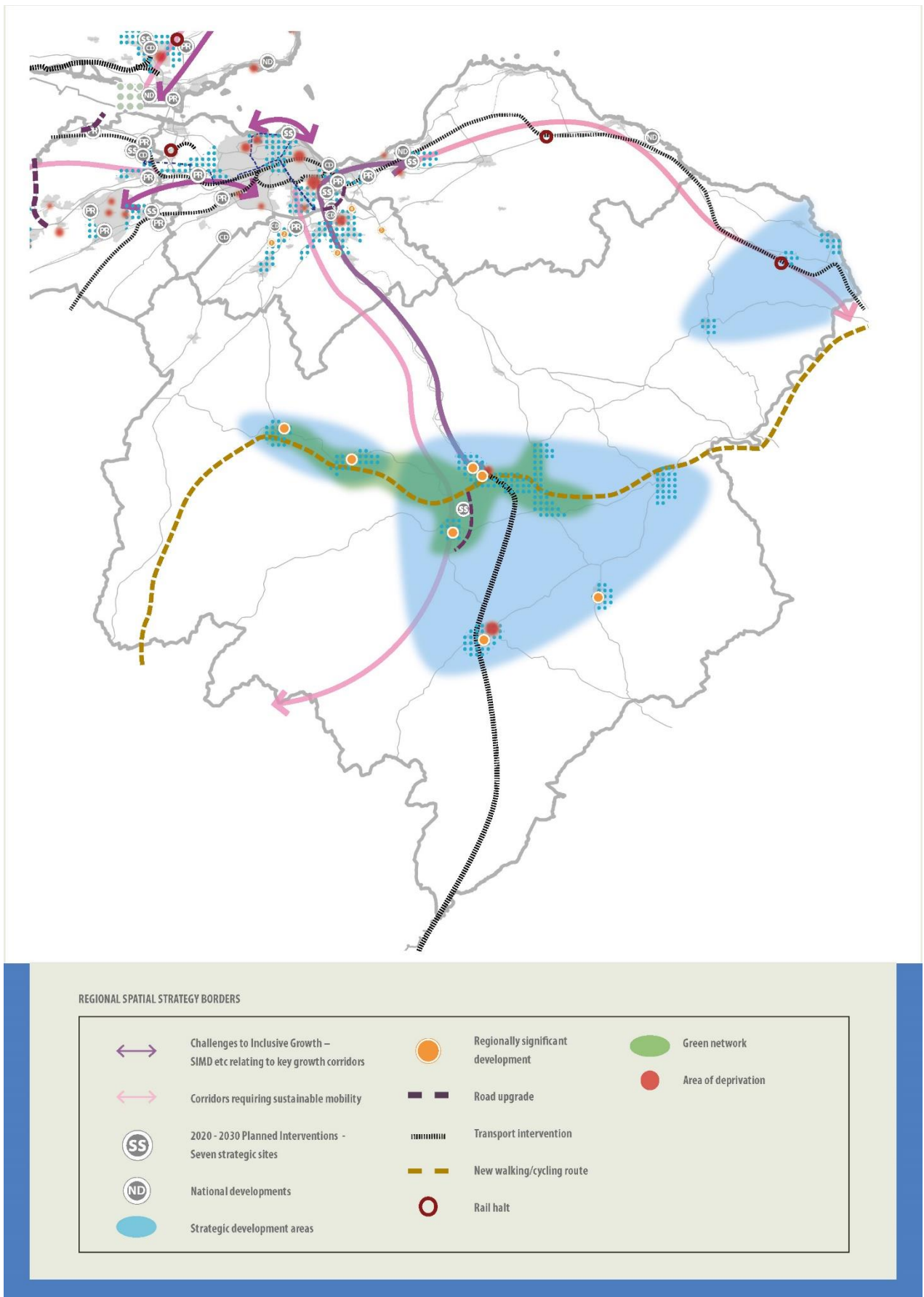
Future housing development will be focused within parts of the west of the County around Blindwells. This is due to the land availability and the sustainable opportunities to link in with travel routes to and from the City. Conversely, restraint to growth will be shown to the far west and east of the county where large scale development has recently taken place. Here existing infrastructure and settlement patterns have been altered at a fast pace and there are few options for the expansion of some infrastructure.

Torness nuclear power station, scheduled to close in 2032, has a major role in the country's energy supply. The Council supports its continued presence and potential for redevelopment, and notes the particular challenges and opportunities that will arise from decommissioning, including its deep-water access. It is important to recognise the key role this site plays in the local economy and the need to have a 'just transition' around any changes proposed.

Torness also provides a grid connection, with another grid connection nearby further inland to serve Crystal Rig Wind Farm. Clearly, the maritime setting off the coast of East Lothian is of increasing national importance for offshore energy generation, and the Council would welcome a national approach through the NPF to addressing the requirements for land based infrastructure to support offshore wind energy whilst considering cumulative seascape and landscape impacts.

One of East Lothian's assets are large areas of prime agricultural land including a good proportion of the very best soils in Scotland. With the need to improve food security and encourage more local production there needs to be greater protection of this resource through the direction of future development across the region to brownfield land.

Focus on the South



Key strategic interventions in Scottish Borders will be delivered through interaction of a range of initiatives including the Edinburgh and South East Scotland City Deal, the Borderlands Deal and the evolving iRSS for Southern Scotland with Dumfries & Galloway Council. Participation in the South of Scotland Regional Economic Partnership and the work of the South of Scotland Enterprise Agency is also be critical to the delivery of inclusive economic growth, sustainable development and addressing existing economic fragility.

There are three identified growth zones in the Borders based around central Borders (incorporating Galashiels, Hawick, Selkirk, Jedburgh, Kelso, Earlston), Eastern Borders (Duns, Eyemouth) and western Borders (Peebles, Walkerburn, Innerleithen), which are the principal areas of search for growth, investment, redevelopment and regeneration.

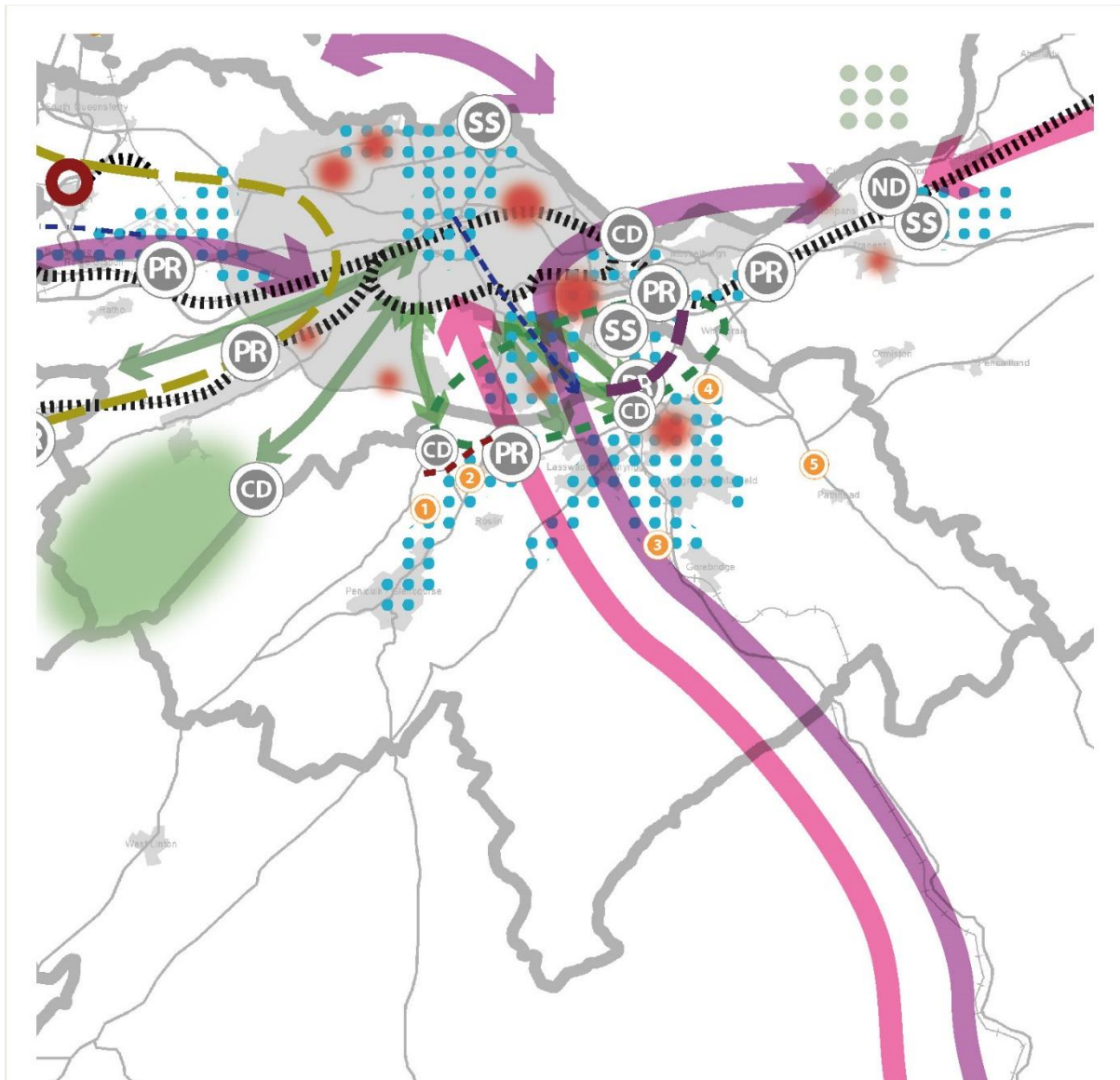
Regionally significant development in the central Borders is linked to the existing railhead at Tweedbank, with the development of the Tweedbank Business Park and a mixed-use expansion of the settlement, plus the potential for the extension of the Borders Rail to Hawick and Carlisle. In the eastern Borders, it relates to the proposed new station at Reston. In the western Borders, this involves the development of the Mountain Biking Innovation Centre in Innerleithen. A significant cross Borders project is Destination Tweed a new National Walking/Cycling route that follows the route of the Tweed from source to sea.

Critically, there are still significant deficiencies in mobile and internet networks in the area and across the South of Scotland which recent investment programmes have not adequately addressed. The potential for greater commercial benefits and home based working to compete with urban areas can only be realised through investment to unlock the area's economic potential.

The strategy promotes a place-based approach to our communities and the repurposing of town centres, moving away from retail and recognising the importance of the integrated service provision including education and community uses as well as supporting the Health and Social Care agenda. Town centre regeneration is promoted through various tools including BID's, CARS schemes and projects such as the Great Tapestry of Scotland in Galashiels.

The Scottish Borders benefits from a high quality natural, built and cultural heritage, the sensitive stewardship of which assists economic and social vitality. The Scottish Borders has a vital role to play in national and regional action in response to Climate Change, reflecting its capacity for renewable energy production and woodland creation.

Focus on the Centre – Midlothian



REGIONAL SPATIAL STRATEGY MIDLOTHIAN

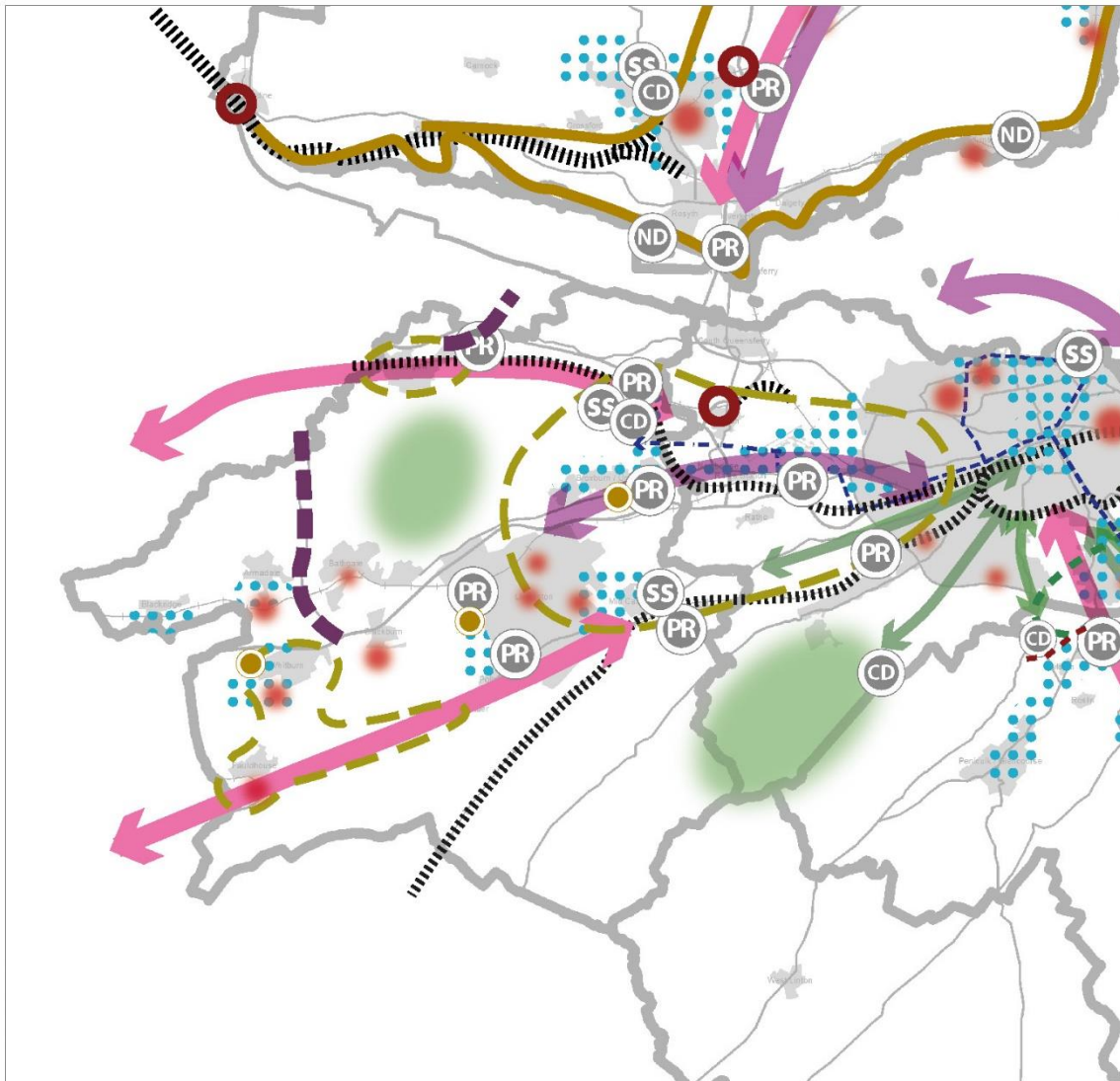
	Challenges to Inclusive Growth – SIMD etc relating to key growth corridors		Road upgrade		Strategic Growth Area
	Corridors requiring sustainable mobility		Railway upgrade		Area of Deprivation
	2020 - 2030 Planned Interventions - Seven strategic sites		Active travel improvement		Regionally significant developments -
	City deal site		Green network		1. Midlothian science zone
	National Developments		Green network priority area		2. West Stralton/ Midlothian gateway
	Park & ride site		Cross boundary green network development		3. A7 urbanisation
					4. Salter's Park
					5. A68 dualling

To ensure Midlothian benefits from, and contributes to, the shared prosperity of the region it is important to maintain the identity of Midlothian by supporting and promoting its existing town centres while also seeing key development sites of regional significance being delivered. In particular; the Shawfair new settlement which will comprise over 5,000 new homes, a town centre, 70 hectares of employment allocations, a railway station on the Borders Rail line, renewable energy projects and new schools and community facilities.

