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REPORT TO: Members' Library Report

MEETING DATE:

BY: Head of Infrastructure

SUBJECT: Call for Evidence – A Response to United Kingdom Government Union Connectivity Review Consultation

1 PURPOSE

- 1.1 The purpose of this report is to advise members of East Lothian Council response to the UK governments Union connectivity review.

2 RECOMMENDATIONS

- 2.1 To note the content of the Union connectivity Review consultation as laid out in Appendix A.

3 BACKGROUND

- 3.1 On the 30th June, Sir Peter Hendry was commissioned by the UK government to undertake an independent review of cross border transport connectivity that could support economic growth and facilitate improved journey times.
- 3.2 This wide reaching review seeks views from all quarters of government, industry, local authorities and the general public.
- 3.3 To facilitate consistency in response, terms of reference set out the series of questions to aid meaningful information and evidence sharing. The response follows this guidance.
- 3.4 The closing date of the consultation is 30th December 2020.
- 3.5 A summary of responses, including the next steps, will be published within 3 months of this call for evidence closing.

4 POLICY IMPLICATIONS

- 4.1 Not applicable

5 INTEGRATED IMPACT ASSESSMENT

5.1 Not applicable

6 RESOURCE IMPLICATIONS

6.1 Financial – Not applicable.

6.2 Personnel - Not applicable

6.3 Other - None.

7 BACKGROUND PAPERS

7.1 None

AUTHOR'S NAME	Peter Forsyth
DESIGNATION	Asset and Regulatory Manager
CONTACT INFO	Peter Forsyth
DATE	22/12/20

Union connectivity Review

Call for Evidence
Response by East Lothian Council

IF YOU REPRESENT A PLACE, WHAT IS YOUR CURRENT STRATEGY FOR GROWING THE ECONOMY AND IMPROVING THE QUALITY OF LIFE THERE?

East Lothian is part of the Edinburgh city region. It is located to the east of Edinburgh's suburban edge. East Lothian measures approximately 270 square miles in area, and includes 43 miles of coastline. The area has six main towns and extends from Musselburgh in the west to Dunbar and beyond to the area's administrative boundary with Scottish Borders in the east. Although Musselburgh is the largest town, Haddington is the area's administrative centre. The area is well positioned on strategic UK cross border as well as cross boundary transport corridors and offers strategic development opportunities.

East Lothian Council's overarching vision is set out in its Council Plan 2017-2022. Our vision is: East Lothian should be even more prosperous, safe and sustainable, with a dynamic and thriving economy that enables our people and communities to flourish. Our dynamic and flourishing economy will support strong, sustainable, safe and inclusive communities where:

- Reduce unemployment and improve the employability of East Lothian's workforce.
- Reduce the attainment gap and raise the attainment and achievement of our children and young people.
- Improve the life chances of the most vulnerable people in our society.
- Extend community engagement and decision making and increase community and individual resilience.
- Deliver transformational change and harness the opportunities technology offers in the provision of services.

The key themes setting out the objectives in the Council Plan 2017-2022 are:

- **Growing our Economy** – to increase sustainable and inclusive economic growth as the basis for a more prosperous East Lothian.
- **Growing our People** – to give our children the best start in life and protect vulnerable and older people.
- **Growing our Communities** – to give people a real say in the decisions that matter most and provide communities with the housing, transport links, community facilities and environment that will allow them to flourish.
- **Growing our Capacity** – to deliver excellent services as effectively and efficiently as possible within our limited resources.

There are opportunities in terms of the Agenda for Cities and being part of the Scottish Cities Alliance. The East Lothian Local Development Plan 2018 (LDP) sets out an ambitious plan for the delivery of circa 17,000 homes (plus circa 400 hectares safeguarded for further housing delivery). A further 200 hectares of land is designated to support economic development providing opportunities to help grow and diversify East Lothian's economy and to create jobs in the area. As part of this and the Edinburgh and South East Scotland City Region Deal, the Council in partnership with Queen Margaret University is seeking to deliver a Food and Drink innovation hub and Edinburgh Innovation Park in partnership with UK Government and Scottish Government.

