

**SCOTTISH BORDERS COUNCIL**  
**BERWICKSHIRE AREA FORUM**

MINUTE of the MEETING of the  
BERWICKSHIRE AREA FORUM held in the  
VOLUNTEER HALL, DUNS on 26 February  
2013 at 6.30 p.m.

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- Present:- Councillors M. Cook (Chairman), J. Campbell, J. Fullarton, J. Greenwell,  
D. Moffat, F. Renton;  
Community Councillors:- Abbey St Bathans, Bonkyl and Preston – David  
Morrison, Ayton – Rob Boyd, Chirnside – Dave Arran, Cocksburnpath – Pauline  
Hood, Coldingham – Norman Wood, Coldstream and District – Martin Brims,  
Eyemouth – Neil McMurdo, Foulden, Mordington and Lamberton – Howard  
Doherty, Gavinton, Fogo and Polwarth – Janet O’Kane, Gordon and Westruther –  
Diana Findley, Grantshouse – Kym Bannerman, Greenlaw and Hume – Mrs Hazel  
Paxton, Hutton and Paxton – June McGregor, Leitholm, Eccles and Birgham –  
Colin Hewat, Reston and Auchencrow – Logan Inglis, Swinton and Ladykirk –  
Robert Sloan; Helen Longmire (Duns Presbytery).
- Apologies:- Lynne Craighead (Burnmouth CC); Philippa Wetton (BAVS).
- In Attendance:- Head of Corporate Governance (I. Wilkie), Democratic Services Officer  
(F. Walling), SB Local Area Manager (D Silcock).

Members of the Public:- 22

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**WELCOME AND INTRODUCTIONS**

1. The Chairman welcomed everyone to the meeting and introductions followed from the local Members, those officers present, and representatives of Community Councils.

**DECISION  
NOTED.**

**MINUTE**

2. There had been circulated copies of the minute of 6 December 2012.

**DECISION  
APPROVED the minute for signature by the Chairman.**

**SB LOCAL SMALL SCHEMES**

3. There had been circulated copies of a report by the Director of Environment and Infrastructure seeking approval from the Area Forum for three proposed small schemes which had been requested for consideration by the Berwickshire Members. With reference to recent email correspondence with Members the SB Local Area manager put forward two further small schemes for consideration:-

Street nameplates for Ayton	£2100
Floral display (using perennial plants) – Guards Road, Coldstream in preparation for 500 <sup>th</sup> Anniversary of Flodden	£1150

Members were advised that should these schemes be approved there would be £1800 remaining in the Small Schemes budget for the financial year 2012/13.

## **DECISION**

**APPROVED** the following small schemes:-

- (a) repaint the railings at the Village Hall, Allanton; £235
- (b) purchase material for pottery tiles to install on the flower planters at the primary school, Chirnside; £582
- (c) repair metal bench at the telephone exchange, Paxton. £48
- (d) street nameplates for Ayton; and £2100
- (e) a floral display (using perennial plants) – Guards Road, Coldstream for 500<sup>th</sup> Flodden Anniversary. £1150

## **EXTENSION OF WAITING RESTRICTION – DUNS INDUSTRIAL ESTATE**

4. There had been circulated copies of a report by the Director of Environment and Infrastructure proposing an amendment to the Scottish Borders Council (The Borders Regional Council) (Various Streets, Duns) (Regulation of Traffic) Order 1996. The report explained that Scottish Borders Council had recently been made aware of continuing difficulty in vehicles accessing and egressing some businesses due to parked cars on a section of road that was currently not restricted. The proposals sought to alleviate the problem by extending existing parking restrictions. The section of road over which the proposed extension of waiting restrictions applied was shown on a plan appended to the report as Appendix A and a draft schedule as Appendix B.

## **DECISION**

**APPROVED** the extension of the Traffic Regulation Order to extend the existing loading and waiting restriction, as per the plan and draft schedule included respectively as Appendices A and B to the report.

## **BUDGET 2013/18**

5. The Chief Financial Officer, David Robertson, was in attendance to give a presentation on the Scottish Borders Council Budget 2013/18. Handouts were circulated and Mr Robertson outlined the main headlines of the financial strategy which formed the 5 year revenue and 10 year capital plan. The Council would continue to invest in business transformation, service reviews and efficiency projects to deliver long term financial and service benefits. There would be investment in infrastructure with a £191m capital programme. The Council would maximise income while keeping fees and charges to service users at an affordable level and Council tax would be frozen at 2007/08 levels for the sixth successive year. Unallocated reserves of £5.6m for 2013/14 would be maintained in line with the assessed risk register. The presentation went on to look at the Council's funding, the highest proportion of which was Revenue Support Grant from the government. However the number of households at January 2013 had increase by over 300 giving an increase in the income from Council Tax. With regard to the Revenue Budget proposals Mr Robertson outlined the budget pressures and how it was proposed these would be funded, further details being given about the Council's transformation projects, business efficiencies and rationalisations. The presentation then moved on to look at the Capital Budget Proposals 2013/23 where the Council had approved a programme of £191m over the next 10 years. Mr Robertson summarised the proposed capital projects, details of which were included in the document circulated. With regard to anxiety surrounding the removal of the SB Warden's Service the Chairman advised that this would be mitigated by redirecting £20k back into each area to give flexibility to the Neighbourhood Services.