In addition it is essential to have the continued development of the Midlothian Science Zone (The biotechnology campus at the Bush); the 60 hectare 'Midlothian Gateway' employment site at West Straiton (which it is hoped will incorporate a new arena to service the south east of Scotland and beyond) and the Salters Park employment site (which it is hoped will incorporate a new film and television studio).

To help, to maintain the character of the area action will be taken to reinforce the green belt and expand cross boundary green network opportunities along the A720 City Bypass between Straiton, Lasswade, Gilmerton and Sheriffhall junctions to mitigate impacts of new development either side of the City bypass.

Focus on the West



REGIONAL SPATIAL STRATEGY WEST LOTHIAN

	Challenges to Inclusive Growth – SIMD etc relating to key growth corridors		Road upgrade
	Corridors requiring sustainable mobility		Railway upgrade
	2020 - 2030 Planned Interventions - Seven strategic sites		Green network
	City deal site		Green network priority area
	National development		Strategic Growth Area
	Park & ride site		Significant business cluster

In West Lothian the spatial strategy is focused on strategic growth corridors along key transport routes – M8, M9 (Winchburgh) and rail corridors (Linlithgow/Bathgate/Livingston South lines to Glasgow and Edinburgh). This allows for containment and promotion of the urbanised area to deliver the core development areas/strategic allocations at East Broxburn/Winchburgh, Armadale, Livingston and Almond Valley (Calderwood, Gavieside and Mossend) and Heartlands.

Enhanced public transport including rail enhancement, the provision of a new rail station at Winchburgh, park & ride facilities at key transport hubs at Broxburn/Uphall and active travel routes across West Lothian will promote sustainable access to local facilities.

This includes provision of strategic walking and cycling routes within and through the district and key active travel routes identified in the Council's Active Travel and Core Path Plans.

To further promote sustainable transport and connectivity, opportunities to extend the tram line into West Lothian will be kept under review. Improvements to the A801 and M9 junction 3 upgrade will further assist with economic growth and connectivity.

Livingston will continue in its role as a strategic town centre providing a mix of retail, residential, leisure and commercial uses whilst promoting the 5 traditional town centres – Armadale, Bathgate, Linlithgow, Whitburn, Broxburn to continue to thrive as town centres.

Delivery of the Polkemmet and Breich Water Green Network priority area, Linlithgow and west Edinburgh together with the protection of the sensitive landscapes in the Pentlands and Bathgate Hills and enhancement of the landscape character at and around settlement gateways.

Focus on the North



REGIONAL SPATIAL STRATEGY FIVE

	Challenges to Inclusive Growth – SIMD etc relating to key growth corridors		Strategic Walking and Cycling Routes		Area of Deprivation
	Corridors requiring sustainable mobility		Road upgrade		Sustainable energy - Offshore wind energy and renewables in industry
	2020 - 2030 Planned Interventions - Seven strategic sites		Railway upgrade		Proposed Rail Halt
	City deal site		Green network		Green network priority area
	National developments		Strategic Growth Area		
	Park & ridesite				

Fife's strategic position stretching between three of Scotland's cities from Edinburgh north to Dundee and west to Stirling with a long coastline and strategic transport routes provides excellent opportunities for investment to strengthen Fife's communities and economy.

Ongoing planned strategic growth of Dunfermline is the largest of the City Region's development areas, with levels of strategic infrastructure investment highest outwith a Scottish city. Fife will build on this strong growth around Dunfermline and the Forth bridgehead area through further development across the former Fife coalfield communities, Kirkcaldy, Glenrothes, and through to Levenmouth to regenerate communities and strengthen town centres.

St Andrews strategic growth area will deliver a mixed use development within a high quality environment. The Eden Campus Energy Centre, and associated research and commercialisation hub at Guardbridge is central to the University of St Andrews' strategic drive to become the UK's first energy carbon neutral university. Strategic growth is also proposed at Cupar North. Opportunities in more rural areas to the west and east for low carbon, renewable energy, and food production need to be considered further. The River Leven Project is significant in its scale with transformational opportunities, and SGN's H100 Fife project is seeking to deliver a 'first of a kind' demonstration of a 100% hydrogen network to supply 300 customers in the area of Levenmouth; this will comprise of an end to end system from power generation, distribution, to customer connections and requires to be reflected in NPF4 as a national development.

Continuing to facilitate the long term planned growth of Fife's strategic growth areas remains a focus to provide over 21,000 new homes with mixed business and commercial development. This requires public sector collaboration, Government investment and partnership working with the private sector to achieve investment in physical and community infrastructure such as transportation, water and drainage and education to support committed development and attract further private and public investment, and in digital infrastructure to enable data driven innovation, diversify the economic base, and create employment opportunities in areas in challenging economic circumstances.

Growth clusters at the Forth bridgehead, mid- and east Fife include opportunities for renewable energy innovation, hydrogen, and district heating which can contribute to a green economic recovery. Each are also set to benefit from significant capital investment in new rail links and road enhancement to establish strategic economic links to Clackmannanshire/Forth Valley and Dundee, and energy network investment at the University of St Andrews' Eden Campus.

In west Fife, the Port of Rosyth can enhance import and export infrastructure, linked by improved road and rail corridors including freight rail access via the Fife Circle. On the M90 regional growth/investment zones have the potential to strengthen Fife's outdoor leisure and tourism opportunities and further economic development potential, as well as A92 corridor. Further opportunities for sea transportation (freight and leisure) on the Forth and Fife coast as part of Scotland's east coast connectivity requires to be part of NPF4's strategy.

As we look to a green economic recovery, the strategy includes exploring the potential for a more sustainable, resilient logistics and distribution network considering experiences in that area during the Coronavirus pandemic. Fife's Sustainable Energy and Climate Action Plan (2020-30) demands changes to land use to decarbonise how we live and increase the resilience of Fife's communities and economy. Funding from across the public sector will be required to deliver this.

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Edinburgh and South East Scotland City Region Deal Elected Members Oversight Committee - Workshop

10am, Friday 21 May 2021

Regional Prosperity Framework – Consultation Draft

Item number

Executive Summary

Paul Lawrence

Executive Director of Place, City of Edinburgh Council

Contact: Andy Nichol, ESESCR Deal Programme Manager

Andy.Nichol@edinburgh.gov.uk | Tel: 0131 529 4461 / 07818017131

Regional Prosperity Framework – Consultation Draft

1. Recommendations

- 1.1 It is recommended that Members of the Elected Member Oversight Committee:
 - 1.1.1 Review the latest version of the Consultation Draft ‘Regional Prosperity Framework’ (previously the ‘Regional Growth Framework’) at Annex 1;
 - 1.1.2 Consider and agree any amendments they want to make to the draft consultation document;
 - 1.1.3 Consider and agree the approach to awareness raising; engagement; consultation and duration;
 - 1.1.4 Consider naming options for the document, and the recommended option ‘Regional Prosperity Framework’;
 - 1.1.5 Consider options for theme names, and the recommended option ‘Innovative; Resilient; and Just (previously Smart; Adaptable; and Flourishing); and
 - 1.1.6 Note the remaining governance milestones and timeline to decision set out in this report.

2. Background

- 2.1 The decision to prepare a ‘Regional Growth Framework’ was taken [in September 2019](#), prior to COVID-19 and the United Kingdom’s exit from the European Union. Ambitions and action on climate change have also intensified and come more to the fore, with COP26 also due to take place later this year. In a very short period of time there has been significant change in the world that has impacted and will continue to impact our regional economy and our way of life in an unprecedented way.
- 2.2 Our response to these factors is on-going, and the timeline for recovery and nature of renewal is still uncertain. Developing a Regional Framework in this context is challenging. The direction of all strategic policy, strategy and associated interventions is adapting to, and is rapidly being shaped by, these wider circumstances. Our regional ambitions now need to address pre-existing issues as well as current and future challenges and opportunities. We need to be flexible and adaptable in how we collaborate and plan for the future, and our circumstances may rapidly change again.

3. Main report

- 3.1 The Consultation Draft 'Regional Prosperity Framework' has been developed in a consultative and collaborative way with strategic input from the Regional Enterprise Council and Elected Member Oversight Committee. At this stage, it aims to provide a framework for wider stakeholders to reflect on where the region has come from, to discuss where it is now, and to envision where it should go in future. It also sets out the new ways of working required to deliver regional prosperity.
- 3.2 The Consultation Draft 'Regional Prosperity Framework' signposts, but does not present a fixed view of, the region's future priorities. It sets out to engage people and to stimulate thoughts, ideas, opinions and, importantly, consultation responses, on how the main challenges and opportunities should be addressed, pursuant to the identification of a preferred way forward.
- 3.3 Following the consultation, the final version of the document will change as a result of responses received. It will also be shaped by the strategic context as it evolves over time, to ensure a strategic fit is achieved, including with the upcoming Programme for Government.
- 3.4 In the circumstances, this approach is considered the most appropriate, timeous and productive way to seek to secure broad alignment on the 'what, why, who, how, where and when' that will be needed in order to realise the region's full potential.
- 3.5 In the context of the above, Members are invited to consider the revised version of the Consultation Draft 'Regional Prosperity Framework' at Annex 1, and to identify any further changes or additions they may seek before the document is presented to the Joint Committee in early June.

Governance Milestones and Timeline to Decision

- 3.6 Director's previously agreed a programme to prepare a Consultation Draft Regional Growth (now Prosperity) Framework. The intention of the programme is to seek Joint Committee approval on the Consultation Draft 'Regional Prosperity Framework' on the 4 June 2021. This programme has the remaining milestones:

Table 1: Regional Prosperity Framework Governance Milestones and Route to Decision	
Date	Action
21st May	EMOC WORKSHOP – Agree modifications to Finalised Consultation Draft Prosperity Growth Framework
24th May	Make Changes arising from Executive Board and EMOC Workshop to Finalised Consultation Draft Regional Prosperity Framework
24th May	Circulate to Finalised Consultation Draft Regional Prosperity Framework to Leaders on 28 th May
31st May	Circulate Finalised Consultation Draft Regional Prosperity Framework to Joint Committee 04 th June
04th June	Joint Committee Decision

Table 1 – Regional Prosperity Framework Governance Milestones and Route to Decision

Approach to Consultation and Duration

- 3.7 It is proposed that a 6-week public consultation take place with the online publication of the document and associated consultation questions going live on the 7 June 2021 and the consultation closing on 19 July 2021.
- 3.8 The Consultation RPF will be published on one of the local authority partners e-consult platforms with links to the City Region Deal website and partner websites.
- 3.9 Engagement with the City Region Deal Communications Group will seek to raise awareness of the consultation and for necessary communications, social media and press releases to be organised.
- 3.10 A summary of proposed activity is provided below:
- Online document with questions and space for answers;
 - Press release;
 - Social media activity across partner websites;
 - Letter/email asking partners, key stakeholders and the Regional Enterprise Council to engage and promote the consultation amongst networks (an initial list is available in appendix 3);
 - Email to those signed up for City Region Deal news; and
 - Targeted events with Chamber of Commerce, Third Sector Interface, FE/HE consortium and Federation of Small Businesses (subject to resources).
- 3.11 Consideration may also be given to the following activities:
- Launch event with speakers and select audience to publicise the consultation document, need for engagement and promotion of regional collaboration.
 - Video interviews with Regional Enterprise Council Members – to promote engagement with specific sectors.
 - Introductory video (using images and a voiceover) to explain the background and key content and consultation questions.
- 3.12 Consultation feedback will be captured, and the Regional Prosperity Framework updated to reflect this input. It is expected that the final version will be presented to the Joint Committee on 3 September 2021. It will then be subsequently ratified by each of the six local authority partners at an appropriate Committee.

Naming Options for the Document

- 3.13 As the Consultation Draft ‘Regional Growth Framework’ was being developed, a number of participants in the process, including members of the Regional Enterprise Council and the Elected Member Oversight Committee, questioned whether the word ‘growth’ was the most appropriate term to use in the title of the Regional Framework. A number of reasons for this were cited, but overall the view was the document should communicate a more rounded appreciation of its context and articulation of its purpose and objectives. In response to this, a number of renaming options have been considered and these are summarised in Appendix 2. From these options, it is recommended by the Thematic Leads Group that “Regional Prosperity Framework” is agreed as the new document title. This recommendation has been included in the latest version of the updated Framework, but this remains for consideration and can revert, or change again.

Naming Options for the Key Themes

- 3.14 The consultation to develop the draft, and most particularly the recent Elected Member Oversight Committee meeting of 16 April 2021, brought focus to the names of the themes used in the document: *Adaptable*; *Smart*; and *Flourishing*.
- 3.15 It was suggested that these could be renamed to better reflect the circumstances of the region and the specific post-COVID context as follows:
- *Smart* has been renamed to *Innovative*
 - *Adaptable* has been renamed to *Resilient*
 - *Flourishing* has been renamed to *Just*.
- 3.16 The recommended new themes have been used throughout the updated document, but again this remains a proposal, upon which input is sought from Members.

Update on Consultant Appointment

- 3.17 The tender invitation is closed on 28 April with two submissions. A consensus meeting took place on 5 May.
- 3.18 It is intended that the contract will formally commence on 26 May 2021, for a period of up to 7 months.

4. Financial impact

- 4.1 Work has been undertaken to date by the Thematic Leads Officer Group.
- 4.2 Consultancy support will be paid for by monies received from Scottish Government and £30k SESplan rebate carried over into this financial year

5. Alignment with Sustainable, Inclusive Growth Ambitions

- 5.1 The Regional Prosperity Framework builds on the City Region Deal ambitions of delivering inclusive growth and seeks to deliver a holistic economic framework that will provide the basis for economic recovery post-pandemic and future direction for major projects and investment that support inclusive growth and transition to a net zero carbon economy over the next 20 years.