The Council has recently acquired the 90 hectare former power station site at Cockenzie with its rail head with the East Coast Main Line and jetty to the Firth of Forth and has ambitions to deliver strategic employment there. Adjacent is a 550 hectare site for Blindwells New Town, which is also a City Deal project. Taking these 630 hectares together with the neighbouring regenerating communities and land between them, the Council is promoting this area as a 'ClimatEvolution Zone' and as a National Development within the Scottish Government's National Planning Framework 4. Overall, the aim is to promote shared green, blue, grey, low and zero carbon and digital infrastructure and to knit these regenerating communities and strategic sites together as a

net zero carbon place to deliver a just transition to net zero carbon while delivering shared benefits for people, places, the environment, climate and economy.

The Local Transport Strategy sets out the Councils approach to improving cross border and boundary transport links, including the rail and strategic and local road network, public transport and opportunities for active travel across. We are also carrying out a Transport Appraisal working collaboratively with Network Rail and Transport Scotland on the SETEC study. Within this we aim to better connect East Lothian and our strategic nationally significant development sites to the cross border cities network. The Council supports a number of schemes as part of the LTS to enhance the strategic road network serving East Lothian including:

- Improvements to the East Coast Main Line, potentially including four tracking or High Speed line with delivery of new multimodal transport hub for Cockenzie and Blindwells.
- Dualling of the A1 from Dunbar to the Scottish border;
- Upgrading the A1 Bankton, Dolphingstone and Salter road junctions;
- Upgrading the A1 Old Craighall junction; and
- A1 junction safety improvements south of Dunbar

https://www.eastlothian.gov.uk/download/downloads/id/28074/east_lothian_economic_development_strategy_2012-2022.pdf

https://www.eastlothian.gov.uk/download/downloads/id/28584/economic_development_strategy_presentation.pdf

A) WHAT IS NECESSARY TO ACHIEVE THIS STRATEGY AND WHAT EVIDENCE DO YOU HAVE THAT IMPROVED CONNECTIVITY IS NEEDED IN THIS INSTANCE?

The United Kingdom as with all modern advanced economies faces challenges to remain competitive in local or global marketplaces. Our ability to both increase productivity, competitiveness and reduce inequalities will be influenced by the challenges and opportunities currently facing us, including climate change.

Globally, the need to reduce carbon emissions, be more sustainable, energy efficient and utilise advancements in technology for the betterment of mankind will change people's livelihoods, and way of life in the future. Improving efficiency is about making better use of all our resources – whether they are people, infrastructure, land, or our natural assets. This includes the means to travel, accessing facilities, goods amenities and services. Mass transit systems, either heavy or light rail connecting communities being fast efficient and economical could revolutionise society, business and development opportunities. Fundamental to understanding demand is accessibility to goods and services via all transport modes. Appropriate place design will enable higher productivity, inclusivity, sustainability, greater economic output and increase living standards and wealth.

We see an opportunity in the redevelopment of the former Cockenzie Power Station site, the delivery of the new settlement (630 hectares) at Blindwells and Edinburgh Innovation Park at Musselburgh to create a new nationally significant destination and attractor that could deliver significant investment, including inward investment, opportunities, enterprise and employment in construction and operational phases.

The strategic location of these sites, being adjacent to strategic cross border transport corridors, could deliver large scale development sites in the south east of Scotland that are well connected to cities and regions in the north of England and beyond. Strategic improvements to transport infrastructure here could bring these sites and the wider south east of Scotland region within an hour's travel time of the Newcastle city region. There are opportunities to consider the former power station site for maritime transport and off-site sustainable manufacturing and construction, such as for homes or infrastructure, including on-shore and off-shore low and zero carbon projects, with its rail head and jetty to the Firth of Forth.

Regionally, this would enable a rebalancing of regional economic growth, which in south east Scotland has been focused to the west of Edinburgh towards Glasgow and routes to the north east; this would therefore add a new axis of growth around Scotland's capital city region and strengthen our relationships and open further and new cross border opportunities and collaborations with the north of England and beyond. Locally, this could contribute to addressing inequalities and deprivation by acting as a catalyst for former coal field regeneration. It could stimulate an increase in job density, reduce out commuting and cross boundary transport emissions. Enhancing accessibility will be key to attracting new business to locate here and to enabling greater sustainability. These factors will become increasingly important to UK productivity, collaborations and resilience in future.