## **DECISION**

**NOTED** the presentation.

## **A LOW CARBON ECONOMIC STRATEGY FOR THE SCOTTISH BORDERS**

6. The Economic Strategy Co-ordinator, Louise Cox, was in attendance to give a presentation on the development of a Low Carbon Economic Strategy for the Scottish Borders. The reason for the presentation being brought to the Area Forum was that the draft strategy had been issued for a 12 week public consultation period which would end on 26 April 2013. Ms Cox explained that there was a need for development of a Low Carbon Economic Strategy due to the introduction of emissions reduction legislation, the economic/job opportunities presented, rising fuel prices and also the generally accepted view that the climate was changing and there would be a higher incidence of extreme weather events. The objectives of the strategy would address individuals, businesses, renewable energy projects, buildings, transport and Infrastructure, skills and education and adaptation and resilience. Ms Cox went on to give some examples of actions put forward through the strategy. It would become important to draw down maximum Scottish Government funding to support home energy advice and to pursue the establishment of the Scottish Borders Woodfuel Forum. Options should be investigated for public transport shuttles between major employers and key towns. It was proposed that there should be support for the delivery of a programme of low carbon training opportunities with Borders College. Also of huge importance would be to support the development of community resilience action plans, to cover transportation, essential supplies, medical needs etc. The draft strategy had been considered by Scottish Borders Council on 31 January 2013 before the launch of the consultation on 1 February. The consultation process would involve the Area Fora, Community Councils, Community Planning Boards and other key partners, as well as individuals. It was hoped that, following any revision brought about through consultation, the document would be presented to Council for approval in June 2013, with ongoing development of the action plan and a full review of the strategy after 3 years. Among the key questions that should be addressed in the strategy were whether the low carbon objectives were appropriate, whether the actions and timescales were feasible, what opportunities for local businesses may be presented and consequently what the implications were for education and training needs in the Borders. Ms Cox advised that the full consultation document was available to view on the Scottish Borders Council website. In the ensuing discussion Members referred to the relevance and importance of individual responses and actions in the drive towards a low carbon economy.

### **DECISION**

**NOTED the presentation.**

## **POLICY DEVELOPMENT IN RELATION TO RENEWABLE ENERGY IN BERWICKSHIRE**

7. The Chairman introduced to the meeting Ian Aikman (Major Applications, Review and Enforcement Manager) and Charles Johnston (Principal Planning Officer) who were in attendance to give a presentation on Windfarm Development in Berwickshire. Mr Aikman began by giving some statistics and maps showing the current situation in Berwickshire with regard to commercial windfarms. There were a total of 324 turbines approved, generating 720.5MW electricity plus between 75 and 125 turbines off shore generating 875MW. Six sites for 119 turbines were currently subject to public inquiry/appeal with eight applications lodged for a further 85 turbines. In addition the Department were dealing with screening opinions and scoping opinions for windfarm developments as well as processing applications for smaller turbines related to the Feed In Tarriff Schemes. Mr Aikman explained where all this information could be accessed on the Scottish Borders Council website. He went on to outline the process by which determinations were made. These were required to be in accordance with the development plan (Consolidated Structure Plan 2001-2018 and Local Plan 2011) unless material considerations indicated otherwise. Material considerations included Scottish Planning Policy, Web based Planning Guidance, Supplementary Planning Guidance, views of consultees, planning history and legitimate public concern or support provided these were expressed on relevant planning matters. Non material interests included protection of private interests, personal circumstances of the applicant, moral considerations, ownership of the site, issues governed by other legislation and title issues. The key planning issues to consider were landscape character impact, visual impact, traffic of

access problems, residential amenity, associated infrastructure impact and impact on the natural or built environment.

8. Mr Johnston explained further about “small scale turbines” and the way in which applications were processed. To speed up the process the Council’s Supplementary Planning Guidance (SPG) on Wind Energy 2011 was being updated to give the document elevated status against which to assess applications. This had been prepared with the assistance of a Technical Advice Note prepared by Consultants. A draft would go to the Planning and Building Standards Committee in April before being issued for a 12 week consultation. The main component parts of the SPG and the methodology by which applications were assessed were outlined. Also of relevance was the preparation of a new Local Development Plan (LDP), this review of all our settlement plans and policies being an ongoing process on a 5 year cycle. The timetable set out provided for consultation on the proposed LDP in Autumn 2013, consultation on the proposed modifications in the summer of 2014 and adoption of the new LDP in Autumn 2014. Probably the main review challenge within the LDP was that of Policy D4 – Renewable Energy. As part of extensive work being carried out by independent consultants to provide some major background studies for the review of Policy D4 there had been questionnaires and public opinion surveys on a wide range of issues relating to wind turbines. Taking into account the information from the consultants the intention was for the Department to present a proposed LDP for consideration by full Council at the end of Summer 2013, and to follow this with a 12 week public consultation.
  
9. In the discussion that followed many of the points made related to Scottish Government policy on wind energy, with strength of feeling about the number of turbines in the Scottish Borders and Berwickshire in particular. Mr Aikman advised that the Scottish Government had provided additional funding to Councils in those areas, including the Scottish Borders, where there was a high concentration of applications for wind turbines so that a robust assessment of impact and response was ensured. The value of the prescriptive report on ‘Berwickshire landscape and visual guidance on wind turbines’ was recognised, which was available on the Council’s website. With regard to Policy D4 Mr Aikman emphasised that current applications could be judged only against the existing policy but that Policy D4 would change and evolve through the review of the LDP in response to other issues as these became recognised. In response to a question about how many wind farm applications refused by Scottish Borders Council went on to be approved on appeal Mr Aikman advised that of the eight major schemes turned down by the Council, that had subsequently been appealed, the Council had lost the first five and won the last three. The decisions on two further schemes were awaited. The officers were thanked for their helpful presentation and were given a round of applause.

**DECISION**

**NOTED the presentation.**

**OPEN QUESTIONS**

10. No questions were asked.

**DECISION**

**NOTED**

**COMMUNITY COUNCIL SPOTLIGHT**

11. There were no reports from Community Councils considered on this occasion.

**DECISION**

**NOTED**

### **FUTURE AGENDA ITEMS**

12. The following agenda items were suggested for future meetings:- Welfare Reform and Self Directed Support; Housing; Fuel Poverty; Working in Partnership (SBC/NHS/Third Sector); Relocation of Duns Primary School; Public Transport Review; Police and Fire Service Reform; Waste Strategy; VisitScotland; and the Community Council Review (following the Working Group's report to Council in Autumn 2013). In further discussion the importance was stressed of having representatives at the Area Forum from the Police, NHS Borders and the Third Sector, in order to build a voice for Berwickshire.

