

## **Edinburgh and South East Scotland City Region Deal – Concordat with SEStran**

**Kevin Anderson, Executive Director Place**

### **Report for Decision**

#### **1 Recommendations**

Council is recommended to approve the proposed Concordat between Edinburgh and South East Scotland City Region Deal and SEStran and note that this will also be considered for joint approval by the other five constituent Local Authorities in the Edinburgh and South East Scotland City Region (ESESCR).

#### **2 Purpose of Report/Executive Summary**

This Concordat demonstrates the commitment between SEStran and ESESCRD to work together in support of further integrating economic development, transport and land use planning and delivery in the Edinburgh and South East Scotland city region.

It sets out how both bodies will align their activities to ensure that regional plans can deliver shared outcomes through targeted transport interventions. It also describes how new transport interventions will progress, from strategy to delivery, through the appropriate governance structure(s), depending on the activity.

**Date** 29 September 2023

**Report Contact:**

Kevin Anderson, Executive Director Place

[Kevin.Anderson@midlothian.gov.uk](mailto:Kevin.Anderson@midlothian.gov.uk)

### 3 Background/Main Body of Report

3.1 The South East of Scotland Transport Partnership (SEStran) is the statutory Regional Transport Partnership for the South East of Scotland. SEStran encompasses eight local authorities: City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders and West Lothian.

3.2 SEStran has the statutory function of producing the Regional Transport Strategy (RTS) and measuring and monitoring its implementation. It also works with constituent Councils and partner Health Boards who have a duty to perform their functions in such a way as to be in line with the RTS. SEStran aims to address a range of transportation issues, and to work towards a more sustainable and efficient transport network, in line with the National Transport Strategy.

3.3 SEStran contributes to a varied range of transport projects and events as well as partnership working with various organisations. It supports the aspirations of the various economic plans across the region and specifically the City Region and Growth Deals which have been adopted by its constituent councils. SEStran is represented on the Edinburgh and South East Scotland City Regional Deal (ESESCRD) Transport Appraisal Board (TAB)

3.4 SEStran and ESESCRD believe that there is also real merit in working between Regional Transport Partnerships, there is a need to address cross regional issues including programmes or projects that have or would benefit from cross or pan regional co-ordination.

3.5 Effective leadership is required at all levels of policy and decision making to ensure that economic development and transport investment is well planned and integrated in support of the outcomes of the above approach. SEStran and ESESCRD are committed to the following:

- a shared vision for integrating economic development, land-use and transport planning and provision;
- the joint aspirations of inclusive economic growth and climate action;
- areas of joint working (see Section 4); and
- principles of engagement (see Section 5).

3.6 SEStran and ESESCRD believe that there is also real merit in working between Regional Transport Partnerships, there is a need to address cross regional issues including programmes or projects that have or would benefit from cross or pan regional co-ordination and have developed the Concordat included at Appendix1

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

##### **4.1 Resource**

No additional resource requirement

##### **4.2 Digital**

Not applicable

##### **4.3 Risk**

Not applicable

##### **4.4 Ensuring Equalities (if required a separate IIA must be completed)**

An IIA is not required

##### **4.5 Additional Report Implications (See Appendix A)**

See Appendix A

#### **Appendices**

**Appendix A – Additional Report Implications**

**Appendix B – Concordat between SEStran and Edinburgh & South East  
Scotland City Region Deal**

## **APPENDIX A – Report Implications**

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

Not applicable

### **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**

Not applicable

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

Not applicable

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

Not applicable

### **A.7 Adopting a Preventative Approach**

Not applicable

### **A.8 Supporting Sustainable Development**

Not applicable