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SUSTAINABLE DEVELOPMENT COMMITTEE FRIDAY, 11 MARCH 2022

A MEETING of the SUSTAINABLE DEVELOPMENT COMMITTEE will be held VIA MS TEAMS on
FRIDAY, 11 MARCH 2022 at 10.00 am

J. J. WILKINSON,
Clerk to the Council,

4 March 2022

BUSINESS		
1.	Apologies for Absence	
2.	Order of Business	
3.	Declarations of Interest	
4.	Minute (Pages 3 - 8) Consider Minute of meeting held on 17 September 2021. (Copy attached).	2 mins
5.	Climate Change Route Map Priority Action Plan (Pages 9 - 42) Consider report by Director, Infrastructure and Environment. (Copy attached). The agenda item will provide Members of the Sustainable Development Committee with the opportunity to explore the Plan of Priority Actions in detail with the relevant officers present.	90 mins
6.	Any Other Items Previously Circulated	
7.	Any Other Items Which the Chairman Decides Are Urgent	

NOTES

1. Timings given above are only indicative and not intended to inhibit Members' discussions.
2. Members are reminded that, if they have a pecuniary or non-pecuniary interest in any item of business coming before the meeting, that interest should be declared prior to commencement of discussion on that item. Such declaration will be recorded in the Minute of the meeting.

Membership of Committee:- Councillors S. Aitchison (Chairman), H. Anderson, K. Chapman, G. Edgar, J. Greenwell, H. Laing, J. Linehan, D. Paterson and S. Scott

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SCOTTISH BORDERS COUNCIL SUSTAINABLE DEVELOPMENT COMMITTEE

MINUTE of Meeting of the SUSTAINABLE DEVELOPMENT COMMITTEE held remotely by Microsoft Teams on Friday, 17 September 2021 at 10.00 am

Present:- Councillors S. Aitchison (Chairman), H. Anderson, J. Greenwell, H. Laing, J. Linehan, and D. Paterson.
Apologies:- Councillors, K. Chapman, G. Edgar and S.Scott
In Attendance:- Chief Planning & Housing Officer (I. Aikman), Corporate Policy Advisor (M. Cook), Environmental Strategy Officer (L. Cox), Cleaning & Facilities Manager (J. Gray), Education rep (D. Matthewson), Waste Manager (R. Sharp-Dent), Project Management Team Leader (E. Doyle), Youth Engagement Officer (P. Rigby), Clerk to the Council, Democratic Services Officer (D. Hall)

1. **MINUTE**

There had been circulated copies of the Minute of the Meeting of 4 June 2021. With reference to paragraph 6.2 of the Minute and the sentence "Councillor Anderson asked if Community Council representatives could be invited to make a presentation..", this should have read "Councillor Anderson asked if representatives of Pesticide Action Network could be invited to make a presentation...".

DECISION

APPROVED for signature by the Chairman, subject to the above amendment.

2. **SUSTAINABILITY IN COUNCIL CATERING AND CLEANING**

2.1 With reference to paragraph 3 of the Minute of 5 March 2021, there had been circulated copies of a joint report by the Service Director Assets and Infrastructure and the Service Director Young People, Engagement and Inclusion which set out progress following a presentation by the Youth Ambassadors for Sustainability to the Sustainable Development Committee on 5 March 2021 on the subject of 'Stopping the Use of Plastic Bottles in Schools'. The report noted that, while progress in decommissioning plastic bottles, particularly single use bottles, in schools was objectively and symbolically important, it remained an individual step in a broader suite of actions aimed at delivering a sustainable Catering and Cleaning Service. The report placed action in the context of the global climate and nature emergencies, the legal and regulatory obligations upon public bodies to prioritise and take account of climate and the circular economy in their procurement activity and the Council's own commitments pursuant to the Scottish Borders Climate Change Route Map, including the commitment to embed Net Zero practices in SBC's own operations, capital programmes and value chains. Progress had been made through more sustainable product packaging choices in the region's primary and high schools, catering generally and cleaning. Some of the practical challenges in balancing occasionally conflicting priorities to maintain nutritional standards, whilst also removing unsustainable packaging, were also identified. Waste and our collective responsibility to reduce, reuse and recycle was highlighted, together with the vital importance of education, cultural and behavioural change, with schools playing a central role. Current progress on both of those work streams was set out.

It was acknowledged that a holistic approach was essential to making further progress in ensuring that products and processes were as fully sustainable as possible, supported by a strategic approach which built in qualitative and quantitative performance metrics. Lastly, it was proposed a follow up report on Sustainable Procurement in Catering and Cleaning would be brought to the Sustainable Development Committee on 3 December 2021. John Gray, Cleaning & Facilities Manager, provided some context to the report and explained that guest speakers from the food and drinks industry would make presentations to explain what was happening in the sector with regard to reducing greenhouse gas emissions.