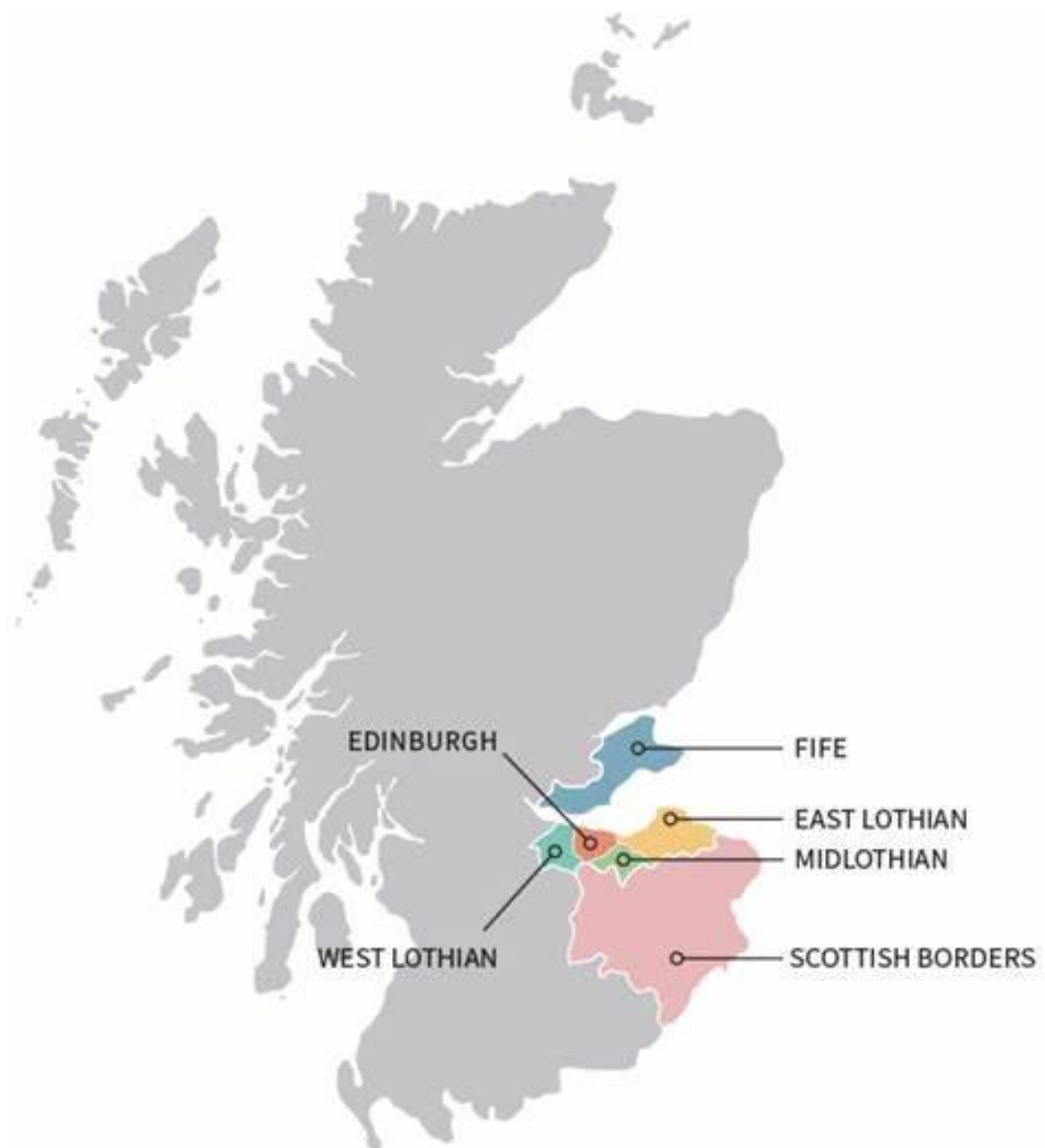
6. Background reading/external references

- 6.1 [Regional Growth Framework Update](#) – EMOG - 16 April 2021.

7. Appendices

- 7.1 Appendix 1 – Regional Prosperity Framework – Draft Consultation Document
- 7.2 Appendix 2 - Regional Growth Framework – Document Rename Options Assessment
- 7.3 Appendix 3 – Draft stakeholder list for distribution and targeting of Regional Prosperity Framework Consultation document

Edinburgh and South East Scotland Regional Prosperity Framework (2021 – 2041)



Consultation Draft – June 2021

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EXECUTIVE SUMMARY

To be added

DRAFT

FOREWORD - REGIONAL PROSPERITY FRAMEWORK

This consultation draft Regional Prosperity Framework has been published to seek views on shaping our future regional economy. This early draft has been published to stimulate debate and invite comments from you, to help to shape a finalised Framework.

The Framework is intended to be a document that articulates the long-term aspirational goals for Edinburgh and South East Scotland to **guide the future direction** of regional economic and wider policy across stakeholders. It seeks to set an ambitious **20-year vision** for the regional economy, up to 2041.

The region has always been a key part of, and of critical importance to, the Scottish economy. It was home to the Scottish Enlightenment where leading thinkers influenced and innovated global thinking across fields such as science, medicine, engineering, agriculture, botany, zoology, law, culture, philosophy and economics. We must lead and initiate change again. We have world-class resources, institutions and talent and, more than at any other period of recent history, need to utilise these in working together to address our challenges and opportunities in an integrated, sustainable and equitable way.

Building on the successful regional partnership that is delivering the £1.3bn Edinburgh and South East Scotland City Deal, the Framework aims to set out a broader, ambitious joint approach to regional collaboration. It seeks to identify how partners in the region can build on other significant investments, such as those supported through the City Region Deal to further improve the way the regional economy functions, particularly in a post COVID-19 environment. It has been developed with input from public, private and third sector organisations. It aims to address the region's challenges and opportunities to make Edinburgh and South East Scotland a better place to live, work, study, visit and invest for current and future generations.

The Framework will be non-statutory, but it will be a **public statement of Regional Collaboration, with a wide range of partners coming together to support an agreed vision, ambition and priorities** for Edinburgh and South East Scotland. To deliver the desired level of regional collaboration, we would ask that all those able to contribute to the growth of the region use the Framework to shape their own and other national, regional and local plans and strategies.

Recognising the significant changes that the region and Scotland as a whole face in the next few years, the Framework will be flexible and adaptable. As such, it will be subject to regular review and update over its lifetime, and parts of it will also be kept 'live' to take account of and to allow responses to very rapid change.

We want to hear from you on this Draft Version Regional Prosperity Framework

This document is a consultative draft of the Regional Prosperity Framework. It outlines our collective early thoughts on the challenges and opportunities facing Edinburgh and South East Scotland in the years ahead and makes suggestions on the most appropriate focus of effort to maximise our impact and benefits for those who live and work in this region.

This consultation document sets out a series of consultation questions seeking views and expertise from anyone with an interest in the region's future. Your responses will be used to assist the Regional Partners to shape a final version of the Framework, with the intention of having this in place later in 2021.

The questions are set out in boxes like this. You do not have to respond to all the questions. If you have any other inputs or ideas that are not covered by the questions, this is welcome and can be included in the response to the final question.

1. WHO ARE WE?

The Edinburgh and South East Scotland City Region comprises around xx% of the Scottish land mass and with a population of 1.4 million, around 26% of Scotland's population. It is also a key driver of the Scottish economy.

However, given the scale of the region, it is also a place of vast diversity. The circumstances and experiences of places are very different. This is true at the local authority level with marked differences, for example, between respectively the urban and rural contexts of City of Edinburgh and the Scottish Borders; attached as Appendix 3 is a summary of some of the unique characteristics of each of the 6 Council areas that make up the region. It is also true at the local level with significant differences between neighbouring places in the same localities.

This Framework has been developed by a range of organisations who recognise the significant benefits of coming together and working collaboratively to support the best possible future for the region. Key partners 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 such as Scottish Enterprise, South of Scotland Enterprise, Transport Scotland and SEStran.

2. WHY ARE WE WORKING TOGETHER?

Across Scotland and beyond, strategic collaborations are delivering additional benefits for their areas. In Edinburgh and South East Scotland, we are already work in a co-ordinated way and are now seeing clear benefits of our joint working through City Region Deal. To secure the best possible future for the region the public, private, voluntary and education sectors now see an opportunity to work more effectively to deliver greater collective impact. There is a lot that connects the different parts of the region, with interdependencies in areas including labour markets, housing markets, transportation and supply chains. The City can't succeed without the wider region and vice versa. Against this background, the Edinburgh and South East Scotland region, like other regions across Scotland, is facing a period of unprecedented challenge and opportunity.

We have a shared duty to address the interrelated challenges of climate change, sustainability, biodiversity loss, inequalities, health and well-being, and the need to create new jobs and businesses while enabling a just transition to a net zero carbon economy.

To face our current challenges, we need to rebuild our economy so that it supports:

- **People** – to access fair work, to learn and develop new skills and to live happy and healthy lives
- **Places** – that are sustainable, and attractive to live and work in and where enterprise thrives
- **Planet** – meeting our needs in a way that will allow future generations to meet theirs, with a focus on carbon reduction.

We need to do this against the backdrop of the UK's exit from the European Union (EU), and the global COVID-19 pandemic. We need to collaborate to enable a net carbon zero recovery and to address our shared and interrelated challenges. Business as usual is not an option, as the cost of inaction will be too great. We need to think globally, act locally, and meet our needs in a way that allows future generations to meet theirs.

Our next step, through the development of this Regional Prosperity Framework, is to agree common goals and to work together to achieve them. This will allow us to develop a shared understanding of how the region can make a more significant contribution to the Scottish and UK economy, and highlight the important role each region, sector and organisation can play individually and collectively in realising the region's potential.

To achieve this the Regional Prosperity Framework will be used as a basis to guide and integrate public, private and third sector decisions, actions, collaborations, strategies, policies and investments across areas such as **sustainability, climate change, energy, transport, planning, housing, infrastructure, education, digital, services, equalities, well-being, economic development, procurement and delivery.**

3. HOW DID WE GET HERE?

Our Region before the UK Exit from EU and Covid-19

National economic growth, particularly in our region, tasked successive regional strategies to accommodate more development, population, households and demographic change. The pace and scale of this change, and our environmental and infrastructure opportunities and constraints, meant economic development had to be distributed across the whole region to meet overall growth requirements while aiming to share benefits.

Despite these plans, the delivery of growth and benefits have not been evenly spread. Some parts of the region continue to be among the mostly poorly performing parts of the country when measured according to conventional economic metrics such as GVA, while others have seen negative impacts from growth such as overheating housing markets, within the City and across the region there are stubborn pockets of economic under-performance, inequalities and deprivation.

Areas of deprivation often exist where industry has declined and has not been replaced, or where comprehensive development programmes of the past did not deliver mixed, sustainable communities, while other areas have never experienced sustained programmes of economic support. This mixed picture is also reflected in the strength of town centres across the region, with some more than others impacted by changing retail patterns, behaviours and trends, and out of centre retail locations, further compounding inequalities.

The region's outstanding higher education institutions are located in key strategic locations across the region, and its further education institutions serve their local communities. The 2016 BEIS-funded Science and Innovation Audit¹ highlighted the regional opportunity around data science and innovation. This was the foundation for the development of the Data-Driven Innovation (DDI) Programme, which set the differentiating vision for Edinburgh and South East Scotland as the **Data Capital of Europe**.

The Universities of Edinburgh and Heriot Watt in particular extended to locations on the southern and eastern edges of Edinburgh to create innovation clusters, enabling wider collaborations with the public and private sector to improve public and commercial service delivery. This supported growth of key data-driven innovation sectors, including public services, finance and fintech, insurance, artificial intelligence and robotics, and bio and life science, and agricultural innovation.

There has been notable growth in other key economic sectors such as services and freight and logistics, particularly beyond Edinburgh. Generally, though, the pattern has been a decline in traditional industries and reuse of former industrial sites for housing. Across the region many industrial premises are ageing and require adaptation or replacement to meet current and future needs.

Agriculture, horticulture, fishing, forestry and food and drink remain important regionally, with strong international reputations. Our tourism offer is genuinely world class but most activity is focused on Edinburgh city centre, putting a strain on infrastructure and assets. This has overshadowed the wider regional tourism offer and potential for linking our cultural, natural heritage and leisure tourism assets and workforce in a more compelling and integrated way.

House prices, particularly in areas within easy commute to central Edinburgh, are unaffordable to many. A number of key settlements across the region expanded significantly in response to housing need and mobile demand, but jobs did not follow. Employment density therefore remains low outside the City of Edinburgh. Housing demand, and prices, are high across the whole region, and there is a need to significantly increase the supply of affordable homes with a wider range of house types, sizes and tenures including mid-market rent and specialist housing. Too often though, new home building has not led to the sustainable communities which should have been delivered.

¹ See [Audit points to city and region's digital potential | The University of Edinburgh](#)

Housing-led regeneration has been successful where aligned with wider interventions, programmes and investments, including job creation, skills development and training, but less so where such approaches were not followed. Access to land and funding for affordable housing delivery is and will be a significant factor in influencing where people can live, and if and how they can access opportunities and amenities in future.

Whilst the growth of the region has brought much success, in-commuting and greenhouse gas emissions have increased. There is more pressure on infrastructure and services. Inequalities remain, and in some places are widening. Well-being, accessibility, connectivity and productivity could be improved. There are high levels of transport poverty across the region, even pockets in Edinburgh (please refer to the Transport Poverty Map in Appendix 2), reflecting the high cost of transport, poor connectivity, which all contribute to the reliance on the private car exacerbating the barriers to employment, training and education. The Under 25's are disproportionately affected by the barriers with a higher reliance on public transport to make journeys across the region.

The extent to which we can adapt and be more resilient and successful in future will depend on how well we transition. The main lesson from our past is that we need to work more collaboratively and effectively to deliver intended outcomes.

The Framework must not only be sensitive to the distinctiveness of places, its goal is to create a framework which is responsive to our differences, enabling us more effectively to marshal capacities and assets across our region to meet challenges and make the most of opportunities.

Question 1: How did we get here?

Are there any aspects of the development of the Region's economy prior to UK exit from EU and Covid-19 that are important to capture that aren't outlined here?

Similarly, do you think there are opportunities from the Region's economy prior to UK exit from EU and Covid-19 that could help support recovery? If so, what areas / sectors are these?