East Lothian is faced with multiple challenges to improve economic growth and has developed a suite of strategic goals to achieve this, primarily focusing on become Scotland's most sustainable local economy. Investment in clean, sustainable high speed transport solutions to give access to job markets and education opportunities within and beyond East Lothian's growing communities is a key opportunity.

[East Lothian Access Study: Case for Change Report | Transport Policy Documents and Reports | East Lothian Council](#)

[executive-summary-borders-transport-corridors-pre-appraisal-report.pdf](#)

2. PLEASE PROVIDE ANY INFORMATION YOU HOLD ABOUT CURRENT MULTI-NATION JOURNEYS WITHIN THE UNITED KINGDOM.

East Lothian Council and Scottish Borders Council commissioned Stantec and Jacobs to undertake a case for change Scottish Transport Appraisal of transport and connectivity within their respective areas.

Specific details on the requested points sought can be found:

[East Lothian Access Study: Case for Change Report | Transport Policy Documents and Reports | East Lothian Council](#)

[executive-summary-borders-transport-corridors-pre-appraisal-report.pdf](#)

3. IN GENERAL TERMS, IS THERE A NEED FOR NEW OR IMPROVED TRANSPORT LINKS BETWEEN THE NATIONS OF THE UNITED KINGDOM?

East Lothian has one main transport corridor connecting Edinburgh and the central belt to Newcastle, northern England and beyond. This consists of A1(T) and East coast Main line. The Council is pursuing a significant growth agenda, around the City Deal and NPF4 designations, to maximise economic growth potential at the former Cockenzie Power Station site and Blindwells New Settlement. Rail will be a key component in delivering a sustainable de-carbonised transport future. There is scope to link growth with the delivery of East Coast Main Line enhancement including the delivery of a new rail station at the new town, perhaps as part of a high speed rail link. Such cross border accessibility could be realised in the context of strategic cross border interventions that connect city regions and growth hubs.

High speed rail journey times of less than 45 mins and road within 2hours 30 mins are possible between these two city regions. A1(T) capacity and junction improvements, road safety and connectivity improvements are planned, however, full dualling of the road along its length will provide a lifeline to deprived communities in along its length and provide access to settlements, other destinations and routes. Previously dualling of the A1 to an Expressway standard between Haddington and Dunbar has increased accessibility and significantly reduced journey times for road based transport in the east of East Lothian. South of Dunbar the A1(T) reverts to a single carriageway and poignantly more could be done to improve cross border connections, including dualling the A1 to the Scotland – England border, which is being delivered south of the border.

The west of East Lothian connecting to Edinburgh's fringe is most accessible in terms of connectivity to the wider city region, including via public transport. Whilst East Lothian is relatively well served by the strategic transport network linking to Dunbar, capacity problems exist on the

Edinburgh city bypass, and there are fundamental, safety, reliability, and journey time constraints south of Dunbar where there is also suppressed demand due to limited capacity, making the east coast corridor unattractive. This in turn limits economic activity and commerce between the two city regions and growth and prospectively in-between. These factors are particularly relevant because travel demand is expected to increase in the coming years, issues that will exist without factoring the impacts of planned growth that is yet to be delivered. Therefore, rail, trunk road and local road network capacity is already an issue, particularly in the west peripheral to Edinburgh and far east of East Lothian.

In relation to rail, East Lothian has seven stations located at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem, North Berwick and Dunbar. In addition, a further new station is planned at East Linton opening March 2024. The commitment to construct a new station at East Linton as early as possible in Network Rail's Control Period 6 (2019 to 2024) is making good progress. The existing stations entries along with Park and Ride demand has increased significantly and it is clear that limited capacity on train services and at Park and Ride sites is suppressing demand for rail travel. These problems are most acute in the western part of East Lothian, particularly Musselburgh and Wallyford, located nearest to Edinburgh. To develop appropriate and sustainable transport options the Council is currently working with Network Rail to maximum capacity and improve connectivity locally.

. WHAT ARE THE MAIN OBSTACLES AND CHALLENGES IN IMPROVING TRANSPORT CONNECTIVITY BETWEEN THE NATIONS OF THE UK?

Collaboration between regions, including shared prosperity and cross border movements could be improved, and opposition to change dilutes buy-in so priorities on investment and opportunities from interventions can be overlooked. Transport studies generally have a limited scope and do not consider fully inter- regional or national movement. Funding is driven in line with green book economics, demand and supply forecasts limit with low BCR make the justification difficult. Change is necessary to invest in infrastructure that addresses climate change, planned development, and transport reliability and journey times to foster more sustainable, low carbon and inclusive economic growth.