2.2 Andrew Gibbons of AG Barr joined the meeting. Mr Gibbons gave an outline of the work that was undertaken by his company to improve the carbon footprint of their soft drinks business, this included measures such as using a higher percentage of recycled plastics in their bottles and packaging. The presentation gave an insight into the work that the soft drink industry was doing to reduce the impact of their business upon the environment, including:

- Doing the Right Thing and No Time to Waste Programme
- Contribution to the UN Sustainable Goals and Environmental Standard ISO14001
- Carbon net zero to be achieved by 2040 or sooner if possible
- Packaging to be recycled, not discarded as litter
- 100% of soft drinks packaging currently recyclable
- 100% recycled films in multipacks and paper straws in cartons

2.3 In response to questions from Members, Mr Gibbons advised that information was still awaited on the bottle return scheme which was being set up by Circularity Scotland and would hopefully be in place by summer 2022. Mr Aikman, Chief Planning & Housing Officer, added that previously the Committee had considered the removal of plastic bottles from schools, but this was a much wider issue concerning packaging, products and recycling, which involved not just other Services within the Council, but suppliers as well. Mr Gibbons confirmed that this was a partnership between governments, suppliers and end users, and added that the presentation could be used within schools if desired. Members asked that only scientific details from the presentation were used in schools and not inadvertently the promotion of soft drinks. It was not about the contents but the packaging itself that was the focus.

2.4 Colin Dyer and Amy Marshall of Campbell Brothers joined the meeting. Ms Marshall gave a presentation that outlined the work that had gone on within their business to alleviate some of the environmental impact of their meat and fish business, including:

- Overview of Campbell Bros butchers and fishmongers only working with sustainable suppliers
- Market trends and developments
- Sourcing meat locally where possible and fish from Scotland when in season
- Accreditations for meat and fish
- Reduction of single use plastic
- Carbon footprint reduction, currently zero waste to landfill and reductions in fleet emissions
- Meat in a net zero world and alternative products

2.5 In response to questions from Members, Mr Dyer explained that due to food safety reasons, when packaging and selling fresh meat products there would always be an element of single use plastic; however work was ongoing to create a biodegradable solution. Regarding short supply chains, Mr Dyer advised the committee that an experiment had taken place with SBC to use locally reared lamb in school meals, however ongoing logistical and economic challenges remained. While the company would like to use Borders lamb and beef, a consistent supply was needed, so while 10kgs of lamb could be needed in a week, this would only be part of the carcass so options on what to do with the remainder remained

unresolved. With regard to the impact of Brexit, Mr Dyer advised that the company had confidence in the products they were bringing in to the country and no product was purchased that did not meet their current standards, which was the same as previously. The company had responsibility and accountability to meet BRC accreditation (certification against food, packaging, storage and distribution standards) so any of their suppliers had to be able to provide the required information. Members thanked the presenters for their attendance and their insightful presentations.

- 2.6 Noting that the focus of the present report and activity it outlined was product packaging, Mr Gray explained to the committee that the two presentations reflected the holistic approach that was required across all of society to make systemic changes to waste and consumer habits. As reflected in the report, extensive decommissioning of single use plastics in both primary and secondary schools. Particular progress had been made in Primary Schools with large scale removal of plastic bottles and the replacement of plastic containers through the use of crockery. The catering offering within High Schools presented more of a challenge as pupils could choose to go elsewhere. The key point was the need to work with suppliers. Mr Sharp-Dent outlined the situation with regards to waste management in schools, explaining that the aim was not to get packaging into the market place in the first place and what there would be as recyclable as possible, with the use of the least amount of raw materials. There would always be packaging of some sort, so more insight was needed in what was happening within our school buildings. A pilot scheme was proposed for one school which would seek to acquire data and build a case for rolling out further waste management techniques across all schools. The challenge for Waste Services was in identifying resources for this as Covid still provided a challenge. Debbie Matthewson, from the Education Service, commented on a couple of projects within schools on reducing waste. There was a local authority network with Education Scotland and SBC services could also work together to address issues. Members paid tribute to all those involved in the production of the report.