### **DECISION**

**NOTED the suggested agenda items.**

*The meeting concluded at 8.45 p.m.*

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**SPEED LIMIT REVIEW 2012**

**Report by Director of Environment and Infrastructure**

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**BERWICKSHIRE AREA FORUM**

**7 May 2013**

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**1 PURPOSE AND SUMMARY**

- 1.1 **This report proposes to amend the existing speed limit orders in Cockburnspath, Allanton, Houndwood and Westruther and to introduce a speed limit order to Foulden Newton to take account of a recent region-wide Speed Limit Review.**
- 1.2 In 2012 a Speed Limit Review was carried out throughout the region by officers from the Council and the Police. The review was carried out in accordance with Government guidance and the resulting recommendations seek to reinforce speeds on parts of the network currently covered by the national speed limit or a speed limit higher than that deemed appropriate.
- 1.3 A total of 12 lengths of road were agreed to be recommended to be subject to adjusted statutory speed limit. Five of these sites are in the Berwickshire area, at Cockburnspath, Allanton, Houndwood, Westruther and Foulden Newton. All the sections of road in question are currently subject to the National Speed Limit.

**2 RECOMMENDATIONS**

- 2.1 **I recommend that the Berwickshire Area Forum approves the amendment to The Scottish Borders Council (Various Roads) (40mph Speed Limit) Order 2004 and The Scottish Borders Council (The Borders Regional Council) (Restricted Roads) Order 1985 to allow:**

- (a) The introduction of a 40mph speed limit in Cockburnspath;**
- (b) Extension of the existing 30mph speed limit in Allanton;**
- (c) Extension of the existing 30mph speed limit in Westruther;**
- (d) The introduction of a 30mph speed limit at Houndwood; and**
- (e) The introduction of a 30mph speed limit in Foulden Newton.**

**These are detailed in the plans in Appendix A and the extracts from the relevant Draft Traffic Regulation Orders (TROs) in Appendix B.**

### 3 BACKGROUND

- 3.1 In accordance with Government guidance, speed limits should seek to reinforce people's assessment of what is a safe speed to travel. Scottish Borders Council has a statutory duty to set local speed limits in situations where local needs and considerations deem it necessary for drivers to adopt a speed which is different from the national speed limit.
- 3.2 A Scottish Borders wide Speed Limit Review was carried out in 2012, to consider the representations which have been made (generally seeking lower speeds) or on sites which officers had identified as warranting investigation. Following careful consideration, five sites within the Berwickshire Area were identified as justifying an amendment. These were Cockburnspath, Allanton, Houndwood, Westruther and Foulden Newton. Details of the recommendations are outlined in the following paragraph.
- 3.3 The Speed Limit Review concluded in the following recommendations:-
- (a) Cockburnspath - The introduction of a 40mph speed limit from a point north of the roundabout forming the junction between the C130 and the A1(T) and the existing 30mph limit (for clarity the existing 30mph limit is unchanged and will be complemented by the introduction of this 40mph limit on the main approach to it);
  - (b) Allanton - Extension of the existing 30mph speed limit to the north of the village to cover the junction of the B6437 Main Street with the C111 and to extend along the C111 to a point immediately beyond the Allanbank Mill Farm buildings;
  - (c) Westruther - Extension of the existing 30mph speed limit on the C86 to a point coincident with the southernmost residential property boundary;
  - (d) Houndwood - The introduction of a 30mph speed limit on the D128/6 from a point 40 metres or so north of its junction with the A1(T) (this section is currently signed as a 30mph limit however no Traffic Regulation Order exists); and
  - (e) Foulden Newton - The introduction of a 30mph speed limit from a point north of Bastle Road to a point south of the access road serving Deneview, The Steading and the Granary.

All as per the drawings in Appendix A

- 3.4 As with all TROs, the Council has to undertake a two stage consultation process. Firstly there is a statutory consultation with bodies that have a direct interest such as emergency services, freight and public transport representatives and community councils. Following that process, the proposal requires to be advertised locally (local press and on-street notices) to allow others the opportunity to comment.
- 3.5 Statutory Consultation on the proposals was carried out from 14/1/2013 to 11/2/2013. The only body to make specific comments as part of the statutory consultation was Cockburnspath and Cove Community Council (CCCC). Their comments are discussed in the following two paragraphs.
- 3.6 Two separate responses were received from CCCC. Although welcoming of the proposal, they query as to why a 30mph or 40mph is not provided or proposed to the south of the existing limit on the C130. CCCC's representation also identified that there has been planning permission granted for new houses south of the existing 30mph limit on the C130 and that there is a possibility of HGVs diverting through the village in high wind to access Drysdale's Freight.

- 3.7 The reason that there is no existing or proposed speed limit (other than the national speed limit) to the south of the village is that there are no direct frontages onto the road. For a speed limit to be effective it needs to be credible and incorrectly or mis-placed speed limits compromise the effectiveness of those where the requirement is most acute. There may be scope at some time in the future to create a 40mph buffer zone on the south side similar to that proposed on the north side but it would be considered to coincide with construction of the new properties for which planning permission has been granted. The diversion of HGVs in high winds does not have a bearing on the provision of speed limits in local situations such as that in Cockburnspath.
- 3.8 The proposals were advertised to the public from 28/3/2013 to 19/4/2013. As of 10/4/13 no comments had been received. Any comments subsequently received will be tabled at the meeting.

## **4 IMPLICATIONS**

### **4.1 Financial**

The financial implications associated with the recommendations relates solely to the provision of new, or relocation of existing signage. Approximate costs are as follows:-

- |                    |        |                                    |
|--------------------|--------|------------------------------------|
| a) Cockburnspath   | £1,000 | 2 signs;                           |
| b) Allanton        | £1,500 | 2 signs relocated and 2 new signs; |
| c) Westruther      | £500   | 2 signs relocation only;           |
| d) Houndwood       | Nil    |                                    |
| e) Foulden Newton, | £1,500 | 4 signs.                           |

The cost would be borne by the Aids to Movement budget.

