

Minutes

Edinburgh and South East Scotland City Region Deal Joint Committee

Microsoft Teams

10.00am, Friday 4 June 2021

Present:

City of Edinburgh Council – Councillor Adam McVey

East Lothian Council – Councillor Norman Hampshire

West Lothian Council – Councillor Conn (substituting for Cllr Fitzpatrick)

Fife Council – Councillor David Ross (In the Chair)

Midlothian Council – Councillor Russell Imrie

Scottish Borders Council – Councillor Shona Haslam

Higher/Further Education Consortium – Professor Peter Mathieson

Regional Enterprise Council – Claire Pattullo

In attendance:

Dr Grace Vickers, Chief Executive, Midlothian Council

Netta Meadows, Chief Executive, Scottish Borders Council

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

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

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

Rob Dickson, Executive Director, Scottish Borders Council

Hugh Dunn, Head of Finance, City of Edinburgh Council

Craig Walker, Lead Officer, Assets Transportation and Environment, Fife Council

Adam Dunkerley, Opportunities Fife Partnership Manager, Fife Council

Jackie Johnstone, Fife Council

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

Jo Blewett, Transport Scotland
Alison Irvine, Transport Scotland
Phil Cragg, Consultant, Deloitte
Catherine Molloy, Project Manager, East Lothian Council
Steve Scott, Director of Campus and Commercial Services, Queen Margaret University, Edinburgh

1. Minutes

Decision

To approve the minute of the Edinburgh and South East Scotland City Region Deal Joint Committee 5 March 2021 as a correct record.

2. Work Programme

The Work Programme was presented and detailed the planned dates for the City Region Deal business case approvals by Joint Committee.

Decision

To note the planned dates for future business for the City Region Deal Joint Committee.

(Reference – Work Programme, submitted.)

3. A720 (Sherriffhall Roundabout) Progress Update

An update was provided by Transport Scotland on the progress that had been made with the Sherriffhall Roundabout.

The following points were made during the presentation and discussion:

- The proposed Scheme would provide grade separation which would separate strategic and local traffic, thus reducing traffic conflicts and reducing congestion at Sheriffhall
- Enhanced Active Travel facilities would remove the severance caused by the existing junction
 - Nearly 2 miles of segregated shared surface for pedestrians and cyclists
 - This would support and enable the provision of wider active travel facilities
- The proposed scheme would allow for faster and more reliable public transport journey times and would encourage public transport providers to increase services in the area
- Modal shift would be promoted and would facilitate key transport interchanges

- The proposed Scheme supported the themes and inclusive growth objectives identified within the Edinburgh and South East Scotland City Region Deal (ESESCRD)

Objections

- There had been 2767 objections of which there were 2701 objections through Scottish Green Party objection portal, 2641 objections based on the standard Greens objection and 60 bespoke objections based on the standard Greens objection template
- 54 non-Greens objections had been received and the 54 non-statutory objections were mostly on themes similar to the Scottish Greens objection
- 12 Statutory objections had been received and there was ongoing consultation on. One statutory objection had been withdrawn.
- 20 letters of comment and 16 letters of support had been received.

Next Steps

- The expected Scheme Timetable was as follows:
 - Public Local Inquiry - early 2022
 - Ministerial Decision - late 2022
 - Tender Period commencing – Spring/Summer 2024
 - Contract Awarded - Spring 2025
 - Construction Begins – Summer 2025
 - Completion / Scheme Open – late 2027

Active Travel – Benefits

- The proposed Scheme would provide new dedicated fully grade separated AT routes across the junction for all approach roads, including:
 - Nearly 2 miles of segregated shared surface for pedestrians and cyclists, connecting to AT facilities on all side roads
 - Five dedicated grade separated AT subways under the new roundabout and A720
 - High quality signage and lighting throughout the dedicated AT route network to encourage usage.

Public Transport – Benefits

- The proposed Scheme was expected to deliver significant benefits to local traffic, including bus services, due to the provision of:
 - improved traffic conditions on local roads resulting from the separation between strategic and local traffic
 - three circulatory lanes on the roundabout
 - three entry lanes on all approaches, with longer flare lengths than existing
 - a minimum 3.0m width (the minimum for bus use) for all entry lanes
- Improved operating conditions at the junction would provide significant improvements in bus journey time and reliability compared to the present
- The proposed Scheme provided additional ducting to facilitate future full signalisation and enable either passive or non-passive bus priority systems.
- The improved junction operation could in turn contribute to the creation of an extensive PT priority service between Midlothian and Edinburgh

Impact of Including Dedicated Bus Lanes

- With the current proposals, assessment showed that there would be a journey time saving of up to 7 minutes, depending on the route.
- Part of the carriageway space provided in the proposed Scheme could be re-allocated or extended to provide dedicated bus lanes on approach to the roundabout.
- However, re-allocation of carriageway space to buses required a throttling down of other vehicles on the approach. That throttling down created queuing at peak times that extended back onto the local road network and prevented buses reaching the dedicated lane timeously

What we need from our Partners

- Transport Scotland would write to clarify what the scheme delivered in the immediate and long term for bus and active travel to close out the PT/AT review
- Partners to write to Transport Scotland and confirm that this resolved the concerns raised in their draft Order representations and any subsequent dialogue.
- AECOM was currently scoping work to look at alignment between CRD Objectives and the Scheme to support inquiry evidence and benefits realisation. Partners input would be sought in due course.