DECISION

(a) NOTED:-

(i) the progress made in decommissioning the use of single-use plastic bottles for sale as part of the Council's catering offer within Scottish Borders Primary Schools;

(ii) the progress made in substituting products for sale as part of the Council's catering offer within Scottish Borders schools which were assessed as more consistent with the Council's sustainable procurement duties;

(iii) that progress on Sustainable Procurement sat within the Resilience Theme of the Climate Change Route Map and that Officers were progressing a holistic approach to embedding further sustainable practice, bringing together Education, Catering and Cleaning, Procurement and Waste Services to support further action; and

(iv) that it was proposed to scope and seek approval for a pilot waste management exercise in a high school which would involve the provision of comprehensive recycling facilities to assess the behaviour patterns of users of the buildings and the quantities of materials deposited. Subject to approval, progress of the pilot would be reported to the Sustainable Development Committee.

- (b) ENDORSED the broader approach to prioritising and taking account of climate and circular economy in the Council's procurement activity.**

(c) AGREED that:-

(i) the Council would provide dedicated support to develop the Learning for Sustainability agenda within all Scottish Borders Council schools. This officer resource would link strategic management decisions to curriculum opportunities supporting positive behaviour changes both within schools and in wider domestic and community life; and

(ii) a follow up report on Sustainable Procurement in Catering and Cleaning, setting out further progress, would be brought to the Sustainable Development Committee on 3 December 2021.

MEMBER

Councillor Patterson left the meeting during discussion of the above item.

3 REGIONAL LAND USE PARTNERSHIP UPDATE

3.1 Senior Policy Advisor, Douglas Scott, gave a presentation on the Regional Land Use Partnership (RLUP). He explained that Regional Land Use Partnerships were a key element of the National Land Use policy. They aimed to identify opportunities for land use change to deliver environmental, socio-economic and climate change through the production of a regional Land Use Framework. This would be achieved through collaborative working with all stakeholders to optimise land use in a fair and inclusive way. A joint bid from Dumfries and Galloway Council (DGC), Scottish Borders Council (SBC) and South of Scotland Enterprise Agency (SOSE) was submitted in January 2021. The South of Scotland (SoS) was chosen as one of five pilot Regional Land Use Partnerships in Scotland in April 2021. The first phase of the project up to March 2022 was for the pilot regions to undertake the development of the required governance and to build to the appropriate relationships to enable the RLUPs to function. The second phase from April 2022 to March 2023 was for the RLUP to develop its Regional Land Use Framework. The final stage from March 2023 onwards would focus on delivering the objectives in the framework by making collaborative land use change decisions in the SoS. The project would be managed through a steering group comprising senior officers from SBC, DGC, SOSE and chaired by the two Councils. Scottish Borders Council would administer the award, SOSE would carry out the appointment process with the two Councils, and SOSE would employ the project manager. The application process to appoint the Project Manager was ongoing, with interviews scheduled to take place on 23 September 2021.

3.2 Members expressed their gratitude for the update. In response to a question regarding Members' representation on the steering group, Mr Scott explained that they would set up the governance of the group and make recommendations. The group would be guided by consensus. Mr Scott confirmed that a report would be presented to Council with further details in due course.

DECISION

NOTED the presentation attached as an Appendix to this Minute.

MEMBER

Councillor Paterson re-joined the meeting during discussion of the above item.

4. CLIMATE CHANGE ROUTE MAP PROGRESS UPDATE

With reference to Paragraph 10 of the Minute of the Meeting of Scottish Borders Council on 17 June 2021, the Chief Housing and Planning Officer, Ian Aikman, provided an update on the Climate Change Route Map. Transport, Energy and Waste were identified as the first themes of the key priority actions. Potentially significant funding opportunities associated

with the UK Government Levelling Up Fund had been identified to support projects across the Transport theme and town centre regeneration which would also support access to local services - thus offering emissions reductions in both domestic energy and local travel. Candidates had been interviewed for the post of Climate Change Officer, however the preferred candidate had chosen not to accept the position. Officers were considering how to proceed, including the modification of the role description and the terms and conditions. This was an area where quite a number of other local authorities and organisations were currently trying to recruit. In terms of carbon literacy training, it was confirmed that 19 people had now received certification. Mr Aikman further explained that part of the Officer Group was to share best practice and encourage partners to do likewise, so there was mutual support in driving the agenda forward. The current focus was on key things that the Council could do but as we moved forward in the medium/longer term, that focus could shift to a Borders-wide perspective. On the topic of corporate Governance changes, it was noted that John Curry, Director of Infrastructure & Environment was now providing oversight and had helped link key elements together, which had moved the work agenda forward.

DECISION

NOTED the presentation attached as an Appendix to this Minute.

5. **URGENT BUSINESS**

Under Section 50B(4)(b) of the Local Government (Scotland) Act 1973, the Chairman was of the opinion that the items dealt with in the following paragraphs should be considered at the meeting as a matter of urgency, in view of the need to keep Members informed.