### **4.2 Risk and Mitigations**

- (a) The risk of not proceeding with the recommendations is that drivers progress along the section of road at speeds inappropriate to the conditions increasing risk of injury should an accident occur.
- (b) The risk of proceeding with the introduction of the speed limit at any of the sites is that an errant vehicle may strike the sign post holding the sign necessary to indicate the start and end of the restriction. This risk will be mitigated by appropriate choice of pole diameter which would collapse with reasonable force.

### **4.3 Equalities**

An Equalities Impact Assessment has been carried out on this proposal and it is anticipated that there are no adverse equality implications.

### **4.4 Acting Sustainably**

There are no significant impacts on the economy, community or environment arising from the proposals contained in this report.



#### 4.5 **Carbon Management**

There are no significant effects on carbon emissions arising from the proposals contained in this report.

#### 4.6 **Changes to Scheme of Administration or Scheme of Delegation**

There are no changes to be made to either the Scheme of Administration or the Scheme of Delegation as a result of the proposals contained in this report.

### 5 **CONSULTATION**

5.1 The Chief Financial Officer, Head of Corporate Governance, the Head of Audit and Risk, the Head of Strategic Policy the Clerk to the Council and Head of Strategic Policy have been consulted and comments received have been incorporated in the report.

#### **Approved by**

**Director of Environment & Infrastructure Signature .....**

#### **Author(s)**

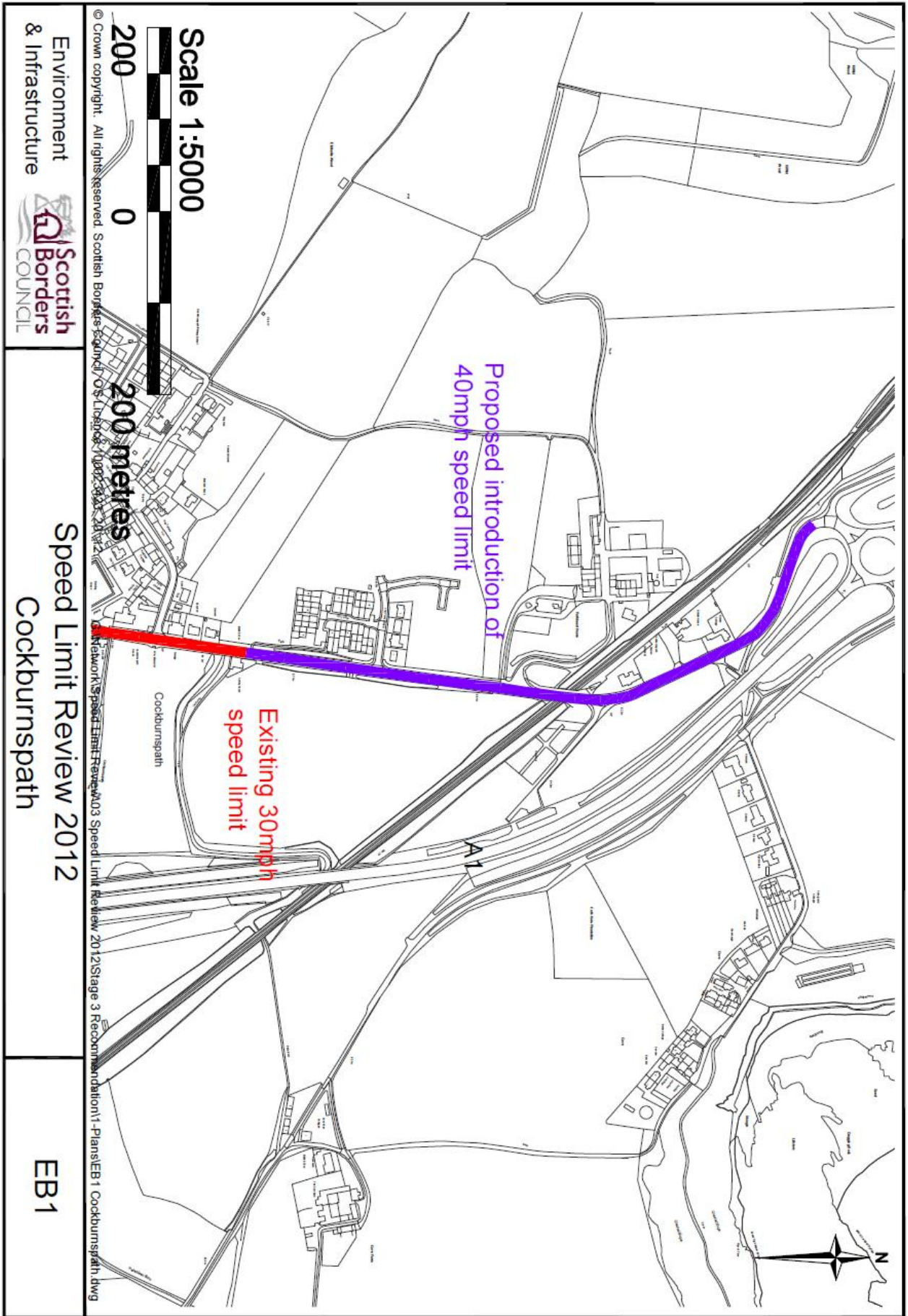
Name	Designation and Contact Number
Robbie Yates	Assistant Road User Manager 01835 825116