How we get there

- TS was an active member of the Transport Appraisal Board, established to make recommendations to the Joint Committee on the City Region Deal transport projects and transport elements of other Deal projects.
- TAB also provided input as a region into other projects and on future investment in the city region's strategic transport infrastructure.
- The effective governance within the ESES City Region Deal provided the platform:
 - For TAB members to collectively reflect on Joint Committee input and partner comments to the draft Orders for the Scheme.
 - For TS to further discuss technical aspects of the Scheme and the wider alignment with other policies and projects with CRD partners at TAB.
 - For TS to continue to provide updates on the Scheme to CRD partners through the Joint Committee and TAB.
- TAB (including TS representation) would report back to the Joint Committee to seek collective support for the Scheme.

Decision

- 1) To note the Sheriffhall update presentation by Transport Scotland.
- 2) To note that a report would be brought back to the Joint Committee in September 2021 and an additional meeting of the Joint Committee would be arranged if required.

- 3) To note that all points made today would be taken to the Transport Appraisal Board for consideration.

(Reference – presentation by Transport Scotland, submitted.)

4. City Region Deal Progress Report

The Joint Committee considered a report that advised of progress across the City Region Deal Programme.

A RAG (Red, Amber, Green) scale was assigned to programmes and projects by the Partnership Management Office (PMO), as well as scores for inclusive growth and partnership working. In this update, the overall status was assigned as 'Amber' and there were no actions for the Joint Committee.

Decision

To note the progress across the City Region Deal Programme.

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

5. Queen Margaret University Innovation Hub for Food, Drink and Health Sciences Business Case

Approval was sought to secure funding for, and enact, the Food and Drink Innovation Hub (“Hub”) at Queen Margaret University as set out in the Food and Drink Innovation Hub Final Business Case. Preparation of this Business Case had been led by East Lothian Council and Queen Margaret University on behalf of the Edinburgh and South East Scotland City Region Deal consortium partners - in accordance with the HM Treasury 5 Case model guidance.

The development of the Hub also unlocked a further significant opportunity for the partners to develop ELC’s landholdings adjacent to the campus into the Edinburgh Innovation Park (EIP). The EIP would be a science and technology park, aligned with the University and the Hub that would support the growth of high value added and innovative businesses including those in food and drink related sectors that would directly mature in and benefit from the activities of the Hub. The development also included infrastructure improvements, being the delivery of a grade separated junction, 1500 new homes (including affordable homes) a new primary school and community centre. A Segregated Active Travel Corridor would also improve connectivity and accessibility throughout the development.

Decision

To approve the Food and Drink Innovation Hub final business case.

(Reference – report by the Project Manager, East Lothian Council and Director of Campus and Commercial Services, Queen Margaret University, Edinburgh, submitted).

6. Dunfermline Strategic Transportation Intervention Measures (STIM) Full Business Case

The Joint Committee considered a report that presented the Business Case for a Proposal to part fund the Dunfermline Strategic Growth Transportation Infrastructure Programme, as part of the Edinburgh and South East Scotland (ESES) Region City Deal. This proposal, through the Housing Infrastructure Fund, would provide a means to unlock and accelerate investment in essential new strategic transportation infrastructure in the Dunfermline Strategic Growth Area. This would facilitate large-scale mixed-use development and investment in the Dunfermline and wider Edinburgh City Region economy including unlocking up to 2,000 affordable and 6,000 private homes.

Decision

- 1) To endorse the Full Business Case (FBC) attached as Appendix 3 to the report to support for the submission of a Housing Infrastructure application(s).
- 2) To note that Fife Council's Policy and Co-ordination Committee on 13 May 2021 authorised officers to submit the Business Case to the Edinburgh and South East Scotland City Region Deal Joint Committee and Government partners for final approval.

(Reference – report by Pam Ewen, Head of Planning, Fife Council, submitted).

7. Regional Prosperity Framework – Consultation Draft

Approval was sought for the Regional Prosperity Framework Consultation, and the associated Consultation Engagement Plan. Feedback gathered during the consultation would be used to create a final agreed Regional Prosperity Framework later in 2021. The Framework was intended to be a document that articulated 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 sought to set an ambitious 20-year vision for the regional economy, up to 2041.

The Consultation Draft RPF signposted, but did not present a fixed view of, the region's future priorities. It set out to engage people and to stimulate thoughts, ideas, opinions and, importantly, consultation responses, on how the main challenges and opportunities should be addressed.

Following the consultation, the final version of the document would change as a result of responses received. It would also be shaped by the strategic context as it evolved over time, to ensure a strategic fit was achieved, including with the upcoming Programme for Government.

Decision

- 1) To approve the Consultation Draft 'Regional Prosperity Framework' (previously the 'Regional Growth Framework') at Appendix 1 of the report.
- 2) To note that, given its status as a consultation document, there was no expectation or requirement for partner ratification at this stage. Partners were encouraged to provide comment and input as part of the consultation process.
- 3) To note that, if approved, the formal consultation would begin on Monday 14 June 2021 and run for six weeks, closing on Monday 26 July 2021.
- 4) To agree that the Convener of the Edinburgh and South East Scotland City Region Deal Joint Committee should write to the Cabinet Secretary for Finance and the Economy seeking an early meeting to discuss the RPF and future ways of working with the Scottish Government and national agencies.
- 5) To approve the Engagement Approach at Appendix 2 of the report, noting that there remained flexibility throughout the consultation process to ensure appropriate coverage of consultees.
- 6) To note the emerging stakeholder list at Appendix 3 of the report – this would be the starting point for stakeholder engagement with all stakeholders and partners encouraged to share the consultation with others wherever relevant.
- 7) To note the overview of governance arrangements at Appendix 4 of the report. The Elected Member Oversight Committee would continue to receive updates, as appropriate, during the consultation process.
- 8) To note that the Final Draft 'Regional Prosperity Framework' would be brought to the Edinburgh and South East Scotland City Region Deal Joint Committee for agreement, and subsequently to partners, as appropriate, for ratification.

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