6. **COP 26 UPDATE**

The Corporate Policy Advisor, Michael Cook, gave an update on matters relating to COP26. He outlined the different zones that would be present at the event: the UN managed blue zone; the UK Government managed green zone and fringe events managed by the Scottish Government. Regarding participation in the event, it was explained that the first application made was for the green zone for the South of Scotland natural capital proposition. COSLA was responsible for co-ordinating a Local Authority application, and that application had been lodged. Unfortunately, the South of Scotland application had been unsuccessful. Mr Cook noted that the application process was opaque and that no feedback had been provided on why applications had not been successful. Given the timeframe, Mr Cook went on to explain that any official participation by SBC was now extremely unlikely. The Chairman thanked the officers involved for their excellent work in preparing the applications on behalf of the Council, expressed his disappointment at the outcome and resolved to participate in any way that technology would allow.

DECISION

NOTED.

7. **PESTICIDE ACTION NETWORK**

With reference to paragraph 6.2 of the Minute of 4 June 2021, the Chairman advised that the possibility of a pilot to go pesticide-free in Peebles was still being investigated. Officers in Neighbourhood teams were so involved in their day to day work it had not been possible to arrange a meeting yet, but it would hopefully happen over the next few weeks. Covid was still impacting heavily on Council front line services, the provision of which needed to be maintained.

DECISION

NOTED.

The meeting concluded at 12.24pm.



CLIMATE CHANGE ROUTE MAP PRIORITY ACTION PLAN

Report by Director Infrastructure and Environment

SCOTTISH BORDERS COUNCIL

10 March 2022

1 PURPOSE AND SUMMARY

- 1.1 This report requests that Council approves the draft 'Climate Change Route Map - Priority Action Plan 2022/24' set out in Appendix 1.**
- 1.2 At its meeting of 17 June 2021, Scottish Borders Council approved a 'Scottish Borders Climate Change Route Map' ('the CCRM') and agreed that 'a plan of priority actions to be undertaken over the next two years' be developed and brought back to Council for consideration in February 2022. Council is invited to approve the draft 'Priority Action Plan' set out at Appendix 1 of this report.
- 1.3 It is proposed that progress and delivery of the Priority Action Plan be overseen and scrutinised by the Sustainable Development Committee, with a consolidated report presented annually to full Council. Council is also asked to note that the Priority Action Plan will continue to develop and incorporate additional workstreams. These developments will be reported to the Sustainable Development Committee.

2 STATUS OF REPORT

- 2.1 At its meeting of 17 June 2021, Scottish Borders Council agreed that a 'plan of priority actions to be undertaken over the next two years' should be reported back to full Council in February 2022.
- 2.2 The scheduling of the Council's Financial Plans and related business to 22 February 2022, has necessitated presentation of the draft Priority Action Plan to the next scheduled Council meeting which is 10 March.

3 RECOMMENDATIONS

3.1 I recommend that Council:

- a) Approves the draft 'Climate Change Route Map - Priority Action Plan 2022/24' ('the Priority Action Plan') set out in Appendix 1.**
- b) Agrees progress and delivery of the Priority Action Plan shall be overseen and scrutinised by the Sustainable Development Committee, and shall be reported annually to full Council.**
- c) Note the additional actions set out in para 5.5 of this report to be developed by officers during 2022 and reported to the Sustainable Development Committee as early as practicable in the new Council term.**