5. WHAT EVIDENCE EXISTS TO DEMONSTRATE THE POTENTIAL IMPACTS OF IMPROVED TRANSPORT CONNECTIVITY BETWEEN THE NATIONS OF THE UNITED KINGDOM?

Our plans for a larger new settlement at Blindwells, the positive re-use of the Cockenzie Power Station site, and delivery of a destination parkland ('ClimateEvolution') is a significant and unique exemplar opportunity of large scale sustainable inclusive growth and transformational change and adaptation in Scotland. It is promoted as a National Development ('An Area of Co-ordinated Action and Opportunity') to the Scottish Government's National Planning Framework 4 (NPF4). These proposals are being supported by Transport Appraisal (STAG) assessment of strategic capacity through the East Lothian Access Study to identify key interventions, and likely mitigation solutions, but further work is needed on a wider economic benefits to ensure all opportunities on the east coast are delivered. We are linking this work to Network Rail and Transport Scotland's SETEC study. This is a once in a life time opportunity to support the national and regional infrastructure requirements for growth and deliver a step change in transport connectivity and accessibility to enable sustainable inclusive growth north and south of the border.

Future ambitions for the former Cockenzie Power Station site are to be informed by National Planning Framework 4 (NPF4); preferred land use options for this site are being explored with a focus on employment and energy, with potential for maritime transport port or cruise so these uses would require significant access and multi-modal connectivity to markets in the central belt and down the east coast to England. Existing infrastructure exists but is limited by capacity and capability to allow business to flourish at the rate of change aspired.

The ClimateEvolution on the former coalfields presents a unique opportunity to grow a modern new town with enhance transport connectivity to major industrial hubs connecting businesses and communities across borders. Work is currently progressing in the form of a transport Appraisal to

evaluate the competing modes and multiple interventions necessary to spark the investment necessary to transform the area and provide jobs and businesses.

Understanding local, regional and national growth ambitions are needed to predict and forecast cumulative impacts throughout the region so we build back better a recovery that will meet current and future plans and strategies emerging from Covid and Brexit. To supplement national strategic transport enhancements, an understanding of the regional capacity and impacts and site specific access and egress solutions to major areas of development will be required. This is particularly relevant to sites of national importance, gateways to other markets and cross border routes. This is of particular importance with respect to cross border connectivity, winter weather reliability and improved journey times.

It is clear government is faced with a once in a life time opportunity to support the national and regional infrastructure requirements to support growth over the Edinburgh city region, reinvigorate the regional economy and to deliver a step change in transport connectivity and accessibility to enable sustainable inclusive growth north and south of the border.

6. WHEN MAKING TRANSPORT INVESTMENT DECISIONS THAT AIM TO IMPROVE CONNECTIVITY BETWEEN THE DIFFERENT NATIONS OF THE UK, DOES THE CURRENT APPRAISAL FRAMEWORK CAPTURE ALL THE POTENTIAL IMPACTS?

No, transport interventions are too short sighted, and should reflect and take into account technological change, climate change and cross border and boundary benefits. Investment in sustainable transport options must take precedence to decarbonise the transport network and move people and goods, quickly and efficiently while minimising impacts on the environment.

OPPORTUNITIES FOR IMPROVED TRANSPORT CONNECTIVITY BETWEEN THE NATIONS OF THE UK

7. WHICH SPECIFIC JOURNEYS WOULD BENEFIT FROM NEW OR IMPROVED TRANSPORT LINKS?

Specific points of travel are between the Edinburgh city region to Northumberland and Newcastle. Currently, a single dualled carriageway and railway line links Scotland to England, which carry inter-urban transport, freight and haulage risks if there is a single point of failure. Significant reliability improvements should be made by providing a high quality solution that safeguard transport connectivity.

May need to shift some of the above here in terms of journey times etc

The transport solutions must seek to generate synergies across other work streams – e.g. transport interventions should also seek to complement and enable, where the can, delivery of synergistic multi-functional solutions / assets, including enhancement, creation or facilitation of green, blue, habitat, low and zero carbon and utilities and energy networks.