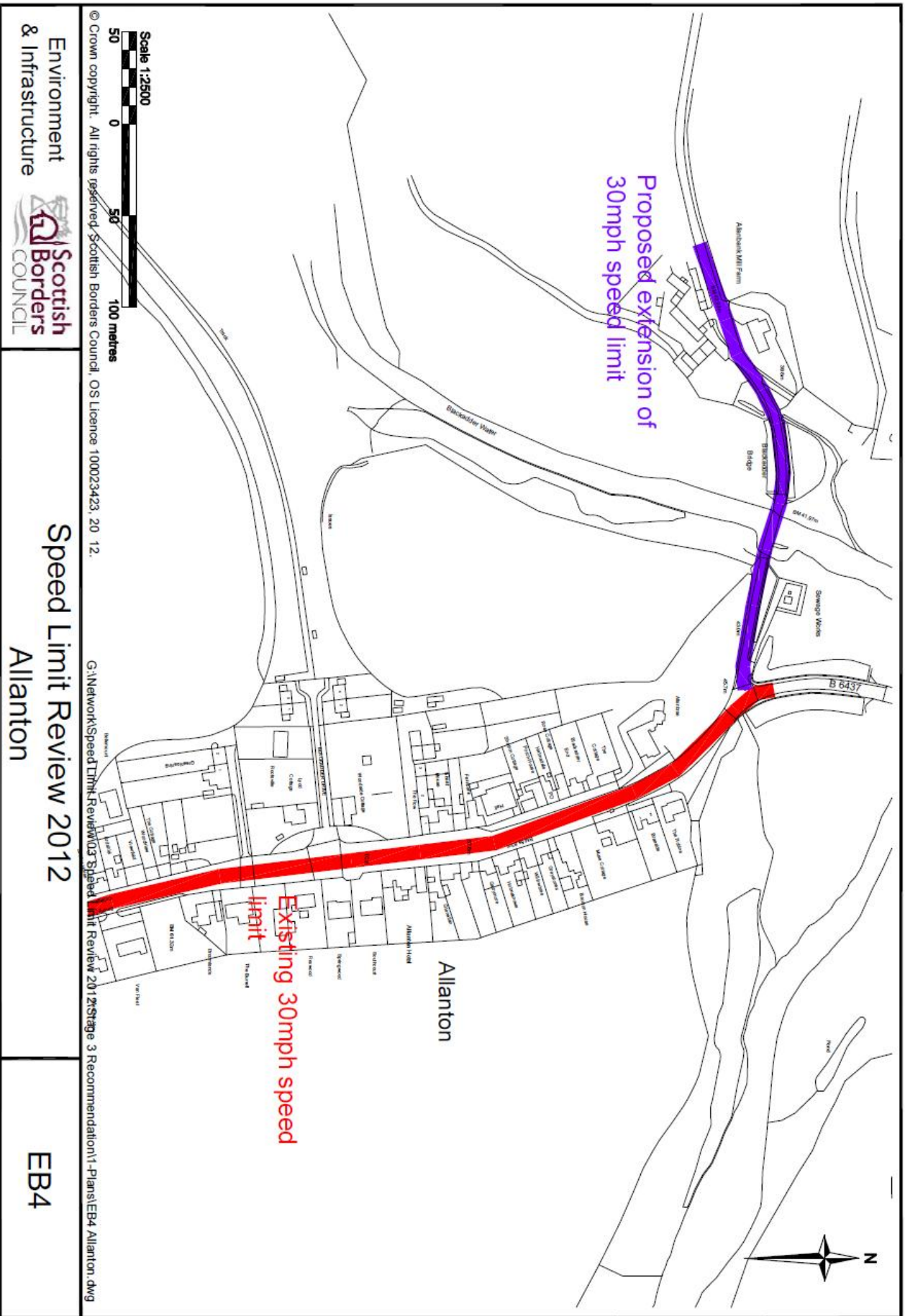
**Background Papers:** None

**Previous Minute Reference:** N/A

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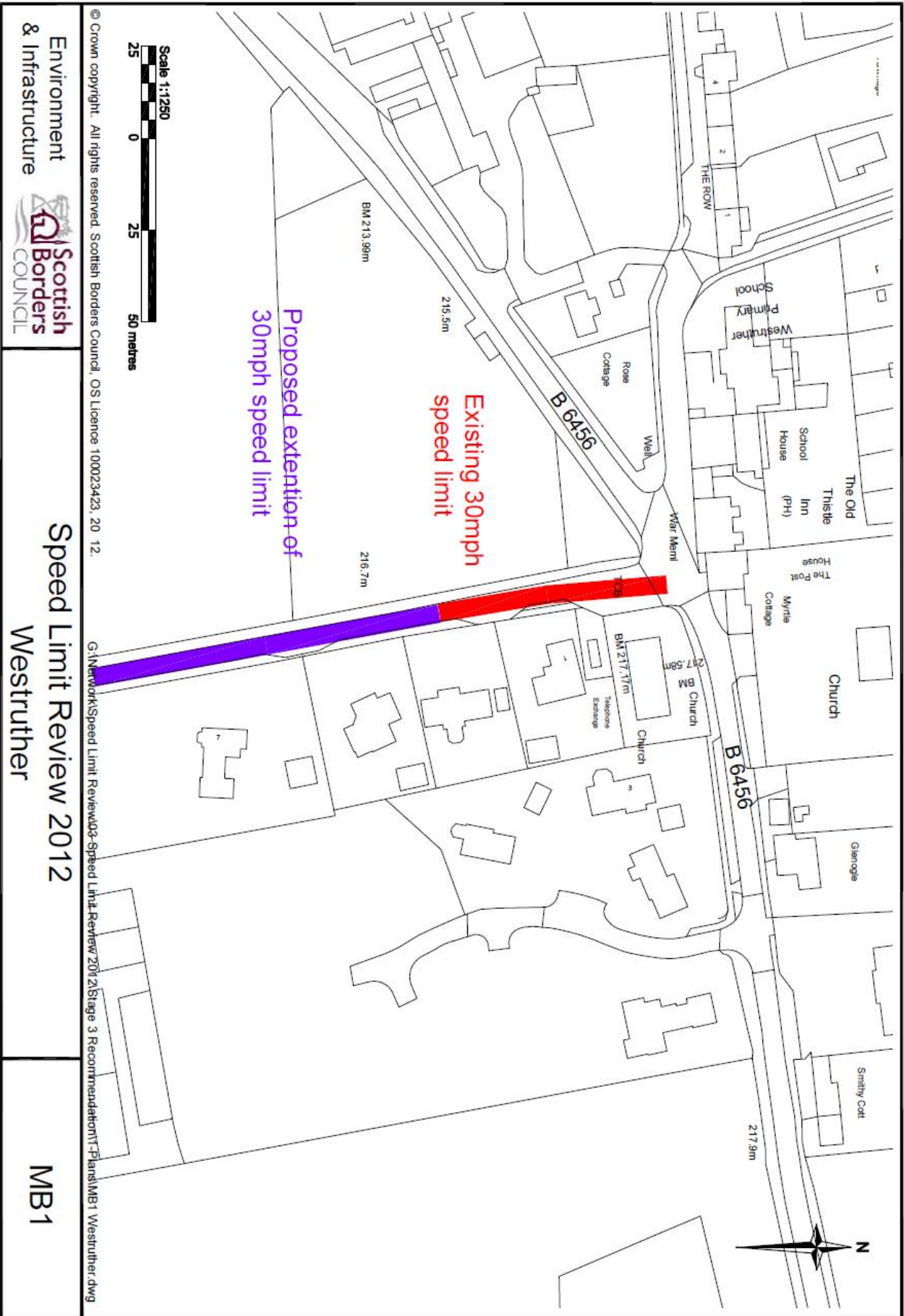