4 BACKGROUND

At a glance – Scottish Borders Climate Change Route Map Facts

Resident Scottish Borders population in 2020	115,240 Aged 0-15 – 18,824 (16.3%) Scotland = 16.8% Aged 16-64 - 67,332 (58.4%) Scotland = 64% Aged 65+ - 29,084 (25.2%) Scotland = 19.3%
Households in 2020	54,796 households (48% located in rural areas)
Total GHG emissions in 2018/19	782,900 t CO ₂ e Net 510,700 t CO ₂ e (includes land use positive balance of - 229,400 t CO ₂ e)
Per capita GHG emissions in 2018/19	Net 4.4t CO ₂ e/person/year Scottish average 5.3t CO ₂ e/person/year
Household waste emissions	1.07t CO ₂ e per person/year of GHG
Area of Scottish Borders	1,827m ² (4732 km ²) - Pop density 24.4/km ² 4 th lowest density in mainland Scotland. Over 80% agriculture, 20% woodland, 15% peatland, 30 km coast
Net area emissions in 2018/19	100 tCO ₂ e/km ² - Scottish average 400 tCO ₂ e/km ²
Largest settlements 2019	Hawick (13,859), Galashiels (12,622), Peebles (8,577) Kelso (6,843), Selkirk (5,503), Jedburgh (3,826)
Visitors (3-year averages 2017-19)	Day trips 2,700,000 Overnight 396,000 (1,300,000 nights)
Businesses in Scottish Borders	Micro (0-9) 4,485, Small (10-49) 420 Medium (50-249) 60, Large (250+) 10 Total 4,980
Main 'A' roads length/vehicle numbers (e)	460km A7 (6000/day), A68 (13,414/day), A1 (8,000/day), A6091 (11,000/day)
Vehicle miles travelled	810 Million vehicle miles in 2019 across SB
Number of EVs and Chargers in Scottish Borders 2020	312 EVs 42 Public charging devices (includes non-SBC) 13 Devices per EV
Community Councils	69
Scottish Borders SBC	
SBC Revenue Resources 2022/23	£324,871,000 (including Aggregate External Finance, 20% from SBC Council tax plus other revenues)
Per capita spend	£2819
SBC Estate/floor space	935717.8m ²
SBC Land (m²)	572.07 ha (not including Common Good land) = 5,720,700m ²
SBC Vehicles (numbers)	381 (59 cars of which 16 are electric [a further 20 electric cars are on order but are not included in these numbers] 186 LCV's of which 24 vans are electric 136 HGV's of which all are diesel)
SBC % of total SB GHG emissions	2%
Household waste collected and treated	52,300 tonnes per annum. Per person 0.45t recycled 0.22t, diverted 0.1t, land filled 0.13t
SBC Employees 2020	4992
Roads SBC managed	3,000km

- 4.1 Having declared a Climate Emergency on 29 September 2020, the Council approved the 'Scottish Borders Climate Change Route Map' (CCRM) on 17 June 2021. The Climate Change Route Map is the Scottish Borders' response to climate change, accepting that, as a result of human activities, our world is heating up, ice is melting, seas are warming, and our climate is becoming less stable with disastrous consequences. In a Scottish Borders' context, the developing risks associated with climate change have already begun to manifest themselves in changing weather patterns, and the resulting flooding and storm damage.
- 4.2 The Climate Change Route Map (CCRM) sets a strategic direction for the Council and its partners and communities to move to a net zero emissions Scottish Borders economy by 2045, in line with the national target set by the Scottish Government. The CCRM is structured around 5 Themes, each consisting of 5 Milestones. These Themes are:
- Building Resilience
 - Decarbonising our Transport Use
 - Nature-based Solutions to Climate Change
 - Lowering our Energy Consumption
 - Decarbonising our Waste Management
- 4.3 The priority actions specified in Appendix 1 respond to the Milestones identified within the themes of CCRM. Clearly, it would not be possible to deliver everything at the same pace or time, so an assessment has been undertaken to determine which actions should be prioritised over the next two years.

5 IDENTIFICATION OF PRIORITY ACTIONS

- 5.1 A 'Priority Action Plan working group' of Officers from across the Council was formed to identify 'priority actions' under the direction of the Corporate Sustainability Board, which is chaired by the Director of Infrastructure and Environment. The Board was established to develop and drive forward Council action on delivering the CCRM, and embedding the United Nations Sustainability Goals across Council activity. It comprises expertise from across directorates and reports to the Sustainable Development Committee.
- 5.2 As noted, the role of the working group was to identify, develop and collate actions into a Priority Action Plan pursuant to delivery of the CCRM. The working Group identified priority actions:
- Where delivery or significant progress can be effected in the next 2 years;
 - Which are building blocks that require to be established to support long-term and/or future actions in the next 2 years;
 - Which consolidate and build on the significant Climate Change activity the Council and partners have been engaged into this point.
- 5.3 The Priority Action Plan attached as Appendix 1 comprises a simple table of actions structured around the 5 CCRM themes. Some themes have identified a greater number of actions than others and there is synergy between actions showing the need for collaboration across themes. The action table sets out a description of the proposed activity, details of the tasks required, where possible the anticipated savings in carbon emissions and climate adaptation benefits, projects costs and timescales. As noted,

some actions included in the table are key strategic steps in longer-term approaches to Climate Change, e.g. Action BR5 'South East Scotland Regional Climate Risk Assessment' and TU1-5 'Local Access and Transport Strategy'.