4. WHERE ARE WE NOW?

OUR CURRENT REGIONAL ECONOMIC PROFILE

The following section summarises some of the region's key economic and demographic trends as well as infrastructure assets and sectoral strengths. This information is drawn from the technical annex and from other relevant contextual documents, including the City Regional Deal document.

Figure 1 – Economic Overview



Prior to the COVID-19 pandemic, the Edinburgh and SE Scotland 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.

The distinctiveness of Edinburgh and South East Scotland's culture, history and tourism offer continued to draw visitors from across the world. In 2020, the total GVA for the region was £38,365 million, accounting for 30% of the Scottish total GVA output. This is an increase of 7.5%, or £2,676 million, from 2010.

A key factor contributing to the region's economic output is the strength of its key sectors. Across the City Region, GVA in 2020 was primarily driven by the following key sectors: Finance and Business Services; Health and Social Care; Engineering; and Digital. Each of these top performing sectors have continued to operate throughout the COVID-19 pandemic, with heightened demand and increased opportunities emerging in Health and Social Care and Digital Technologies.

Despite sectoral strengths, sectors such as manufacturing, hospitality & tourism and creative industries have been negatively impacted by COVID-19. In addition, the region is composed of local authorities that have varying levels of socio-economic resilience, based on Oxford Economics Vulnerability Index. The vulnerability index provides an indication of how well equipped a local authority is to withstand the economic shocks resulting from COVID-19, by considering its economic diversity, business environment and digital connectivity.

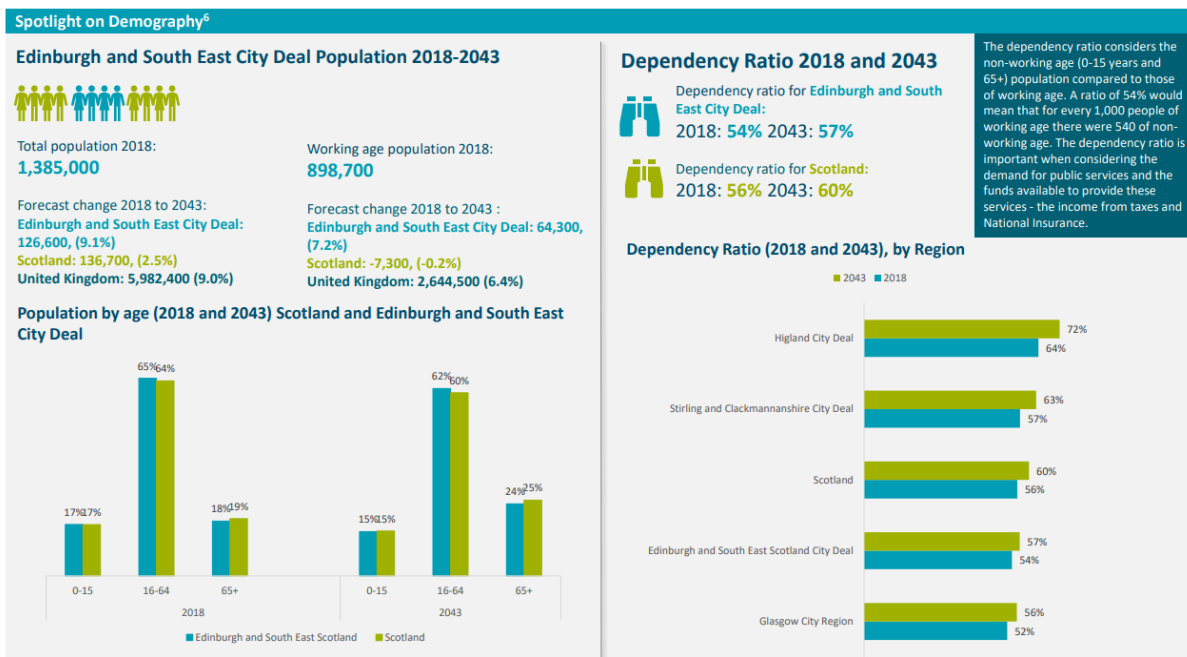
Local authorities across Edinburgh and South East Scotland with a lower share of small businesses, self-employment and reliable digital connectivity tend to be most resilient, such as the City of Edinburgh and Midlothian, which are the 1st and 4th most resilient local authorities in Scotland respectively. Other local authorities such as the Scottish Borders (the 3rd least resilient local authority area in Scotland), however, have lower levels of resilience due to poor connectivity and lower rates of home working, with a relatively high number of small businesses and individuals who are self-employed.

Despite the economic impact of COVID-19 across the City Region, economic growth is forecast to continue with average annual growth projections from 2020-2030 suggesting a growth rate of 2.4%. This is higher than the average annual growth projected for Scotland as a whole.

Demographics

The area is home to almost 1.4 million people, around a quarter (26%) of Scotland's total population. However, over the past 10 years, the rate of population growth has begun to decline due to a reduction in natural birth rates and the overall population living longer. Over the 10 years from 2009 to 2019, across all six of the local authorities, the increase in those of non-working age has been higher than those of working age (16-64). This is felt most acutely in Fife and the Scottish Borders, where the working age population has decreased by 1% and 4% respectively since 2009.

Figure 2 - Population



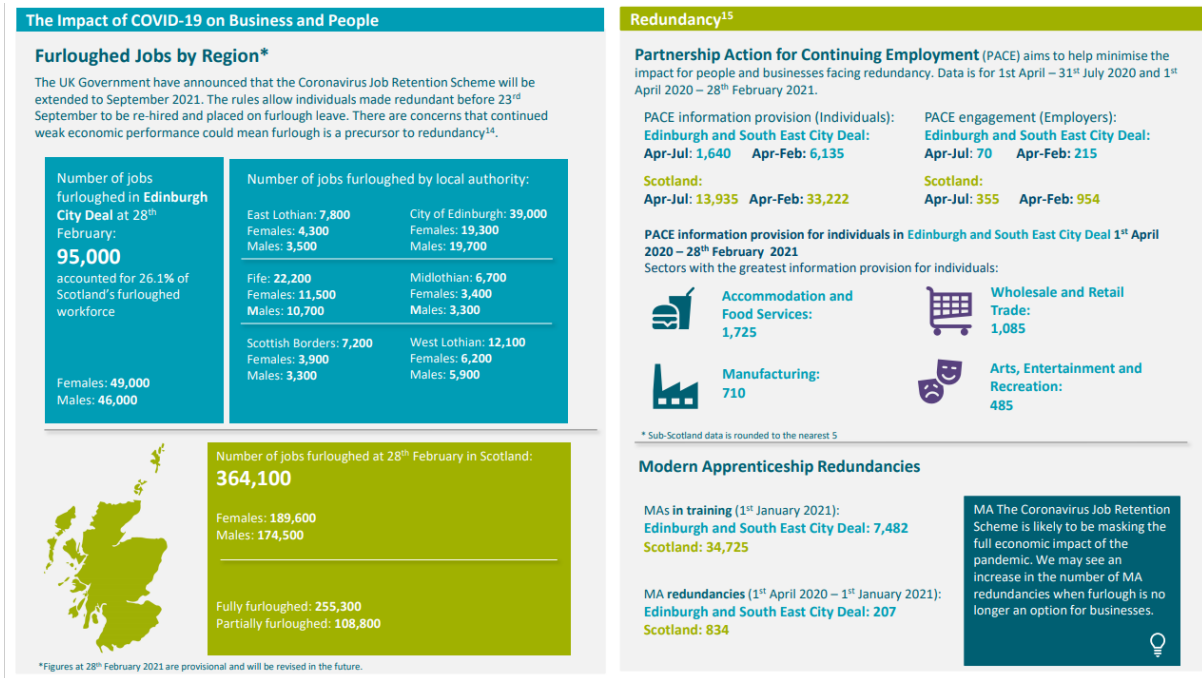
A demography with an ageing population and a high dependency ratio (the number of people of non-working age dependent on those of working age) means that a smaller pool of people of working age are supporting a larger pool of older people who are not working. This in turn puts additional pressure on public services. There is also a more limited labour pool on which to draw to address regional recruitment needs. Some sectors such as Health and Social Care are currently experiencing skills challenges and could find it difficult to recruit the people they need unless more people of working age are attracted into the region.

Regions with high dependency ratios such as the Scottish Borders, East Lothian, and Fife, are more likely to experience labour shortages. However, this could be offset by enhanced automation in certain sectors and a focused talent attraction and retention strategy.

Labour Market and Skills Landscape

The COVID-19 pandemic has had a demonstrable impact on businesses and key sectors across Edinburgh and South East Scotland. As of February 2021, there were 95,000 individuals who have had their employments furloughed across the region: accounting for 26.1% of Scotland's total furloughed workforce. All local authorities, with the exception of the City of Edinburgh, have a higher number of females than males currently on furlough.

Figure 3 – Furloughed Jobs and Redundancy



Despite the financial impact on businesses, there has been a steady rise in the number of job postings across the region over the past 12 months, highlighting a return of recruitment. The number of new job postings has increased by 5,958 from 3,651 in April 2020 to 9,609 in March 2021. This suggests that as lockdown measures were relaxed over the latter half of 2020 business confidence began to return.

Over half of these job postings were advertised in Edinburgh, followed by Livingston and Dunfermline. Programmers and Software Development Professionals, Care Workers and Home Carers, and Nurses were the most frequently advertised occupations with skills such as teamwork and collaboration, customer service and budgeting, in high demand.

The top employing industries across the City Region over the past 12 months have been Human health activities (22%), Education (16%) and Public administration and defence (8%) with the median real time salary associated with all postings across the 6 local authorities reaching £31,800.

However, job postings in the City Deal region remain 15% lower in March 2021 when compared to March 2020, suggesting that many businesses are struggling to stay afloat – and the types of jobs available may not offer the security or hours in demand from those in the labour market.

Forecast opportunity areas and recent job postings data all highlight the central importance of softer skills as well as technical skills to employers across the city region. Going forward ensuring meta-skills such as ‘Social intelligence’, ‘Self-management’ and ‘Innovation’ are part of provision planning will enable individuals to compete in a competitive and changing labour market.

Looking ahead, the number of people forecast to be needed to fill job openings in the labour market by 2023 is 95,100; accounting for 28% of Scotland’s total number of job openings. This is primarily driven by replacement demand, when people retire from the labour market as opposed to new job creation. It is anticipated that despite the short-term labour market challenges facing the region, there could be some job growth and new opportunities created in the mid-term.

Question 2a: Our Current Regional Economic Profile

Are there any aspects of the Region’s Economic Profile that are important to capture that aren’t outlined here?

REGIONAL IMPACT FROM UK EXIT FROM EU & COVID-19

The cumulative effects of Brexit and Covid-19 will have short, medium, and longer term economic, social and environment effects at a regional and national level.

The COVID-19 global pandemic has had wide-reaching economic, social and health impacts around the world. For 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, economic, digital and transport inequalities that existed before the pandemic have made it more difficult for some households to cope with the effects of lockdowns and restrictions and COVID has placed significant pressures on personal finances. The effectiveness of community action projects, right across the region, have provided strong support and helped to protect the most vulnerable in society.

Many existing business models are under threat, not just because of the immediate restrictions, but in the medium-term trends affecting patterns of consumer behaviour. This particularly affects transport, culture, retail and hospitality/food service. An economic divide between those businesses and 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.

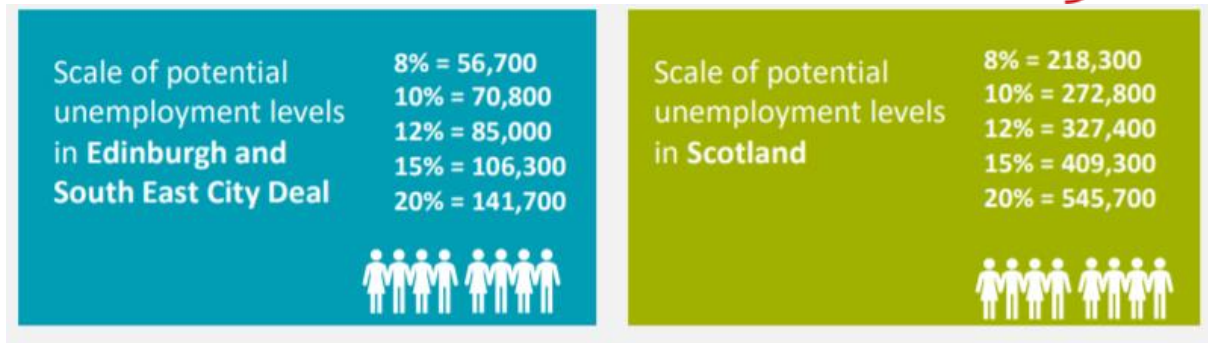
In addition to COVID-19, the UK's recent withdrawal from the European Union has the potential to create new challenges for Edinburgh and South East Scotland's labour supply. In June 2020, there were 85,000 EU nationals living across the six local authorities in the City Deal, accounting for 35% of the total number of EU nationals residing in Scotland. This is a decrease of 37% (1,000 people) from December 2019. Once Hospitality and Tourism enters a stronger recovery phase there may be an increase in skills shortages across the sector due to its high composition of non-UK nationals.

The outmigration of people from the City Region over the 6 months to from December to June 2020, hints at the potential future direction of travel in migration flows. Given that Scotland and the City Region's only forecast population growth was due to inward migration, the UK's exit from the EU has the potential to create skills shortages across a range of sectors and occupations, whilst adding to longer-term labour supply challenges related to a shrinking working age population.

Identification of Vulnerable Groups

Throughout the pandemic, the unemployment rate for 16–64-year-olds in Edinburgh and South East Scotland increased gradually from 3.1% in March 2020, to 3.7% in September 2020 (25,500 people). This is higher than the Scottish unemployment rate of 4.4% (Feb. 2021). Fife has consistently had the highest rate of unemployment of all six local authorities, and women across the City Region currently have a higher unemployment rate (4.1%) than males (3.4%).

Modelling suggests that in a worst-case scenario, if the unemployment rate across Edinburgh and the South East of Scotland were to reach 20%, we could see up to 141,700 individuals unemployed.



The impact of COVID-19 has not been evenly dispersed across the labour market. Young people have been at a particular economic disadvantage with many employed in sectors that have been heavily restricted or closed due to physical distancing measures. In September 2020, the 16–24-year-old unemployment rate was 12.4% (9,600 individuals), higher than the Scottish rate of 11.1%. This is three times as high as the 16-64 unemployment rate.

There is also concern that the furlough scheme could be operating as a potential buffer to rising unemployment rates in the long term. Assessing the number of people on universal credit provides a timelier indication of COVID-19 potential financial impact on individuals across Edinburgh and South East Scotland. Between March 2020 and February 2021, the claimant count rose by 94.5% (57,300 people) from 60,600 to 117,900. This suggests that there has been an immediate number of job losses since the outbreak of COVID-19 across the region.