The assessment and solutions must take account of climate policy, resilience of network to climate change having serviceable lives of 40years.

Significant growth opportunity within the two cities but also between and surrounding

High Speed Rail – sub 45 mins

A1(T) dualling south of Dunbar to Ellingham

Improved rail connectivity in outlying suburban areas connecting to satellite transport hubs and mobility hubs

WHAT WOULD BE THE BENEFITS OF IMPROVEMENTS TO THESE SPECIFIC JOURNEYS?

Work done to date reflects on priorities of national policies and strategies amended to reflect local needs creating Transport planning objective (TPO's) to include :

- :
- To resolve the current capacity problems on the cross border and local rail network and services;
- To improve public transport connectivity;
- To provide transport infrastructure necessary to facilitate the land-use developments proposed in East Lothian, particularly at Greater Blindwells and Cockenzie and Edinburgh Innovation Park at Musselburgh; and
- To maximise use of available capacity on the current and future transport network
- On rail, improved services – faster journey times, strengthened commuter services and effective connections between cities and regions
- improved capacity – optimum utilisation of network and on-train capacity through high levels of performance
- improved value - efficiency and value for money, for the taxpayer and the fare-payer and the rail freight customer
- more effective integration - between rail operators and rail infrastructure management, and between rail and other transport modes
- increasing inclusive economic growth

B) ARE YOU AWARE OF ANY WORK THAT HAS BEEN DONE TO ASSESS THE NEED OR FEASIBILITY OF IMPROVEMENTS TO ALL OR PART OF THESE SPECIFIC JOURNEYS?

- Scotland's Route Study – July 2016
- High level Output Specification
- South of Edinburgh to England Connectivity (SEtEC) study (Network Rail)
- Broad options for upgraded and high speed railways to the North of England and Scotland
- High Speed Rail Scotland Summary Report
- East Lothian Access study
- Borders Corridor connectivity Study
- Scottish Transport Project Review 2

C) HOW WOULD THE COSTS AND BENEFITS OF THE IDENTIFIED IMPROVEMENTS BE DISTRIBUTED?

The socio-economic landscape of the UK varies considerably, with wealth distributed unevenly through the nations, regionally and locally. Levelling-up opportunities would be created by investment along the route of the A1(T) and East Coast Main Line at a number of spatial scales, such as for the UK as a whole, between city regions and locally within areas of deprivation.

D) HOW WILL DEMAND FOR THESE JOURNEYS CHANGE IN THE FUTURE?

Technological advancement will change the demand, peak hour spreading but fundamentally a demand will remain and meeting that will remain critical to the success of business and society. Decarbonised transport solutions, high speed, reliable, accessible and economical solutions are required to meet the climate change targets. MaaS, automated vehicles, robo-taxis, are potential answers in dense urban conurbations but considering the topography and population spread of the UK mass transit movement between cities needs to be enhanced significantly.

POTENTIAL IMPACT OF COVID-19

The 2020 COVID-19 pandemic is expected to have ongoing repercussions for travel demand which need to be understood to inform future decisions about transport planning, infrastructure, services and investment. This process has been described as 'Planning for a New Normal' and

is explored in the East Lothian Council East Lothian Council Part 1 Initial appraisal – Planning for a new Normal in Scotland Report.

The Scottish Fiscal Commission published a Supplementary Fiscal Update in April 2020. This report outlined that, given the uncertainty regarding how long the lockdowns in Scotland, the UK and around the world will last, that they would not be providing updated forecasts. However, they highlighted that the extent to which the economy returns to normal, people are able to return to previous jobs and demand for goods and services rebounds to previous levels will determine the long-term effects of the crisis on the Scottish and UK economy. Similarly, the Scottish Government did not provide any forecasts in their April 2020 State of the Economy report. Nonetheless, they noted that Scotland's GDP could fall by 33% during the pandemic. As such, there was limited information available about how Scotland's economy would respond to the COVID-19 pandemic.

On this basis a review of forecasts relating to the UK economy has been undertaken to provide an overarching understanding of the potential impacts. The Office for Budget Responsibility (OBR) published their Coronavirus Reference Scenario in April 2020. This highlighted that evidence from past pandemics suggests the economic impact of coronavirus will mainly result from the restrictions and social distancing required to limit its spread rather than people falling ill or dying. These restrictions will reduce demand for goods and services and the ability of businesses and public sector institutions to supply them. This will mean lower incomes, less spending and weaker asset prices, all of which reduce tax revenues, while job losses will raise public spending.