- 5.4 It must be emphasised that the Plan of Priority Actions is simply one evolving chapter of intended progress across a generational timescale. Citizens, businesses, our partners, and the Council were engaged in activity designed to respond to Climate Change before the CCRM was agreed, and all of us will be continuing to augment, develop and deliver carbon emission reductions as we proceed to 2024 and beyond. Much has been done, but, as [the latest report of the Intergovernmental Panel on Climate Change](#) makes painfully clear, we must do much much more. Many impacts are now simply 'irreversible', but the authors say there is still a brief window of time to avoid the very worst. The Crisis calls for the complete re-orientation of policy and strategy to help support a transition from a fossil fuel local economy to a clean energy one. We must all reduce our emissions. This means challenging every aspect of how we currently go about our business, and changing how we live, travel, and work. There are critical legislative milestones on the way: a 75% reduction in emissions by 2030, and 90% by 2040, before net zero greenhouse gas emissions by 2045. In 2045, the work will not cease, but the aim will be, at the very least, sustainable processes and behaviours.
- 5.5 It should also be noted that officers will continue to develop additional and subsequent actions during 2022 and beyond to add to and support the activity reflected in the Plan of Priority Actions. This is in the nature of the continually evolving and changing programme of action, which makes up the CCRM. Key developments will include:
- a) Updating and improving our assessment of carbon emissions impacts across our organisation and the Scottish Borders. This objective is identified as a 3rd quarter milestone within the Council Plan 2022/23. Assessment of the carbon emissions reduction impact of actions is a challenge for SBC, as it is for other organisations. In the short term, it is intended to commission consultancy support to enhance the Council's capability. At the same time, there is a developing dialogue with SOSE and Dumfries & Galloway Council about the use of common metrics and collaboration across the South of Scotland. These efforts should also provide a clear framework for measurement against the shared ambition embodied within the South of Scotland Regional Economic Strategy.
 - b) Developing our approach to engagement, co-production and joint working. The CCRM envisages a High Level Advisory Group (HLAG) to provide external oversight and review of the CCRM by working in partnership across the region, and a Citizens Panel or Assembly, facilitating engagement and co-governance of the developing CCRM. Officers are currently assessing how these initiatives are affected by a series of developments. Those developments include:
 - i. A review of current Community Planning Partnership (CPP) arrangements within the Scottish Borders including ways of working, and CPP priorities and performance. The CPP provides a natural vehicle through which to oversee and guide the Scottish Borders CCRM. With this in mind, the Senior Policy Advisor and Environmental Strategy Co-ordinator presented to the Community Planning Programme Board on 9 February and the Community

- Planning Strategic Board on 3 March to aid the review process, and to support dialogue around how community planning delivers the objectives of a HLAG.
- ii. Dialogue with SOSE, and Dumfries & Galloway Council regarding a South of Scotland Net Zero approach, including the development of common climate metrics to measure performance (as noted in para 4.5a)), engagement processes and structures across the South of Scotland, and shared ambitions around a South Scotland pathway to Net Zero.
 - iii. Roll out of the Council's Place Making Programme. The Council is trying to not to duplicate processes of engagement, but to ensure that what it puts in place is the most effective method of engagement and co-production. It is recognised that Place Making provides a natural focus on action which will be community-led, and systemic – bringing public, private, third sector, and community assets together as part of a single, integrated system supporting communities, services and the economy. Officers are continuing to assess what is likely to be the optimal vehicle and how different approaches might work together in delivering the objectives of first, a deliberative and collaborative space in which the public inform our climate decisions and policy, and second, encourage co-governance of our approach, particularly in relation to the just transition to a green economy.
- c) Appointment of a Climate Change Officer. The Council is aiming to recruit a Climate Change Officer to play a lead role in the assessment and measurement of greenhouse gas emissions associated with actions identified through the CCRM as set out in para 4.5a). An earlier effort to recruit a Climate Change Officer was unsuccessful. The terms of the role and the job specification have been enhanced to make it more attractive to prospective candidates.

It should be emphasised that two overarching aims pervade this work. These are:

- The necessity of a 'just transition' to Net Zero. As the Just Transition Commission recognised: 'People need to see and experience the transition as being fair; pushing ahead without giving attention to a just transition will see progress stalled. Achieving climate targets and a just transition cannot be separated.'
- The Scottish Borders can best unlock its economic potential by putting the environment and sustainability at the forefront of growing our economy in line with the objectives of the Council Plan 2022/23 and the South of Scotland Regional Economic Strategy.

Officers will report progress on the workstreams and developments detailed in this paragraph to the Sustainable Development Committee as early as practicable in the term of the new Council post the May 2022 elections.

6 IMPLICATIONS

6.1 Financial

The CCRM is a framework to support our journey to Net Zero by 2045. The Priority Action Plan outlines the activities and estimated resources required to deliver project outcomes as an element of that journey. The budget requirement for many projects has been identified within the

approved Financial Plan. Any additional budgetary implications or requirements will be reported to members as they materialise. If budget is unavailable or insufficient, adjustments will be required to the Plan of Priority Actions setting out what is deliverable.