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Environment & Infrastructure  
**Scottish Borders COUNCIL**

**Speed Limit Review 2012**  
 Allanton

**EB4**

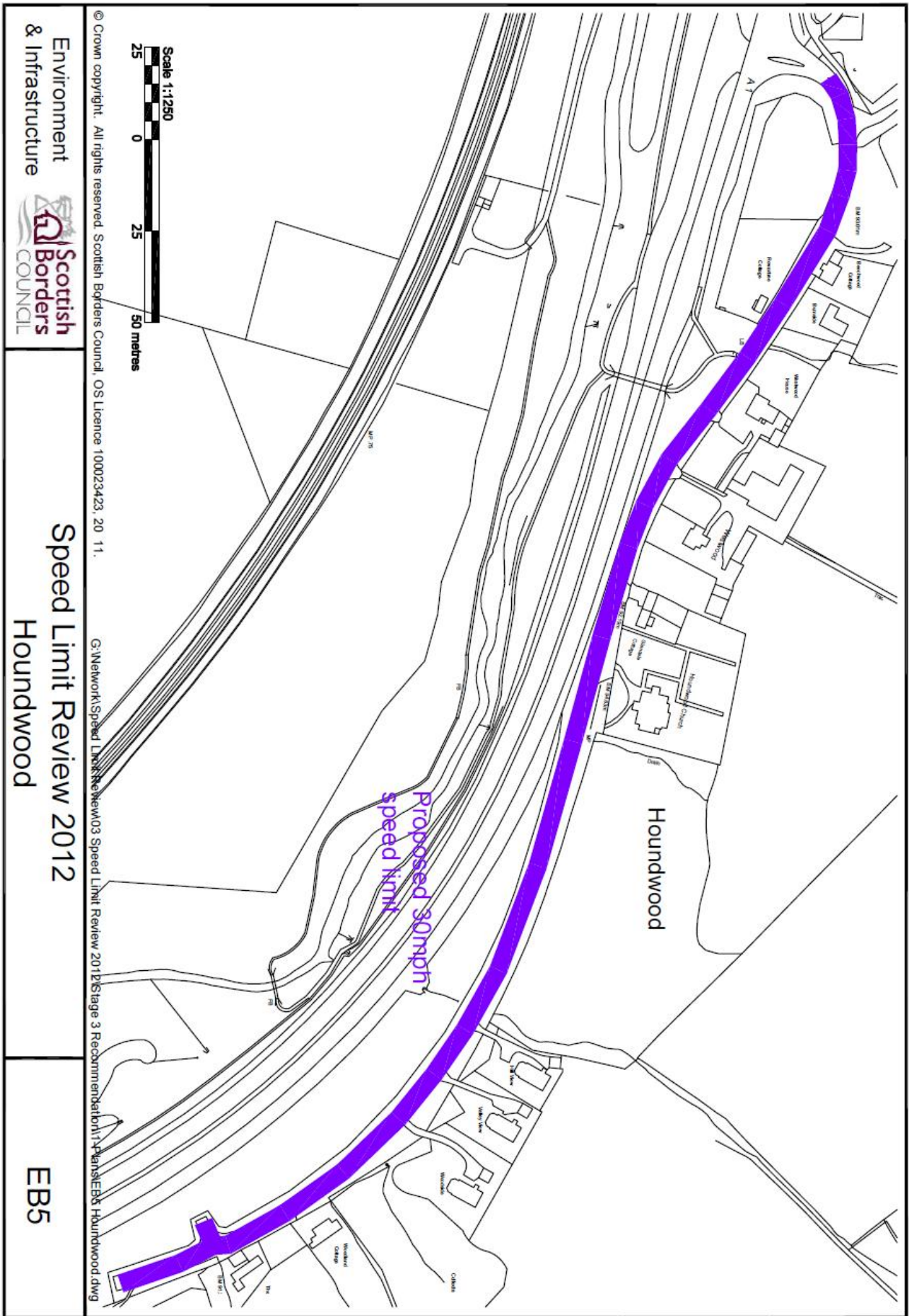


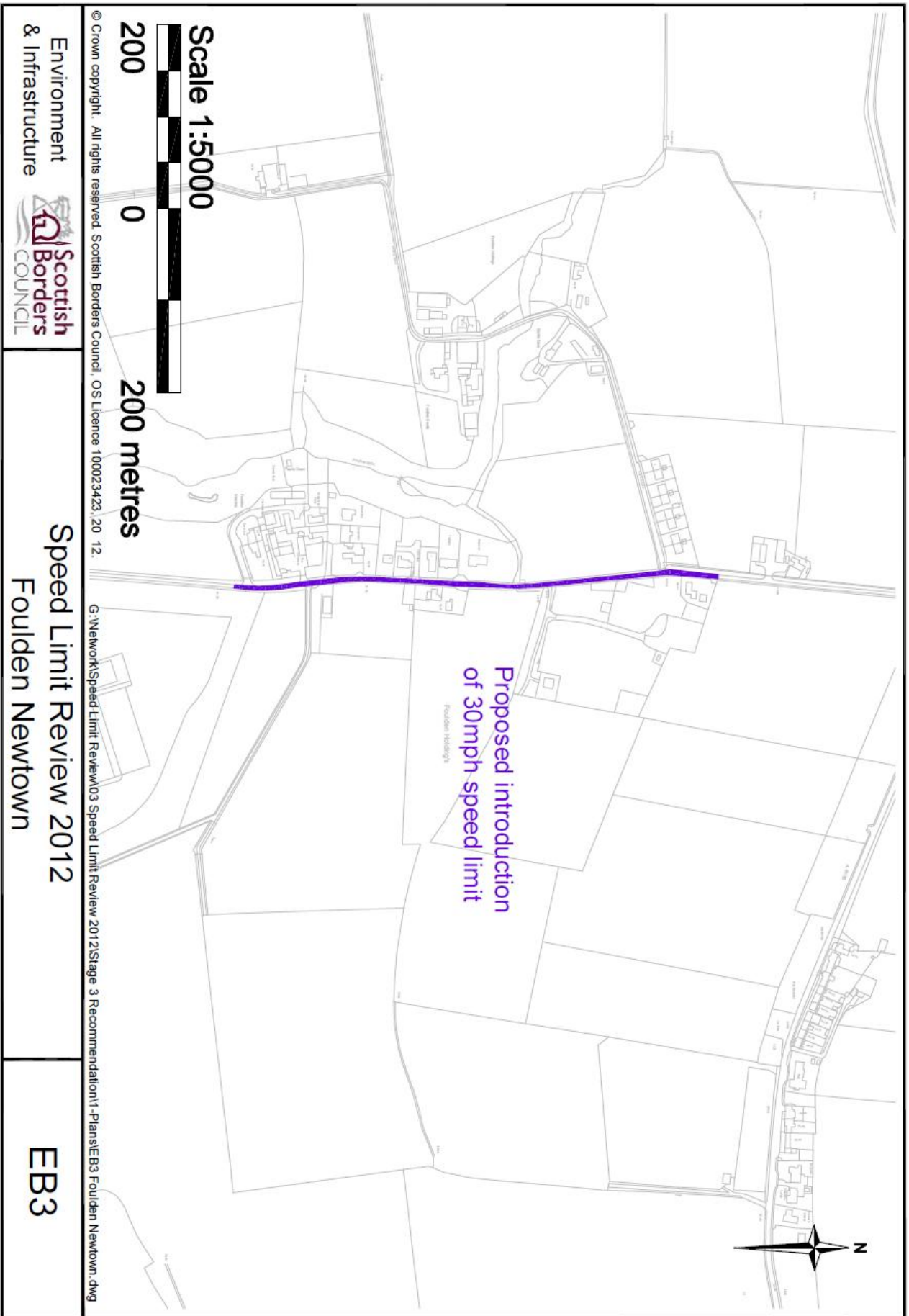
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Environment & Infrastructure  
**Scottish Borders COUNCIL**

**Speed Limit Review 2012**  
 Westruther

**MB1**





**ROAD TRAFFIC REGULATION ACT 1984**

**THE SCOTTISH BORDERS COUNCIL (VARIOUS ROADS) (40 MPH SPEED LIMIT)  
ORDER 2004 (AMENDMENT NO. 6) ORDER 2013**

1. 12. COCKBURNSPATH

That length of the C130 from a point 100 metres or thereby north of the junction with the C109 Hoprig Road for a distance of 710m or thereby in a northerly direction.

**ROAD TRAFFIC REGULATION ACT 1984**

**THE SCOTTISH BORDERS COUNCIL  
(THE BORDERS REGIONAL COUNCIL (RESTRICTED ROADS) ORDER 1985)  
(AMENDMENT) ORDER 2013**

1. 1. ALLANTON

- (a) That length for of route B6437 from a point 10 metres or thereby north of its southern kerbline of the junction with the C111 for a distance of 451 metres or thereby in a southerly direction.
- (b) That length of the C111 from its junction with the B6437 for a distance of 257 metres or thereby in a westerly direction.

2. 20. WESTRUTHER

- (b) That length of the C86 road leading to Houndslow from its junction with the B6456 for a distance of 157 metres or thereby in a southerly direction.

HOUNDWOOD

That length of the D128/6 from a point 40 metres or thereby northeast of its junction with the A1 (T) eastwards for its entire length.

FOULDEN NEWTOWN

That length of the C118 from a point 55 metres or thereby north of its junction with the D84/6 southwards for a distance of 522 metres or thereby.

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**MANAGEMENT OF THE COUNCIL'S ROADS ASSET –  
BERWICKSHIRE AREA**

**Report by Director of Environment & Infrastructure**

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**BERWICKSHIRE AREA FORUM**

**07 MAY 2013**

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**1 PURPOSE AND SUMMARY**

- 1.1 **This report seeks approval for the proposed allocation of additional Capital funding identified to carry out resurfacing works in the Berwickshire Area.**
- 1.2 The Council agreed on 28 March 2013 to consult with Area Forums over the allocation of an additional £1.14m of Capital funding for road surfacing works. ANNEX D of that report indicated those schemes which officers have identified as a priority, together with those previously identified by local members as priority areas.
- 1.3 Officers require the Berwickshire Area Forum to make a decision on which schemes are included within the sum allocated to the Berwickshire Area of £315,000. Where the Area Forum request an additional scheme to be included in the programme they will have to also make a decision on which scheme can be removed from ANNEX A.