However, as restrictions are eased it is anticipated the economy can rebound quickly. Nonetheless, the OBR forecast that real GDP would fall 35% in the second quarter of 2020 but bounce back quickly. They expect that unemployment will rise by more than 2 million to 10% in the second quarter but then declines more slowly than GDP recovers. The short and medium term scale of the impact is cushioned by the Government's fiscal measures and these are also expected to help limit any long-term economic 'scarring' from factors such as cancelled investment, business failures and the unemployed becoming detached from the labour market. The range of forecast impacts on GDP in 2020 collated by the OBR.

Economic impacts by sector and output recovery patterns all show a rebound but this is significantly below 2019 economic performance suggesting that its impact on businesses will be long lasting as well as being disproportionately spread across sectors and businesses. Accordingly, estimate of the impact on GDP to -7.2% in 2020 which is lower than the OBR but with only a 2.8% increase in 2021 meaning the impacts would be felt longer than suggested by the OBR. Forecasts do not anticipate output returning to 2019 levels until post 2021 under even the most optimistic scenarios.

Analysis indicates that there is considerable uncertainty surrounding the economic recovery and consequentially demand for transport from the pandemic and that the effects will not be felt evenly across sectors or regions. A high-level assessment of pandemic induced impacts the economy, demand by mode and impact by mode show that all modes will reduce all PT trips with car demand in all scenarios except national lockdown. Emerging key issues which include:

- Total travel demand reduces under all scenarios except Pre-Pandemic / Business as Usual. We are planning for less trips overall unless things 'go back to normal'.
- Public transport usage declines under all scenarios except Pre-Pandemic / Business as Usual. This has major implications for key policy aspirations including the Scottish Government's target of net zero emissions by 2045.

- Interventions would need to be targeted at boosting public transport usage to arrest the decline and this is very dependent upon the virus 'threat level'.
- Active travel demand stands to increase under nearly all scenarios. This is linked to an increase in shorter trips.

POTENTIAL IMPACT OF THE UK'S DEPARTURE FROM THE EU

Many of the impacts arising from a departure from the EU will be dependent on the outcome of trade deal negotiations and the associated trading arrangements between the UK and other countries. In that context, enabling an efficient and effective on-going international flow of goods and services will be important, and providing sufficient locations to import and export these will be essential. There may also be a growing need to make the UK more resilient in terms of its domestic supply chains, so UK cross border connectivity will be essential to facilitate that as well as the domestic transportation of goods within the UK. Greater resilience and capacity across borders is therefore likely to be required between the nations of the UK, and the A1(T) and East Coast Main must be a key part of this.

E) IN YOUR OPINION, WHAT IS THE PREFERRED MEANS BY WHICH TO IMPROVE THESE JOURNEYS?

Priority should be given to high speed rail connectivity between cities, connecting to transport hubs, with light rail or local rail servicing outlying conurbations.

All cross border trunked routes servicing significant areas of economic development should be provide to a minimum dual carriageway standard connecting regions and nations service local communities and supporting business.

Details of any new infrastructure requirements,

- East coast main line – 4 tracked HSR provision
- Potential Port and Cruise terminal
- A1(T) upgraded to minimum dual carriageway standards
- Light rail, local rail connections to outlying towns
- PT bus priority measures connecting settlements.
- Mobility hubs providing interconnected modes linking to active travel

Whether there is an opportunity to promote active travel, such as walking or cycling specifics, or environmentally friendly modes of transport will be determined as part of the transport intervention design process, however, this must be prioritised.

Mobility – as part of ELC thinking transport hubs must link with segregated active travel infrastructure to homes, local facilities and amenities. Focus should be on the whole door to door journey involving integration of transport modes, prioritising sustainable modes including for cross border trips.

F) WHAT WOULD BE THE ENVIRONMENTAL IMPACT OF IMPROVING THESE JOURNEYS IN THE WAY THAT YOU HAVE IDENTIFIED?