6.2 Risk and Mitigations

The following key risks and mitigations have been identified –

1. Failure of the Council to deliver against its legal duties under current and developing climate legislation and policy commitments within the CCRM. It is essential that appropriate skills development takes place and that adequate resource and capacity is available to deliver against these requirements. Regular monitoring and review processes will be required to ensure compliance and delivery. This includes the overview and scrutiny of the Sustainable Development Committee. The recruitment of a Climate Change Officer and, pending such recruitment, consultancy support will enhance the technical capability and capacity of the Council in assessing carbon emissions reductions.
2. The Council committed to adopting and implementing a Climate Change Route Map at its meeting of 17th June 2021, requesting that a plan of priority actions is developed. The Council will face significant reputational risk if it fails to support delivery of these actions, and further support of the commitments made within the CCRM and the Plan of Priority Actions.
3. There are also potential financial and service delivery risks associated with not addressing the need to prepare for the impacts of a changing climate. These impacts will include increased likelihood of extreme weather events, effects on transport and access to services and service delivery, security of supply of energy, food and other goods. By taking action on the basis of the Plan of Priority Actions, the Council will mitigate these risks.
4. The changes required to place and maintain the Council and the wider Scottish Borders on a Just Transition to Net Zero are without precedent. Quite apart from the changes required in our processes, the extent of behaviour change required presents significant public expectation management risks. It is intended to address these through oversight of the Sustainable Development Committee, and the work set out in para 5.5, including critically the public, private, third sector, and community engagement envisaged through the Place-Making Programme.
5. To strengthen its management of risks associated with climate change, the Council has identified and is in the final stages of developing a revamped corporate climate change risk for ongoing monitoring and review. This risk will be informed by the progress made on the priority actions set out in Appendix 1. Key threats alluded to in this report in relation to e.g. governance, engagement, resourcing, and delivering on associated priorities have been included as risk factors (as failure to implement/act on these may give rise to the risk) and subsequent consequences have also been noted (such as those relating to an inability to embed climate change actions within all services, reputational damage and minimising the impacts of climate change). Internal controls and mitigating actions have been identified or are being pursued in order to alleviate against the risk of failing to assess and address the impacts of climate change and examples of these are evidenced throughout this report.

6.3 **Integrated Impact Assessment**

An Integrated Impact Assessment has been undertaken. This has reinforced the need to ensure that a transition to a Net Zero economy must be just, with the critical consideration of equality of opportunity. 'This means, in the Scottish Borders as elsewhere, developing policies and delivering actions which ensure the benefits of climate change action are shared widely, while the costs do not unfairly burden those less able to pay, or whose livelihoods are directly or indirectly at risk as the economy shifts and changes.' This imperative has helped inform the identification of actions within the Plan of Priority Actions.

6.4 **United Nations Sustainable Development Goals**

These comprise 17 interlinked goals. UN SDG 13: 'Take urgent action to combat climate change and its impacts' is clearly the most relevant to the proposals contained within the Plan of Priority Actions. However, the Plan also strives to deliver against other UN SDGs with Goal 1 – to end poverty, 2 – promote sustainable agriculture, 7- Ensure access to affordable, reliable, sustainable and modern energy for all, relevant to the objective of a 'just transition'.

6.5 **Climate Change**

The purpose of this report is to establish an effective Plan of Priority Actions over the next two years pursuant to the CCRM to support the Council and the Scottish Borders region in a just transition to Net Zero emissions by 2045, and appropriate adaptation and resilience measures.

6.6 **Rural Proofing**

The Plan of Priority Actions and the CCRM within which it is set are underpinned by the Council's commitment to deliver on the UN SDGs, and our duties under Equalities legislation. Thus, an equalities based approach, including in rural settings, is built into the recommendations of this report which are complementary and conducive to the objective of Rural Proofing.

6.7 **Changes to Scheme of Administration or Scheme of Delegation**

No changes are required to the Scheme of Administration or the Scheme of Delegation as a result of the proposals in this report.

7 CONSULTATION

7.1 The Director (Finance & Corporate Governance), the Monitoring Officer/Chief Legal Officer, the Chief Officer Audit and Risk, the Director (People Performance & Change), the Clerk to the Council and Corporate Communications have been consulted and any comments have been incorporated into the final report.

Approved by

John Curry

Signature

Director Infrastructure and Environment

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Background Papers:

Previous Minute Reference:

Scottish Borders Council, 17 June 2021;
Scottish Borders Council, 17 December 2020;
Scottish Borders Council, 25 September 2020.

