

**Edinburgh and South East of Scotland City Deal (ESESCD) Progress Report****Report by Dr Grace Vickers, Chief Executive****Report for Decision****1 Recommendations**

- a) To note the progress of the City Deal as reported to the ESESCD Joint Committee on 4 December 2020
- b) To note that the work programme indicates that the Easter Bush Business Case will be considered on the 5th March 2021 by the ESESCD Joint Committee and therefore:
- c) Agree to hold a seminar to update members on the Easter Bush, A701 and A702 project prior to the Business Case being considered by Joint Committee in March 2021

**2 Purpose of Report/Executive Summary**

On 4<sup>th</sup> December the ESESCD Joint Committee considered the following items:

- Joint Committee Work Programme
- Joint Committee Rolling Actions Log
- Sheriffhall Update – Presentation by Transport Scotland
- City Region Deal Progress Report
- Integrated Regional Employability and Skills Programme Update
- Data Driven Innovation Programme Update
- City Region Deal Benefits Realisation Plan

A copy of the reports can be found at the following link: [Agenda details on public web site](#)

- d) The work programme indicates that the Easter Bush Business Case will be considered on the 5th March by the ESESCD Joint Committee and therefore this report asks Council to agree to hold a seminar to update members on the Easter Bush, A701 and A702 project prior to the Business Case being considered by Joint Committee in March 2021

**Date: 01 December 2020****Report Contact:**

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### 3 Background

The ESESCD was signed in August 2018 and a copy of the Deal document can be found at the following link:

<https://static1.squarespace.com/static/55c87967e4b05aa55020f656/t/5b6b06f0352f530261e0e4f4/1533740790850/ESESCR+Deal+Document+6+August+2018+signed.pdf>

The ESESCD is a 15 year programme, although much of the actual investment is front-loaded into the first 10 years. Therefore, the programme is at an early stage in its implementation. Nevertheless, there has been significant progress, most particularly in the preparation and signing off of business cases for a number of projects which are detailed in the dashboard in Appendix 1.

The progress report in appendix 1 is being used across the City Region Deal's governance structure to monitor progress across all aspects of the City Region Deal. It is updated and shared with Government on a weekly basis and is taken to all Board meetings. A RAG (Red, Amber, Green) scale is assigned to programmes and projects by the Programme Management Office (PMO), as well as scores for inclusive growth and partnership working.

The overall status of the City Region Deal is assigned as "Amber".

### 4 Midlothian specific projects

As noted in previous City Region Deal reports to Council, the majority of the projects, and particularly those relating to employment, skills and housing, are of a region-wide nature with expected benefits for all parts of the region. It has also been previously noted, that it is because of its central location within the region, and its proximity to Edinburgh, that Midlothian is close to the majority of the overall planned City Deal investment. Notwithstanding that, there are two projects which can be regarded as directly relating to Midlothian; these being the A720 Sheriffhall junction upgrade, and the A701/A702 road proposals as part of the Easter Bush project.

#### 4.2 A720 Sheriffhall Junction Upgrade.

As the A720 is a trunk road Transport Scotland is undertaking this project as part of the Scottish Government's contribution to the City Region Deal. Transport Scotland provided an update on Sheriffhall to the Joint Committee at the meeting on 7<sup>th</sup> August 2020 and will provide a further update at the Joint Committee on 4<sup>th</sup> December 2020.

A Technical workshop was held with City Deal partner officers on 6 August 2020 to present and discuss the options considered as part of the review in relation to active travel and public transport provision whilst not creating additional impacts for local landowners, residents and businesses.

Following the workshop, positive feedback was received from partners (City of Edinburgh Council and Midlothian Council) with specific clarification sought from the City of Edinburgh Council (CEC) on technical aspects of the review work. Transport Scotland issued responses to both partners on 5 October 2020. This included a substantive response to CEC on each of the individual points raised and a reply is awaited from CEC.

Transport Scotland continue to provide quarterly technical and spend updates as part of the City Deal reporting process. Last update provided: 20/11/20

#### 4.3 *A701 Relief Road/A702 Link Road.*

This is an integral part of the wider Easter Bush project within the Data Driven Innovation theme. That project seeks to leverage existing world-class research institutes and commercialisation facilities to make Easter Bush a global location of Agritech excellence. This will involve a substantial amount of new development at Easter Bush as part of the ongoing programme of new and extended facilities by the University of Edinburgh and others in that area. For that development to have an acceptable level of strategic road access, it will require the implementation of the new A701 relief road/A702 link road as included in the Council's Midlothian Local Development Plan (2017). That road scheme has been agreed not only to ensure unconstrained road access to Easter Bush, but also to provide road capacity to accommodate additional demand arising from new housing, economic and commercial developments in that A701 corridor, and to enable the existing A701 to become a dedicated route for public transport and a safer route for cyclists/pedestrians, known as an 'active travel' corridor. Recently completed ground investigations along the proposed route option alignment, commissioned by the Council, show that there are no significant constraints.

The current projected date for completing the road scheme is 2022. Although the City Deal Easter Bush project includes the A701/A702 road scheme, the funding arrangements are identified separately in the business case.