Potential investment and national improvements to rail (High Speed rail and local) will be driven by the sectors ambitions to decarbonise the industry, with consequential climatic benefits. Increased connectivity will improve productivity and economic growth, with consequential social benefits. Construction of the infrastructure will require use of land and potential impact to native habitats and species, therefore route alignment, sequencing and timing of operations is essential to mitigate impacts with potential for off-setting or strategic moves for enhancement. The use of Sustainable procurement options, using local contractors will create local jobs and community benefits to offer apprenticeships and training for local people.

Road investment is more controversial and can lead to increased carbon emissions due to a high use of polluting vehicles, particularly in deprived areas. A road pricing policy should accompany delivery through ANPR technologies to incentivise greener transport options through FPN and accompanied with grants and tax breaks for businesses to move to a greener fleet.

Fundamentally a decision is needed on whether to prioritise investment in road or rail interventions.

The use of traditional materials in construction will cause significant carbon emissions, therefore design solutions should look at natural materials where possible and extended design lives to reduce routine maintenance expenditure. The land corridors should be maximised to provide passive provision for enhancement but also to plant trees to mitigate the forecast increase of trips at opening. This should be a mix of soft and hard wood with the prospect of sales. The corridor should wherever possible accommodate road and rail improvements and be remote from the built estate, however, screening can be provided through tree belts. Improvements within the same land corridor should be co-ordinated to minimise disruption and maximise value for money.

Development must not prejudice the UK and domestic targets and therefore a robust assessment needs to draw together and balance economics and environmental considerations with a focus on the latter. Off-setting options should also be considered.

G) ARE THERE ANY INTERDEPENDENCIES WITH OTHER POLICIES THAT MAY IMPACT THE DELIVERABILITY OF THE IDENTIFIED IMPROVEMENTS?

Transport Planning Objectives (TPO) should be prepared to meet national policies rather than national policies amended to justify union connectivity aspirations. In all cases, improvements must meet the needs of the respective nations being a partnership, to address socio-economic, environmental and demand considerations. The decisions on identifying and prioritising interventions need to be fair and transparent.

8. IS THERE A NEED FOR THE DEVELOPMENT OF A NATIONAL STRATEGIC TRANSPORT NETWORK TO REPLACE THE [EUROPEAN TRANS-EUROPEAN TRANSPORT \(TEN-T\) NETWORK](#) FOLLOWING THE END OF THE UK-EU TRANSITION PERIOD?

Strategic national infrastructure should be included as part of a wider hierarchy ensuring investment is provided and maintained. A needs assessment considering regional GDP and growth forecasts, capacity and movement and access to markets should define the basis for inclusion. Fundamentally, strategic cross border routes should be provided to a minimum standard with safeguards to increase capacity designed to a 50 year forecast. This should be viewed on high economic performance and growth in recognition of the UK's ambitions.

Rail, road and aviation. Ferry to be retained within individual nation operational practices.

A) HOW SHOULD SUCH A NETWORK BE DEFINED?

A strategic network would allow union based assessment of demand prioritising equalisation of growth opportunities through enhanced connectivity with greater decision making on national and inter regional basis

C) HOW SHOULD A NETWORK OF THIS NATURE BE MANAGED OR FINANCED?

To focus on regional needs driving forward real change, decentralisation must follow. However, investment needs to be national as the benefits will ultimately be national. It is only proper and correct that scrutiny is thorough and varied to demonstrate value for money, through an appropriate mechanism, however, delivery is best placed at a national or inter-regional level

bringing together local experts and understanding of the key issues. Notwithstanding the significant investment needed local improvements integrating infrastructure in to places will also have to follow.

D) DO YOU HAVE ANY FURTHER COMMENTS ON THE DEVELOPMENT OF A NATIONAL STRATEGIC TRANSPORT NETWORK?

[high-level-output-specification-hlos-for-control-period-6-final.pdf \(transport.gov.scot\)](https://www.transport.gov.scot/publications/high-level-output-specification-hlos-for-control-period-6-final.pdf)

https://www.eastlothian.gov.uk/download/downloads/id/28074/east_lothian_economic_development_strategy_2012-2022.pdf

https://www.eastlothian.gov.uk/download/downloads/id/28584/economic_development_strategy_presentation.pdf

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Contact details

Peter Forsyth

Asset and Regulatory Manager

Roads Service - Infrastructure

Partnerships and Community Services

East Lothian Council

Ext. 7724 (| 07975569394 È | 01620 827710 7 | pforsyth@eastlothian.gov.uk