For rural regions such as the Scottish Borders, increased youth unemployment has the potential to lead to a talent drain as young people look for employment and training opportunities in other areas. This, in combination with rural transport and digital connectivity poverty, could create further labour market and skills supply challenges that persist beyond the COVID-19 pandemic.

Recent insight provides that 10,276 of 11,083 (93%) school leavers across the City Region, transitioned into positive destinations. Most school leavers went into Higher Education (4,554) or Further Education (3,311), and 396 individuals went on to training opportunities. It is worth highlighting that the number of school leavers going into employment increased by 49.8% to 2,849 in 2019/20 from 1,902 in 2018/19. In addition, the number of unemployed and job-seeking young people fell from 503 in 2018/19, to 395 in 2019/20.

A key area of focus over the years after the COVID-19 pandemic will be ensuring that all young people are supported into employment and training opportunities within the labour market, with additional support provided to those living in high areas of multiple deprivation.

Regional Skills and Talent Development

Regionally, significant benefit has been achieved from the development of the Integrated Regional Employability and Skills (IRES) Programme. This programme is underpinned by a strong private, public, and third sector partnership.

Going forward, as part of the RPF, this form of partnership will remain key to achieving positive outcomes for regional citizens through inclusive skills practices supporting the needs of the city regional labour market, as well as the evolving policy and practice needed to support this. To date the focus has been on the following seven projects:

- Integrated knowledge management systems
- Labour market analysis and evaluation
- Integrated employer engagement

- Intensive family support service
- Housing construction and innovation (HCI) targeted skills gateway
- Data-driven innovation (DDI) targeted skills gateway
- Workforce mobility

Emerging Opportunities

Despite the challenges presented by the COVID-19 pandemic, there are emerging areas of innovation and opportunity that could be the drivers of future economic growth. Enhanced reliance on digital technology has not only driven business innovation across key sectors, but it has also reshaped the landscape of work as we know it. Many sectors, such as Financial and Business Services across the City Region, are changing to a more flexible 'work-from-home' model and increasing their digital capacity. As a result, more opportunities could be brought to the region, with an increase in remote working from any local authority.

This opportunity could extend beyond COVID-19 and result in several societal and economic benefits to the region, such as reducing congestion and carbon emissions as commuting activity decreases and promoting greater use of local services and shopping. In the mid-long term, new opportunities in 'green jobs' are a growing area of opportunity that align with Scotland's carbon reduction aspirations, particularly in Construction, Engineering and Manufacturing, Transport and Land-Based Sectors. There also continue to be opportunities in sectors that have struggled to attract sufficient numbers to fill vacancies including health & social care, construction and teaching.

In order to prepare for and capitalise on 'green jobs' it is critical to ensure that there is a pipeline of individuals trained to enter these roles. It is important to have a clear understanding of the skills associated with these jobs, and to ensure that these are being developed through new and emerging provision pathways. This includes guaranteeing that everyone in society benefits fairly from the change towards a green economy and ensuring that those who are most likely to be disadvantaged by structural changes in employment receive targeted support.

Question 2b: Regional Impacts from UK exit from EU & Covid-19

From your experience, what are the main implications of COVID-19 and/or UK Exit from the EU, and what should the region do to 'build back better' from these 2 significant challenges?

5. WHERE ARE WE GOING?

Currently, our region is in a period of profound uncertainty, facing unprecedented economic, societal and environmental challenges. It is difficult, in such a period, to set a fixed direction for the region. We recognise the need for adaptability, flexibility and agility, as we hopefully move into a post Pandemic context, and we recognise that the region is in a strong position to respond to the ongoing challenges and opportunities facing all parts of the world, and is well placed to be adaptive, flexible and agile.

In terms of immediate priorities, the Scottish Government has published an Economic Recovery Plan, which sets out actions across a number of themes to secure a jobs-focused and socially just economic recovery. These include:

- Protecting jobs by supporting business recovery and sustainable, green growth
- Creating jobs through business engagement and a partnership approach
- Supporting access to good quality jobs through employment, skills and training
- Boosting local job creation through resilient people, communities and places
- Creating jobs and a Just Transition through investment-led sustainable growth

Recent months have also seen development of UK Govt policy and proposals in areas including levelling up, community development, R&D Place Strategy and Innovation Strategy.

Linked to these areas of Government Policy, we have also seen the publication of a range of research to inform future economic priorities, both national and local. One, produced by Oxford Economics, provided an assessment of Scotland's economic prospects and challenges. It looked at how existing resources and policy instruments could be used more effectively to raise Scotland's economic growth prospects and considered more ambitious policies which, if introduced, might generate a significant uplift in Scotland's economic growth. Incremental improvements could be achieved by more focus and resources around:

- Reform in the complexity of policy goals and instruments that exist;
- The Scottish National Investment Bank (SNIB) should play a key role to achieve a step change in economic growth;
Continuing to attracting inward investment as a key policy ambition;
- More support for 'on-shoring', particularly around manufacturing related sectors;
- Increased supported for SMEs through a more streamlined system of business support;
- Better linkages between the education and skills sector and future needs of Scotland's workforce.

The report proposed that more radical changes were needed in Government policy to support a transformation of Scotland's economic performance, with focus on:

- Increases in government borrowing and/or cuts in interest rates to stimulate stronger growth in demand and hence output;
- Significant tax cuts and deregulation, to improve competition and incentives in the economy; and
- Large increases in government support for businesses, either directly or through increased spending on infrastructure, education & skills, innovation, or the green economy.

So, what might this mean for the Region and how can it focus its considerable resources to achieve something sustainable, achievable and for the collective wellbeing of everyone? The region has real strengths and successes to build on, as well as new challenges and opportunities to face. These include:

High Quality Places and Investment in Homes and Neighbourhoods

- Our **urban and rural environments are enviable**, and provide an unrivalled quality of life. Few other regions in Europe match the quality of our natural and built assets, right across the region;
- **But the reality remains very different for many**, and policy must focus on Fair Work, local regeneration, and support for those in greatest need;
- **Home working across the Region’s communities has risen sharply** as a result of the COVID-19 pandemic. This change can support our local economies and town centres, and we need to consider the future of office locations and provision. For some this way of working can enable a better work life balance, enhance productivity and well-being, but can also bring work/life balance issues for many. We must remember that these options are not available to all, and not all jobs can be done from home, and increased home working presents a challenge in footfall for retailers and hospitality, and for developers/investors in relation to property provision with risk of increased dereliction
- The delivery of a **major housebuilding programme across all types and tenures**, aimed at increasing affordable living in sustainable communities with high quality place and local infrastructure. Taking a design approach that recognises the potential of the new blended / hybrid working environment, and has appropriate homeworking and wellbeing space
- The creation of sustainable mixed communities and new destinations and attractors across the region, through regeneration and new development, can increase job density, amenities and housing options with matching service and infrastructure within more self-contained **20-minute neighbourhoods**.
- A new-found emphasis on sustainability and natural capital in the light of the COVID pandemic also gives us the opportunity to recalibrate our understanding of what economic development, flows and opportunity and supporting infrastructure mean in a rural context. Typically, these features are overwhelmingly conceived as something which extends ‘out’ from cities, and it is assumed that networks exist predominantly to serve the interests of primary urban centres. While this perspective is understandable in terms of critical mass and cost efficiency, it tends to obscure an understanding of the strategic requirements of rural and less densely populated areas. If **rural areas are to maximise their contribution** to Scotland’s National Ambition for Inclusive Economic Growth and to our region, then we must take a **new approach which builds on the opportunities for flexible and digitally supported working**, the greater flexibility this invests in residency choices and housing with wider implications for travel and the pressure on services, and the enhanced opportunities around natural capital, for example, through renewable energy, carbon storage, or the redesign of farming support.

Major Economic Strengths and New Opportunities

- Our educational institutions, the **research-intensive Universities** in particular, give us a strong competitive advantage and the desire of companies to absorb HE led research is likely to grow. Our innovation systems must maximise these flows and linkages.
- We have a major opportunity to re-focus support on **key growth areas of the economy** such as Software, the Creative Industries, Life Sciences/Healthcare, Business Services and Food and Drink. All underpinned by Data Driven Innovation, and with a skills system ensuring new skills are constantly driving innovation.

- A **commitment to more locally based supply chains** and more of a ‘near me’ economy, particularly through the procurement policies of our anchor institutions can bring new economic benefit if properly channelled

To build on the Region’s strengths and address the existing challenges and opportunities, it is important the Region’s seeks to be ‘Resilient’ in its solutions, ‘Innovative’ in the way in which organisations work together flexibly and quickly, and seek to support a region that ultimately ‘Flourishes’ to the benefit of everyone who lives here. These themes are explored in more detail in the next section.

Question 3: Where are we going

What do you think are the key challenges that the Region faces over the next 20 years?

What are the key strengths that the Region has and that should be the basis of its future wellbeing?

6. OUR EMERGING VISION FOR THE FUTURE

Having reviewed the duties, challenges and opportunities that the region needs to address, the following section outlines our collective Vision for the region, as well as the themes that will focus our activity.

In doing so, it seeks to recognise the importance of the area’s natural, cultural, built and community assets, and our determination to create a more equal economy and society, improve citizens’ health & wellbeing, address climate challenge and help develop an international, well connected, outward looking city-region.

Our proposed Vision

We will drive the economic recovery of Scotland whilst ensuring the proceeds of innovation and prosperity are fairly and sustainably distributed across all sections of the community to tackle inequalities. We will protect our environment and make best use of our assets to ensure that the Edinburgh and South East Scotland City Region delivers for all its citizens as we transition to a zero-carbon economy. Our institutions, ancient and modern, will deliver benefit for all.

Question 4: Our proposed vision for the future

Do you think this proposed Vision is realistic, ambitious and recognises the Region’s distinctive characteristics and strengths? If not, what would you add or change?

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 Brexit and COVID-19 and its impact. These are emerging priorities and will require further work, consideration and consultation as the Framework develops. These priorities fall broadly into three key thematic areas – **Resilient, Just and Innovative**.



7. OUR EMERGING STRATEGIC THEMES

Theme 1 – Just

We want to spread the benefits and prosperity more evenly around the region in an environmentally sustainable way, to ensure inclusive growth, community wealth building, community wellbeing and reduced inequalities are 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. We want to have economic wellbeing levels well above the Scottish average and equal to or better than comparable international City Regions. We want our governance, investments and institutions to support the strategic and fine grain economic activities, innovations and enterprise and this defines the region as a global pioneer and leader in these fields. We aim to have a wide labour market with diverse skills base to match current and emerging business requirements and future growth sectors. We have education, skills and training opportunities, targeted at particular underrepresented groups and sectors with appropriate support to enable their increased participation. There is improved access to such employment, education and training opportunities across the whole region. This supports a diverse, broad and resilient economic base with wide range of job types and employees linked to innovation, a just transition to carbon neutral and local production and supply chains.

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.
- Sustainable, accessible and integrated transport as an enabler to opportunities and reduce inequalities.
- 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, health and social care, manufacturing, construction, warehouse and distribution.
- 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.
- Work in partnership with utility suppliers to ensure the combined ambition for net-zero, community wellbeing and inclusive growth can be delivered across the 6 regions.
- Embed the principles of the Logan Review across all sectors to support and nature innovation and entrepreneurship.
- Maximising the benefits of an inclusive economy extend beyond existing urban centres to smaller towns and rural areas, to develop/enhances 'locally' functioning hubs. Effective and low carbon infrastructure connections between places, create conduits for business and enterprise, workers, skills, training, and goods and services
- Collaboration with Scottish Government to deliver wide range of financial innovation opportunities that will enable the delivery of a 'Regional Housing Programme' focused on our seven transformational strategic sites:
 - Deliver upfront land remediation and shared infrastructure delivery across sites that require it –Blindwells and the former Cockenzie Power Station Site, Edinburgh's Waterfront, Dunfermline, Shawfair, Winchburgh, Calderwood and Tweedbank.
 - To also deliver the associated low and zero carbon, green and blue infrastructure on these sites that will enable adaptation and mitigation to climate change and reduce fuel poverty, increase energy efficiency and deliver wider multiple benefits.

- Investment required to meet the greatest affordable housing need in Scotland, through an expanded regional affordable housing programme
- To enable wider delivery of affordable, specialist provision, 'Mid-Market Rent' and 'Build to Rent' and therefore mixed tenures and communities
- Regional Home Demonstrator – mainstreaming modern methods of construction that can be deployed across the region
- Housing Construction & Infrastructure Skills Gateway
- Housing developments based on 20min neighbourhoods and wider transport and digital connectivity

Theme 2 - Innovative

Innovation is critical to developing new solutions to the challenges and opportunities that the region faces. For this region the differentiating opportunity is Data, which is critical to future economic growth, social change, and public services. The region has ambitious plans to establish the region as the Data Capital of Europe and ensure that communities across the region benefit from data-driven and other forms of innovation. The City Region is home to the £1bn+ businesses FNZ, FanDuel and Skyscanner, and major international tech companies such as Amazon, Cisco, Oracle, Microsoft and IBM have also created bases in the City Region. These feed and support a strong Tech Ecosystem, and one that has the potential for further consolidation and growth right across the 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:

- Formation of a Regional Tech Ecosystem collaboration, to facilitate and promote the collective opportunities for local development and international growth, as Fintech Scotland has done for the Scottish Fintech community.
- Collaboration across public, private and academic sectors to apply data science approaches, to develop innovative and financially sustainable models to business operations, including regional opportunities in the fintech sector and in health and social care.
- 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-driven innovation opportunities, including the City Region Deal Fife i3 Programme and Borders Innovation Park, as well in other major development areas like West Edinburgh, Fountainbridge and Granton in Edinburgh.
- Innovative and future-proofed infrastructure – ensuring the region is at the forefront of new infrastructure and in a position to enable 5G and superfast broadband delivery across the region, to enable businesses to locate, invest and grow in our more remote and rural locations whilst also allowing people to work from more flexibly from home and other locations.
- Innovative and future proofed transport – ensuring the region has coordinated information and flexible transport modes that are easily accessible and deployed to promote growth in the sector and support net-zero and the reduction of inequalities.
- Innovative and future proofed utility networks to effectively and efficiently serve the region and its ambitions.

Theme 3 – Resilient

Our region must be able to adapt and be resilient to change. 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 live in places in all parts of the region that support new fair work, have

access to travel and lifestyle choices and we must also evolve the skills base of people in our region to meet the requirements of our future economy.