In addition, the Council has identified a preferred design solution to upgrade the junction of the A702 with Bush Loan, which is a current constraint to further development at Easter Bush. It is expected that the upgrade of that junction can be included as part of the transport elements of the overall Easter Bush business case. In addition the Council has commissioned traffic modelling to assess the impact of future traffic flows in the A701 corridor and its impact on the strategic road network. Discussions are also taking place with SEStran and the University of Edinburgh in respect of the details of the 'active travel' corridor along the existing A701 road, for implementation once the new A701 relief road is open. It is intended that all of these discussions will be completed prior to the scheduled sign off of the Easter Bush project business case by the City Region Deal Joint Committee which is now scheduled for March 2021.

## **5 Report Implications (Resource, Digital and Risk)**

### **5.1 Resource**

The ESESCD Progress report outlines that quarterly financial information on Sheriffhall Roundabout is now being received from Transport Scotland. Transport Scotland provided an update which shows £243k was drawn down in Quarter 2 for 2020/21. The financial summary has been updated to reflect this.

The overall cumulative total of Grant claimed for the Deal to date (2018 – present) is £115.7 million. This total includes the funding issued by Transport Scotland and the Scottish Government's More Homes Directorate for Housing.

Since the onset of Covid-19, Scottish and UK Governments have agreed to allow the draw down monthly in arrears as opposed to quarterly for projects entirely funded by Government that have asked for the flexibility. Whilst this report deals with financial issues there are no financial implications arising directly from it.

### **5.2 Digital**

The ambition to be the data capital of Europe is a central ambition of the DDI workstream of the ESESCD.

### **5.3 Risk**

Three risk areas are highlighted on page one of the ESESCD Progress Report:

Red: Covid-19 impacting the City Region Deal projects resulting in potential delays and cost increases

Amber: Brexit uncertainty / "no deal" Brexit impacts

Green: Financial profile: underspends across the national City Region and Growth Deals will cause reprofiling pressures for Government

### **5.4 Ensuring Equalities**

Inclusion is a key driver for the City Region Deal, and scores have been included for each project. Business cases for projects included demonstrate how they will reduce inequalities and tackle the inclusion challenges specific to the city region.

The City Region Deal Benefits Realisation Plan (BRP) was approved for the programme on 4 September 2020. This incorporates clear indicators to align with the Scottish Government's Inclusive Growth Framework. The impact on equalities, human rights and sustainability will also be measures. A BRP Implementation Plan is being developed, with input from key stakeholder groups within and outwith the City Region Deal Governance structure, including the Regional Enterprise Council, third

sector partners, the NHS and elected members. A progress report on this is being taken to this meeting, and feedback from the Joint Committee would be welcomed.

## **5.5 Additional Report Implications**

See Appendix 1

## **Appendices**

Edinburgh and South East Scotland City Region Deal Progress Report

## **APPENDIX 1 – Report Implications**

### **A.1 Key Priorities within the Single Midlothian Plan**

As a central aim of the City Region Deal is to achieve sustainable inclusive growth across the whole region, including all communities, it accords fully with the Single Midlothian Plan priorities of reducing the gaps in learning outcomes, health outcomes, and economic circumstances.

### **A.2 Key Drivers for Change**

Key drivers addressed in this report:

- ☒ Holistic Working
- ☒ Hub and Spoke
- ☒ Modern
- ☒ Sustainable
- ☒ Transformational
- ☒ Preventative
- ☒ Asset-based
- ☒ Continuous Improvement
- ☒ One size fits one
- ☐ None of the above

### **A.3 Key Delivery Streams**

Key delivery streams addressed in this report:

- ☒ One Council Working with you, for you
- ☒ Preventative and Sustainable
- ☒ Efficient and Modern
- ☒ Innovative and Ambitious
- ☐ None of the above

### **A.4 Delivering Best Value**

As a central aim of the City Region Deal is to achieve sustainable inclusive growth across the whole region.

### **A.5 Involving Communities and Other Stakeholders**

Proposals for the A701/A702 roads scheme were subject to extensive public consultation through the preparation of the Midlothian Local Development Plan. The A720 Sheriffhall junction proposals were the subject of consultation by Transport Scotland in 2016.

The signed City Deal document states under community engagement, *“Throughout the process, engagement will take place with communities on projects and programmes. This will occur through existing statutory and informal community engagement structures, such as community planning, planning consultations and local authority budget engagement processes.”*

**A.6 Impact on Performance and Outcomes**

The impact of City Deal investment through projects and initiatives can be assessed through a range of indicators included within the business cases and audit by others. For Midlothian, assessment can be made in relation to Single Midlothian Plan indicators.

**A.7 Adopting a Preventative Approach**

The fundamental aim of the City Deal is to achieve inclusive growth across the whole region, including the more disadvantaged communities, there by arresting and reversing economic decline; particularly in the areas of skills, employability and housing.

**A.8 Supporting Sustainable Development**

Sustainable place making, recognition of climate change and the low carbon agenda, and a sustainable regional economy are all central to the defined outcomes of the City Region Deal.