**2 RECOMMENDATIONS**

- 2.1 **I recommend that the Berwickshire Area Forum:-**
  - (a) **Agrees to the list as presented in ANNEX A, or**
  - (b) **Amend the list in ANNEX A to add schemes which members consider are of higher priority in terms of Area Forum requests, and subtract schemes which members consider are of lower priority in terms of Area Forum requests.**



### 3 BACKGROUND

3.1 The report, 'Management of the Council's Roads Asset' to Council on 28 March 2013, provided:

- an assessment of the current state of the Council's roads asset,
- the approach taken to roads asset management
- a programme of revenue and capital road works for 2013/14 and a request for further funding.

3.2 The Roads Condition Indicator (RCI) is a critical indicator of how the carriageway element of the Roads asset is performing. The recent results for Scottish Borders Council show a worsening of road condition with around 40% of the network requiring investigation or maintenance treatment.

RCI is the sum of the Red and Amber classification, expressed as a percentage of the total length of carriageway. The recent RCI results for Scottish Borders Council are shown below. An increasing RCI equates to a worsening of condition of the road carriageway.

Road Condition Indicator (2 year average)				
	2008-10	2009-11	2010-12	2011-13
TOTAL	38.1%	39.2%	40.2%	41.7%
A	25.3%	25.7%	26.5%	28.9%
B	39.1%	38.1%	38.6%	38.1%
C	36.5%	38%	39.5%	37.7%
U/C	43.9%	46.2%	47.2%	57.3%

Source - SCOTS Web site 21 February 2013

This information, roads of Red and Amber classification, together with site specific surveys, is then used by road Asset Managers to prioritise the planned works programmes for the following year.

3.3 The base budgets available to manage the whole road network in 2013/14 are £3.81m Revenue and £2.180m Capital. As a result of recent severe weather and the need for remedial repairs, officers have reviewed the condition of roads asset, and concluded that additional resources were required. Members approved an addition of £2.072m to manage road assets in 2013/14.

3.4 The Council agreed on 28 March 2013 to consult with Area Forums over the allocation of an additional £1.14m of Capital funding for road surfacing works. ANNEX D of that report indicated those schemes which officers have identified, together with those previously identified by local members as priority areas.

- 3.5 This allocation of additional funds will deliver much needed improvement to the road network. The allocation of £315,000 to the Berwickshire Area will allow for schemes to be brought forward in high profile areas at the same time as recognising the agreed priority assessment model used in promoting road treatment schemes detailed in ANNEX A. Investment will also look to stabilise the increasing trend in RCI.
- 3.6 Officers require the Berwickshire Area Forum to make a decision on which schemes are included within the sum allocated to the Berwickshire Area of £315,000. Where the Area Forum request an additional scheme to be included in the programme they will have to also make a decision on which scheme can be removed from ANNEX A.
- 3.7 Works will be scheduled to meet specific area needs, local timetables and to maximise the overall efficiency of the works programme.

## **4 IMPLICATIONS**

### **4.1 Financial**

A budget of £315,000 is available for additional road resurfacing and surfacing works in the Berwickshire area in 2013/14.

ANNEX A lists the proposed programme identified by officers together with reserve schemes.

### **4.2 Risk and Mitigations**

There is a risk that if the additional allocation capital funding is not spent, the local area will not benefit from improvement in the overall condition of the road network

### **4.3 Equalities**

The proposals within this report will not have an adverse impact on any of the equality groups - race, disability, age, sexual orientation or religion/belief.

### **4.4 Acting Sustainably**

There are no significant affects anticipated on acting sustainably to the Council by doing or not doing what is proposed.

### **4.5 Carbon Management**

There are no significant effects anticipated on carbon emissions to the Council by doing or not doing what is proposed.

### **4.6 Changes to Scheme of Administration or Scheme of Delegation**

There are no changes which are required to either the Scheme of Administration or the Scheme of Delegation as a result of the proposals in this report.

**5 CONSULTATION**

5.1 The Chief Financial Officer, the Head of Corporate Governance, the Head of Audit and Risk, the Head of Strategic Policy and the Clerk to the Council have been consulted and their comments will be reported at the meeting.

**Approved by**

**Director of Environment and Infrastructure**

**Signature .....**

**Author(s)**

Name	Designation and Contact Number
Colin Ovens	Infrastructure Manager 01835 826635
David Richardson	Asset Manager 01835 826584

**Background Papers:** 'Management of the Council's Asset' to Council on 28 March 2013

**Previous Minute Reference:** None

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## Programme of Additional Capital Works

### Programme of Additional Capital Works - Berwickshire Area

Location	Description	Estimate	Final Cost
A6105 Ninewells - Chirnside	Carriageway Surfacing	£80,000	
DC4/5 Old Duns Road, Coldstream	Carriageway Surfacing	£45,000	
DE17/6 Harbour Road, Eyemouth	Carriageway Surfacing	£50,000	
C97 Eccles Road, Birgham	Carriageway Surfacing	£30,000	
C109 Hoprig Road, Cockburnspath	Carriageway Surfacing	£40,000	
A6089 North of Byrewalls	Carriageway Surfacing	£30,000	
D26/6 School Road, Cockburnspath	Carriageway Surfacing	£20,000	
D97/5 Queens Row, Greenlaw	Carriageway Surfacing	£20,000	
	<b>TOTAL</b>	<b>£315,000</b>	
Reserve			
A6089 Kelso Road, Gordon	Carriageway Surfacing	£65,000	
B6355 Prendergust Bends	Carriageway Surfacing	£45,000	