Partners across the region will work with the Scottish and UK Governments and regional partners to ensure our national, regional and local plans, consents, investment and delivery are co-ordinated, streamlined and accelerated to ensure:

- Nationally and regionally significant transport projects will be coordinated by SEStran and delivered to better connect the region to other city regions, places and markets including:
 - Rail – HS2 / Waverley / SETEC / Freight
 - Road based public transport
 - Active travel
 - A720/A1
 - Air
 - Marine
 - Borders Railway Extension
- The delivery of a fairer distribution of economic growth across the region, not just population and housing, to:
 - increase diversity of economic activity and job density across the region,
 - make more resilient communities,
 - minimise need to travel,
 - make best use of assets – e.g. contra peak capacity in transport network
 - encourage new ways of working
 - use of digital connectivity
- Masterplan Consent Areas, major developments and / or New Towns will be designated where appropriate, with major national and cross boundary transport projects will be delivered through national, regional and local level collaborative teams
- Major development plans and spatial planning will include strategic transport input and prioritise the delivery of sustainable transport infrastructure to help support greener travel behaviours
- We will work as regional partners to ensure
 - Our plans and strategies are coordinated across local authority boundaries and projects; and
 - Initiatives to deliver more frequent, reliable, integrated and affordable public transport are supported and active travel services and options are improved for all in the region by working closely with transport providers and SEStran and Sustrans Scotland etc.
- Better connected - Future priorities to ensure that the region is better connected, include:
 - Pursuing strategic public transport projects and priority schemes to deliver greater connectivity in the region quickly, as well as contributing to challenging national targets, such as 20% reduction in car kilometres within the next ten years
 - Measures to increase workforce mobility, especially for residents of disadvantaged communities, primarily through the creation of fully coordinated, integrated, flexible affordable transport network across the regions that helps reduce inequalities. Strategically, future plans need to acknowledge the integration of land use and transport, to support 20 minute neighbourhoods and 'blended working'.
 - Interventions that, individually and/or collectively, demonstrably address climate change and reduce carbon emissions.
 - A single point of information and ticketing for public transport across the region.
 - Helping deliver the National Transport Strategy 2 transport hierarchy and Regional Transport Strategy objectives through appropriate infrastructure in 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;
 - Enhancing mode choice and offering to ensure that transport network can become more flexible to adapt to the differing transport needs of the region.
 - Focusing on investments on modal shift and supporting the more disadvantaged communities.

- Considering potential longer-term schemes for tram, light rail and heavy rail.
- Supporting freight operators using new approaches to freight decarbonisation across the region
- Sustainable - We are developing four 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.
 - Transport – Transport accounts for 37% of Scotland’s greenhouse gas emissions. There are a number of national, regional and local initiatives that are demonstrating or investigating the decarbonisation of transport and will help to reduce kilometres travelled by car.
 - Transport – A true modal shift from the private car (even EV powered) to active travel and public transport will help maximise the efficient use of energy, but this can only be achieved by providing a viable alternative to the private car. SESTRan’s Mobility as a Service and Demand Responsive Transport approaches across the region will provide the platform to create a fully integrated public transport offering, coupled with Demand Responsive Transport to respond to the customer needs and the changing dynamics of the region.
 - The Scottish Borders is already significant net generator of onshore renewable (wind) energy. There remains the potential to expand this output, as well as to develop the associated upskilling, well-paid jobs and local economic benefit.
 - Offshore renewable also offer opportunities reflected, for example, in Eyemouth’s selection as an Operations & Maintenance base to support EDF Renewables UK’s Neart na Gaoithe Offshore Wind Farm.
- 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. New developments provide green corridors for safe wildlife passage and connections to nature, natural waterways protected and preserved, natural wetlands and floodplains

Question 5: Our Emerging Strategic Themes

Do you think that the **three Regional Priority Themes of Just, Innovative and Resilient** provide an appropriate framework to focus our collaborations to maximise the potential of the region?

Have you any further suggestions in terms of specific opportunities, asks and commitments that should be outlined within each Theme?

7. OUR EMERGING BIG MOVES

A Better Connected Region

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 administrative boundaries. Within the region we will ensure that employment, training and education can be accessed by all, through sustainable transport modes.

South East Scotland is well placed to capitalise on improved international, UK cross-border including between Edinburgh and London 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.

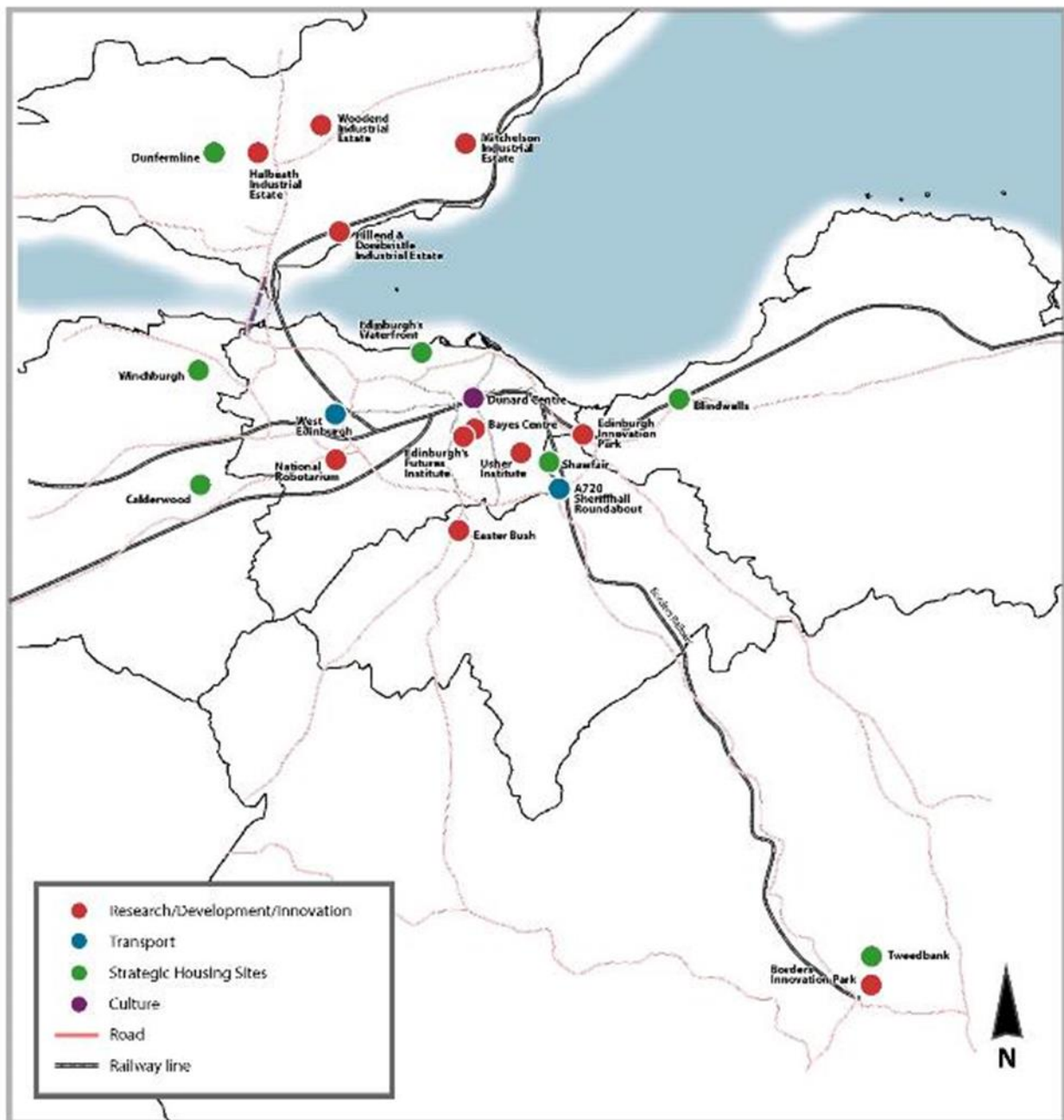
Edinburgh city centre and the regional core are a key connecting node, but many of our major cross boundary connections converge elsewhere in the region. A better more sustainably connected region underpins its future success. Some of our key objectives are to promote future growth within the city centre, 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 east and west of Scotland right across the region, 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. The Levenmouth Rail Link will also offer new opportunities for both passenger and freight transport. A key focus of this will include ongoing support for further development of sustainable energy connections with key partners across the region and beyond;
- 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 strategic regional growth gateway location focused on an enlarged new settlement at Blindwells with new regional town centre, the redevelopment of former Cockenzie Power Station site and a new regional gateway transport hub. The creation of a new railway station in Reston will also provide opportunities for inclusive growth and opportunities within the east of the Scottish Borders;
- 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 a new North South tram line must connect North and Central Edinburgh to the Bio Quarter and then to the growing communities to the south of the city. To strengthen links further, the region requires the extension of the Borders Rail Line to Carlisle to improve UK cross border connectivity between the south of Scotland and the north west of England. For the movement of freight between the north of England and South of Scotland the A7, and A68 are key strategic routes that require future investment. In the future we will continue to use these established corridors to enable a sustainable pattern of development and on-going inclusive growth.

Major Regional Opportunities

This section sets out some of the major regional opportunities that have been identified through the Framework 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.

1. **The Data Capital of Europe – As a nation and a region, our lives are being transformed by technology at a tremendous rate. The BEIS Science and Innovation Audit provided a roadmap for the region to be an economic beneficiary of this data revolution, rather than a passive consumer. It highlighted the need for collaborative action to develop the digital and analytical talent the Region requires to thrive in the face of global competition. The CRD's Data-Driven Innovation programme has acted as a catalyst for this collaborative action, but this now needs to be extended into day-to-day economic development activity across the region, to support the transition and growth of data-enabled business operations. Through this, the Region can consolidate and strengthen its Innovation Ecosystem to support organisations, irrespective of where they are based in the Region. This can deliver the vision of the region being the Data Capital of Europe**
2. **Re-building our neighbourhoods, towns and cities - 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;**
3. **Sustainable transport and mobility – we will reduce car dependency right across the region by delivering key aspects of the Regional Transport Strategy such as interconnected cross boundary active travel links and better infrastructure for public transport provision. We will provide affordable, coordinated public transport options for those who live in transport poverty for access to employment, training and education opportunities;;**
4. **Regenerating the Forth estuary: from Rosyth to Cockenzie, taking in the Forth Bridges and Granton, linking to Grangemouth/Forth Valley – and including the redevelopment of our coastal industrial base to focus on support for the renewables sector, and exploring new opportunities for tourism and leisure use;**
5. **Re-imagining sustainable tourism: regionally and nationally connected, with sustainable assets and attractions across the region**
6. **Re-building support for business; with a strong focus on green businesses;**
7. **Re-designing the new skills system; focused on emerging sectors and technologies and supporting those who have been disproportionately affected by the COVID-19 pandemic (particularly young people) to secure sustainable employment;**
8. **Re-inventing healthcare: One Health, focused around the Bio Quarter, Easterbush, etc working with the NHS Boards and Health and Social Care Partnerships;**
9. **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, responding to the challenges and opportunities presented by the climate crisis;**
10. **Reaffirming the role of our anchor institutions right across the region to maximise their social, economic and environmental roles.**



Question 6: Our Big Moves

What are your views on our proposals for a better-connected region?

What are your views on the regional pipeline opportunities outlined? What other major regional projects or initiatives should be considered, and do these fit within the suggested Themes?

In terms of prioritisation, what should be the focus of activity in the first 3 – 5 years?

9. OUR PROPOSED APPROACH TO DELIVERY

Delivering this Regional Prosperity requires new ways of working

The Edinburgh and South East city region is Scotland's greatest economic asset, generating wealth and opportunity for its citizens and the rest of the nation. Economically, the city region is a national force for good, acting as a catalyst for the country as a whole. Socially, culturally and creatively, it is an iconic touchstone for the Scottish people, projecting much of Scotland's global profile and as the primary gateway to Scotland. It is in the national interest for investment and funding decisions to be taken coherently to provide for the continued and increased success for the benefit of everyone throughout the country.

To achieve and deliver upon this Regional Prosperity Framework requires a new way of working. Through the City Region Deal, the Scottish and UK Governments and regional partners embarked on a new relationship. The Deal has demonstrated that partners can collaborate effectively to deliver cross-regional projects, create future regional infrastructure and strategically co-ordinate transport, housing and economic development.

For our national wellbeing, Scotland must maximise the potential and opportunities that exist in Edinburgh and the South East as articulated in this Regional Prosperity Framework. The Scottish and UK Governments, national agencies and regional partners must align funding programmes and investment priorities alongside the wider contributions of private and 3rd sector partners to ensure this success. This will secure maximum value for taxpayers' money and will attract business, create jobs and boost prosperity to benefit the region and the nation.

These innovative and ambitious projects require a collective approach to align strategy, investment and funding and to deliver prosperity and wellbeing across the region and for the rest of Scotland. The Scottish and UK Governments and regional partners must build upon the close partnership successfully established through the Edinburgh and South East Scotland City Region Deal and ensure that powers and resources exist to provide for coherent investment in the region's key strategic priorities.

This section sets out how the projects, big moves and themes converge into a framework for delivery. The Framework 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 overarching Framework will be refreshed at 3 – 5 year intervals.

Over the short, medium (years 4-6), and longer (years 7-10) term horizons, the City Region Deal; 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 Framework delivery is outlined below:

Delivering the Deal

In these uncertain times the £1.3bn ESESCR 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 ESESCR Deal is of national importance with significant implications for Scotland's future growth. This Framework seeks to build on the ESESCR 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 Prosperity 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 Prosperity 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.

Question 7: Our Approach to Delivery

Are there any important linkages that aren't captured here? If so, what are they, and how do these link with the Themes and/or the emerging regional "big moves"?

What role could your organisation playing in delivery, and what would you expect the regional partners to deliver to assist this?

10. 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 Prosperity 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 such as Scottish Enterprise, South of Scotland Enterprise, Transport Scotland and SEStran.

The successful delivery of the Framework and action plan requires each of its elements to be implemented in a coordinated way. An existing structure is already in place to support the delivery of the Edinburgh and South East Scotland City Deal, and this will be the 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.

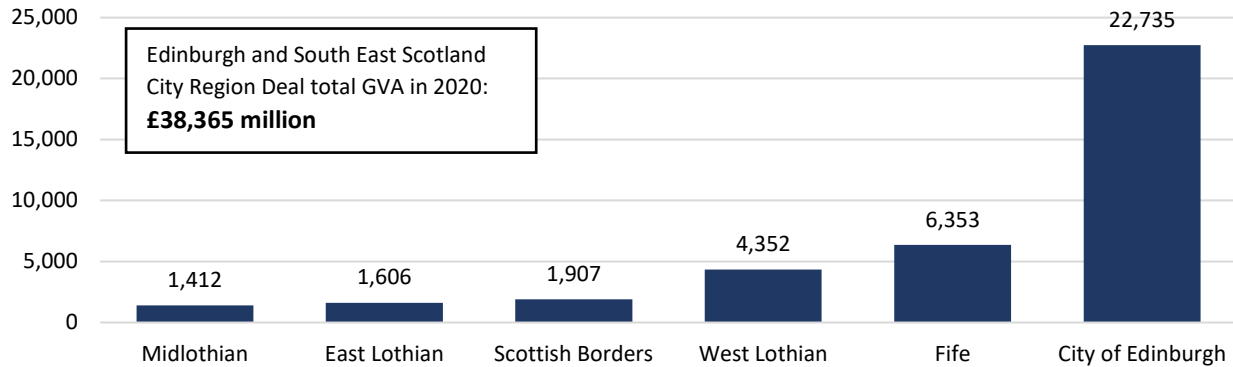
Question 8: Overseeing Change

Do you think that your own organisation could play a role in achieving the objectives of the Framework? If so, in what specific areas?

TECHNICAL BACKGROUND

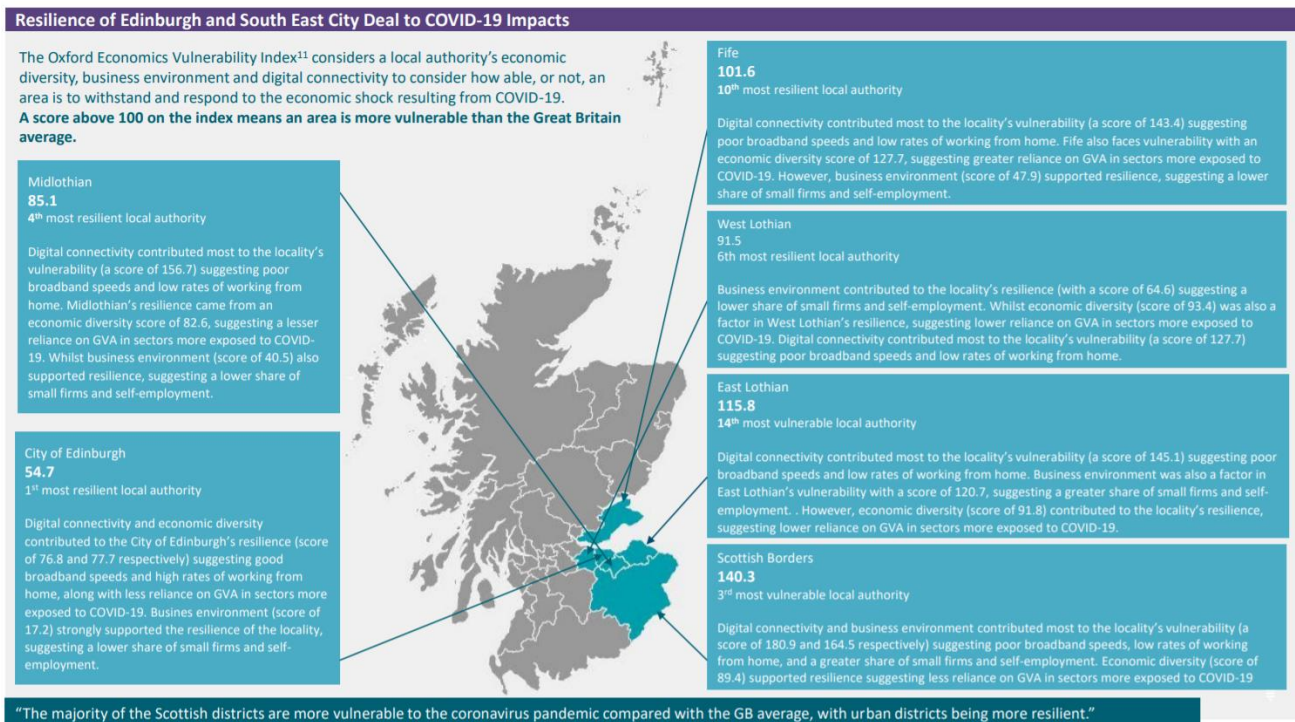
Economic Performance

Chart 1: City Region GVA 2020 (£m) by Local Authority



Source: Oxford Economics Forecasts (Skills Development Scotland)

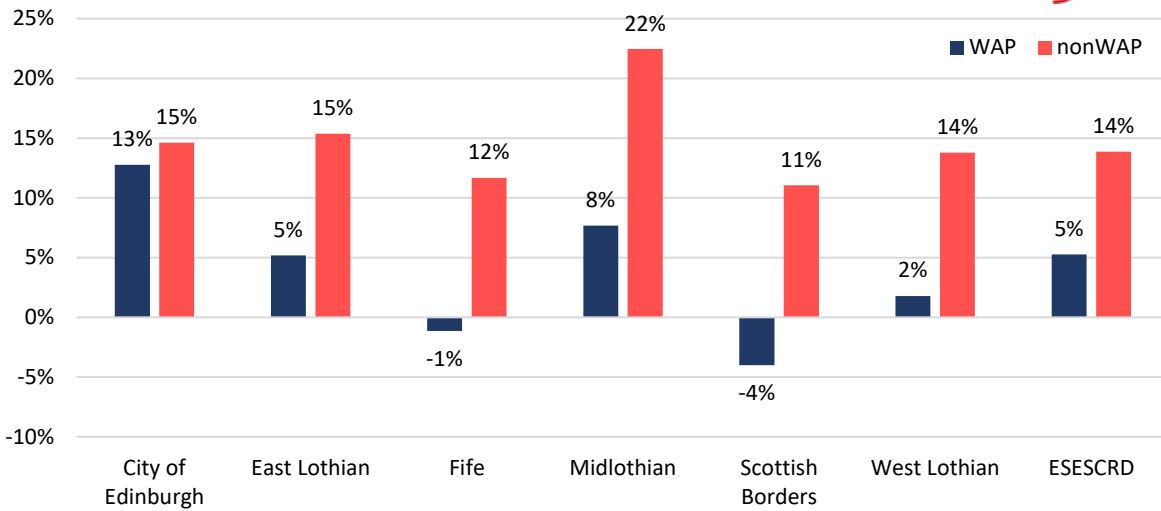
Figure 1: Oxford Economics Vulnerability Index – Edinburgh and South East Scotland



Population and Demographics

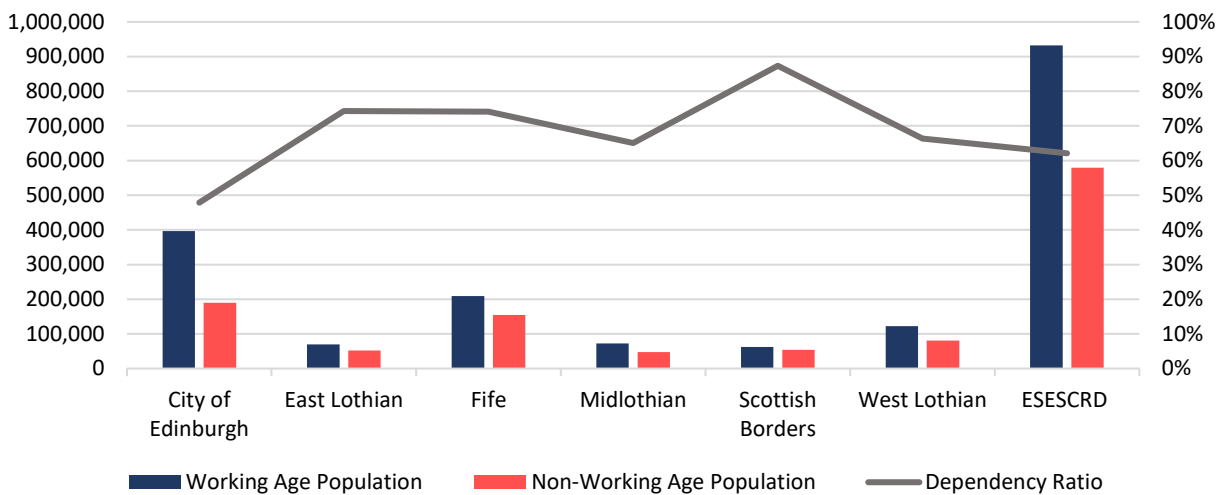
Percentage change in the 16-64 yea-old Working Age Population (WAP) and the non-Working Age Population (non-WAP) across the City Deal region between 2009 and 2019.

Figure 1: Percentage change in age categories by local authority 2009-2019



Source: National Records of Scotland

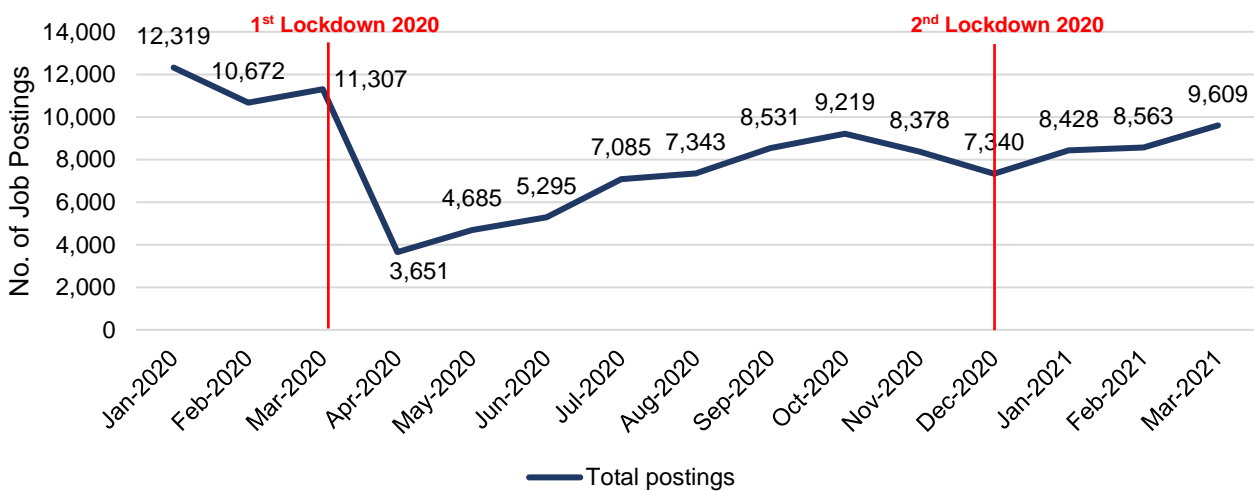
Figure 2: Population projections by age category and local authority in 2043



Source: National Records of Scotland (based on mid-2018 population estimates)

Labour Market and Skills Landscape

Chart 1: No. of Job Postings Jan 20 to March 21 – Edinburgh and South East Scotland



Source: Burning Glass Technologies (2021) *Please note that Burning Glass Job Postings data may not sum due to absence of information associated with some postings e.g. no salary information or SIC or SOC Code.

Table 1: Top Job Postings by 2 Digit SIC – Edinburgh and South East Scotland

Industry	Job Postings	% of Total Postings
Human health activities	10,581	22%
Education	7,396	16%
Public administration and defence; compulsory social security	3,914	8%
Retail trade, except of motor vehicles and motorcycles	3,044	6%
Financial service activities, except insurance and pension funding	2,919	6%
Social work activities without accommodation	2,318	5%
Activities of head offices; management consultancy activities	1,790	4%
Legal and accounting activities	1,323	3%
Residential care activities	1,249	3%
Food and beverage service activities	1,140	2%

Source: Burning Glass Technologies (2021)

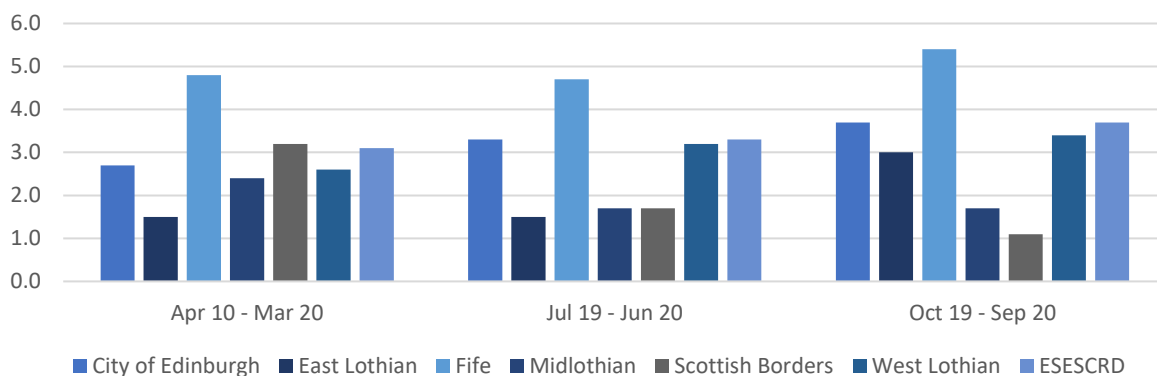
Table 2: Top Job Postings by 4 Digit SOC – Edinburgh and South East Scotland

Occupation	Job Postings	% of Total Postings
Programmers and software development professionals	5,706	7%
Nurses	3,568	4%
Care workers and home carers	3,440	4%
Other administrative occupations n.e.c.	2,107	2%
IT business analysts, architects and systems designers	1,975	2%
Managers and proprietors in other services n.e.c.	1,953	2%
Chartered and certified accountants	1,795	2%
Sales related occupations n.e.c.	1,650	2%
Customer service occupations n.e.c.	1,610	2%
Management consultants and business analysts	1,450	2%

Source: Burning Glass Technologies (2021)

COVID-19, BREXIT, and the Labour Market

Chart 1: Unemployment Rates (16-64) by Local Authority (%)



Source: Annual Population Survey (Labour Force Survey)

Chart 3: Number of People on Universal Credit in Edinburgh and South East Scotland (February 2020 – February 2021)

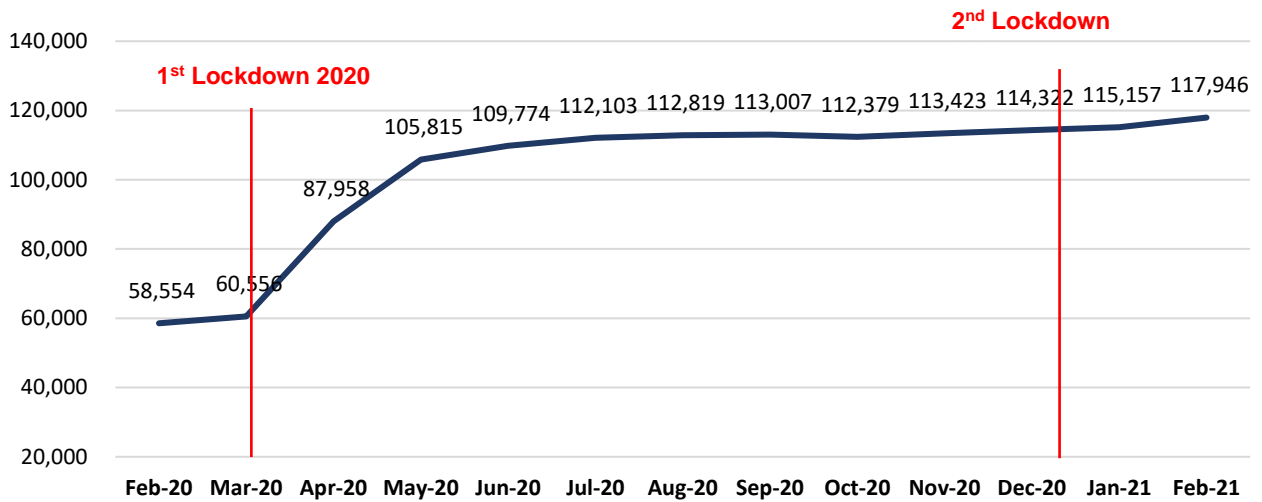
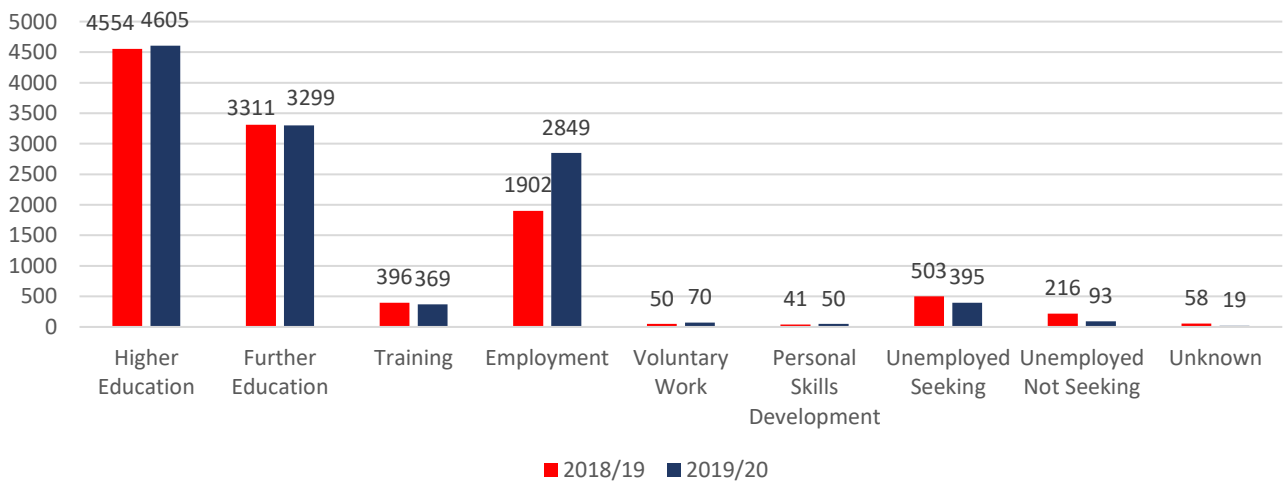


Table 1: Population by country of Birth, December 2019, and June 2020 (Thousands)

Area	EU Total (December 2019)	EU Total (June 2020)
Scotland	234,000	240,000
City of Edinburgh	46,000	47,000
East Lothian	4,000	4,000
Fife	15,000	15,000
Midlothian	5,000	3,000
Scottish Borders	4,000	2,000
West Lothian	12,000	14,000
ESESCRD Total	86,000	85,000

Source: National Records of Scotland (2020)

Chart 4: Initial School Leaver Destinations – Edinburgh and South East Scotland (2018/19 and 2019/20)



Source: Summary Statistics for Attainment and Initial Leaver Destinations, No. 3: 2021 Edition

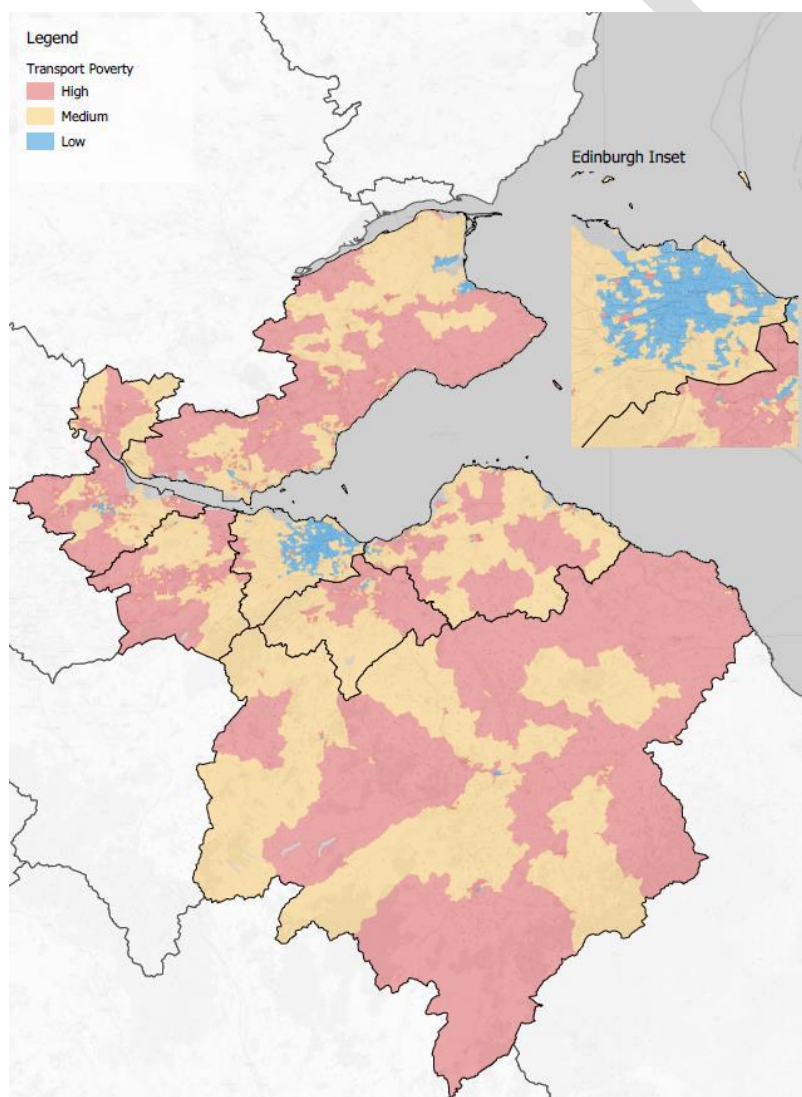
APPENDIX 2

Transport Background

Workforce mobility is a barrier to employability, training and education across the region. It is evident that the transport barrier in Edinburgh & South East Scotland is not solely related to affordability. A number of factors have created a fragmented transport system, such as:

- patronage decline on the bus network since 2010,
- 5% of the population not connected to the public transport system,
- The majority of the City Deal region in medium and high transport poverty (SEStran RTS Main Issues Report 2020);
- the need for more partnership working within the sector and across transport modes;
- multiple points of travel information,
- a plethora of ticketing structures/subsidies/concessions, and
- the lack of data based route optimisation.

All of these elements have led to multiple barriers that include affordability, accessibility, complexity, integration and declining service provisions. Figure 1 from the SEStran RTS Main Issues Report 2020' highlights the majority of the region being at medium to high risk of transport poverty.



APPENDIX 3

Local Council Area Summaries

City of Edinburgh

Text to be inserted

East Lothian

East Lothian is part of the Edinburgh city region and is located to the east of Edinburgh's suburban edge. The area measures approximately 270 square miles in area, and includes 43 miles of coastline.

East Lothian has a relationship with the wider region, but it offers something different. It has wide variety of high quality built and natural environmental capital and, with countryside and coast, an abundance of leisure tourism opportunities. All this is within easy access of Edinburgh and places East Lothian in high demand as a place to live, work, recreate and to visit. Key characteristics include:

- One of the fastest rates of population growth in Scotland, and the region;
- the lowest job density in the region, with around 50% of the working age population commuting from the area to work across boundaries;
- significant leakage of expenditure across boundaries, particularly from the west of East Lothian to other nearby areas, impacting town centres and equalities;
- significant investment will be required to overcome the transport, education and other infrastructure constraints, including to address climate change targets and effects;

To the west, the communities of the former East Lothian coal field include Musselburgh, Wallyford, Prestonpans, Cockenzie and Tranent. To the east the communities are more dispersed and include Haddington, the areas administrative centre, and North Berwick and Dunbar. Overall, the area has a number of strategic long term and transformational projects and opportunities, which will be a focus of East Lothian's economic recovery and renewal, including:

- Food & Drink Innovation Hub and Edinburgh Innovation Park - adjacent to Queen Margaret University there are plans to deliver a state of the art food and drink innovation facility being the initial phase of a wider Edinburgh Innovation Park supported by partial funding from City Deal. The Hub and EIP will drive company growth, develop existing and sustainable new businesses to access a global market for healthy and functional food;
- ClimatEvolution Zone, including Blindwells New Town and the redevelopment of the former Cockenzie Power Station site – there are plans for strategic shared infrastructure and land remediation here to deliver a significant new town with new regional town centre, and to redevelop the former power station site. Taken together, these projects present significant development potential for a wide range of uses and to create a new low carbon destination and attractor, with delivery supported City Deal;
- Torness Nuclear Power Station site - there will be a need to consider the future of this site as the current generating licence extends to 2030, but an extension to this is not ruled out. Key considerations will be decommissioning the site, utilisation of the grid connection, and future land use where deep water harbouring opportunities exist adjacent to the strategic transport network.

Taking all of this together, there is a need to deliver on the area's strengths and opportunities while helping to address its weaknesses to help ensure that the future of the area can be more sustainable.

Fife

Fife is home to 373,550 people, and over 10,000 businesses. It makes a significant contribution to the Scottish economy with an annual business turnover of around £12,500 million. A peninsula set between the Firth of Forth and Firth of Tay its coastal path and award-winning beaches encircle most of the area. It contains a mix of urban and rural areas, from large settlements to significant areas of undeveloped forest and woodland, including the Lomond Hills. Known around the world as the 'home of golf', Fife offers a total of 48 golf courses.

The Fife Economic Strategy 2017 – 27 identifies eight key economic sectors where Fife has a particular strength or that are growing strongly :

- Energy & Renewables
- Manufacturing
- Finance & Business Services
- Tourism
- Food & Drink (including agriculture)
- Health & Social Care
- ICT and
- Construction

These sectors offer significant opportunities, however, there is also a recognition that Fife continues to suffer from long standing socio-economic issues that limit its economic growth:

- earnings and productivity are lower than the national averages.
- Business start-up rates remain below the Scottish averages.
- There are higher than average rates of youth unemployment and
- Areas of deprivation persist in some parts of Fife (particularly Mid-Fife).

Midlothian

Text to be inserted

Scottish Borders

The Scottish Borders geographically is one and half times that of the rest of the other local authority areas which form the City Region. However, much more than simply size it is the combination of characteristics across the Scottish Borders, which give it its distinctiveness particularly when assessed against the rest of the ESES region:

- rurality and geographic scale;
- significant natural capital
- Strong agriculturally offering (farm to fork)
- Tourist market to support hospitality sector with significant room for growth
- Significant Net-Zero potential
- Resilient communities with strong local identities

However there are areas for improvement

- current deficiencies in both physical and digital connectivity;
- low population densities and demographic challenge (with outward migration of young people and growth projections of numbers of older people among the highest in Scotland);
- weak economic growth and low GVA with relatively high proportions of the workforce in agriculture and fishing, and manufacturing; and

- 3rd most vulnerable region in Scotland

West Lothian

Text to be inserted

DRAFT

Appendix 2 - Regional Growth Framework – Document Rename Options Assessment

Background

In consultation on the Regional Growth Framework with Regional Enterprise Council (REC) and Elected Members (through the EMOC) there has been consistent feedback that the term “Growth” does not convey the correct message for our regional collaborative approach, and should not be referenced in the title of the document or the main “Vision” for the Framework’s delivery.

Options Assessment

In response to this a number of options have been considered for renaming the Regional Growth Framework and these are summarised below:

Option	Proposed Title	Discussion
0	Regional Growth Framework	No change – does not meet the requirement set out above to remove references to “Growth”.
1	Regional Prosperity Framework (preferred)	“Prosperity” aligns with the feedback from REC and EMOC about the document purpose.
2	Shared Prosperity Framework	Aligns with future funding opportunity through Shared Prosperity Fund, but may cause confusion as would have same acronym and the aspiration is that the document will have a wider focus than any specific fund.
3	Regional Collaboration Framework	This functions well as an internal working title but is more focused on process than on outcomes.
4	Building Back a Better Region	May cause confusion as not clearly linked to “Regional Growth Framework” but reflects wider thinking around post-pandemic policy. May work as a strapline or section heading.
5	Regional Framework	Covers the two main elements of what the Document is, recognising its broad remit, without focus on one element e.g. Growth, Prosperity, Collaboration.
6	Regional Economic Framework	Whilst the original ambition of the document to cover spatial aspects has been superseded by the emerging Regional Spatial Strategy, the document goes beyond the scope of a traditional economic strategy (including aspects of placemaking and housing) and this is considered too narrow.

Recommendation

It is recommended that Option 1 “Regional Prosperity Framework” is agreed

The options set out above are not exhaustive and could be re-cast slightly e.g. “Regional Framework for x” however there is perhaps merit in maintaining consistency with the current title.

Appendix 3 – Draft Stakeholder list for distribution and targeting of Regional Growth Framework Consultation document

Stakeholder Group	Contact Details	Notes
Regional Enterprise Council	PMO	Ask to promote to networks and sectors.
Scottish Government		
UK Government		
City Region Deal partners		
National and public agencies (e.g. Scottish Enterprise; Visit Scotland; SEPA; Historic Scotland; Creative Scotland; Transport Scotland)		
Chambers of Commerce – collective and individual		
Federation of Small Businesses		
HE/FE Consortium		
ESESCRD Thematic Boards		
Community Councils		
Local Tourism Partnerships		
Industry / Representative Bodies e.g. CBI, SCDI, Homes for Scotland, etc		
Relevant Professional Bodies e.g. EDAS, IED, RTPI, CIH, etc (as appropriate)		
Trade Unions		
Sustrans		
Spokes		
Friends of the Earth Scotland		