Note – You can get this document on tape, in Braille, large print and various computer formats by contacting the address below. Jenny Wilkinson can also give information on other language translations as well as providing additional copies.

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Scottish Borders Climate Change Route Map – DRAFT Priority Actions 2022-24

Theme: Building Resilience

Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Align SBC organisational purpose, strategy, and regulation to Net Zero					
BR1	SBC to use its scale, purpose, strategy, and regulation as the region's largest public sector body to influence its own activities and those of others in pursuit of Net Zero.	Develop an operating model structured around net zero themes.	Carbon savings not yet assessed but purpose of proposal is to drive corporate transition to Net Zero.	We will undertake an analysis of our operating model, starting with I&E Directorate, centred around key Net Zero themes.	A proposed target operating model to be brought to Council by February 2023 to coincide with the budget and refreshed Council Plan.
Carbon Literacy Training					
BR1	SBC to expand staff training in Carbon Literacy	Improved level of carbon and climate awareness across all Services supporting decision making and operational delivery.	Carbon savings not yet assessed but purpose of proposal is to drive corporate transition to Net Zero.	All Council staff to have accessed initial level Carbon Literacy training via online training module 50% of Council staff to have undertaken intermediate level accredited Carbon Literacy training	To be completed by March 2023.

Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Embed Learning for Sustainability					
BR1	SBC to embed Learning for Sustainability in all primary and high schools	Increased access to and delivery of the universal entitlement to LFS for all SBC school pupils.	All SBC schools to undertake Education Scotland whole school and community approach to learning for sustainability (LFS) Self-evaluation and improvement framework	<ul style="list-style-type: none"> Staff training: Staff across the authority understand Learning for Sustainability is an entitlement for all learners and is an underpinning theme across the 2021 Professional Standards and is interdependent with the themes of professional values and leadership. Leadership Teams across all settings undertake professional learning on Learning for Sustainability Learning for Sustainability is prioritised within authority and school improvement planning Professional learning is offered to all SBC schools and is prioritised on school collegiate calendars 	
South East Scotland Regional Climate Risk Assessment					
BR5	Undertake an area wide climate risk assessment to identify key vulnerabilities and increase climate	The risk assessment programme will provide a shared evidence base that can be used to identify priority climate risks. It will	Carbon savings not yet assessed.	The climate risk assessment programme will: 1. Lay the foundations for a transformational approach to	Business Case development by March 2022, if supported by ESES partners Risk

	<p>resilience of infrastructure, services and communities.</p> <p>Edinburgh City Region partners have agreed to the development of a shared understanding and joint approach to addressing climate risks. This work will be supported by Adaptation Scotland.</p>	<p>inform policy and project development by:</p> <ul style="list-style-type: none"> • Providing evidence to help 'climate proof' policies and projects that are delivering multiple outcomes – for example informing spatial planning, development of infrastructure projects and housing. • Providing evidence to support development of specific climate resilience and adaptation interventions that will address multiple risks – for example developing hazard warning systems, built environment retrofit, climate sensitive coastal management and nature-based solutions 		<p>climate resilience and adaptation</p> <ol style="list-style-type: none"> 2. Provide a high-quality assessment of climate risks across spatial scales and sectors and identify priority risks 3. Strengthen collaboration and lead to action <p>No direct budget implication for SBC for initial Risk Assessment phase.</p>	<p>Assessment to be undertaken 2022-23.</p>
Review Coastal Defences					
BR5 & NR4	<p>Conclude review of Council's Coastal Sea Defences and prepare appropriate Asset Management Plan, note Council's sea defences are Eyemouth Sea Wall and Burnmouth Sea Walls – this</p>	<p>Coastal Defences – Asset Management Plan</p>	<p>No direct carbon savings – outcome to set out future Resilience Plans for Council's Coastal Defences</p>	<p>Management of coastal infrastructure falls under the maintenance action in the Forth Estuary Local Flood Risk Management Plan. Future flood risk management</p>	<p>Initial Coastal Defence – Asset Management Plan to be delivered within 2yrs</p>

	review is being done as a part of the overall Berwickshire Coast Shoreline Management Plan. This overall management plan is a large scale assessment of the risks associated with all coastal processes including climate change.			<p>planning cycles include adaptation planning for future resilience of flooding infrastructure.</p> <p>Current Shoreline Management Plan and Eyemouth Coastal Study will be delivered from existing budgets within 2yrs.</p> <p>Note: Additional budget will then be required for any actions identified by the above studies for delivery in future years.</p>	
Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Review of Bridges/Structures					
BR5	Review Council's bridge / structure stock to determine those structures most vulnerable to effects of Climate Change via higher, more regular river flows	Structures – Climate Change Resilience Report - Stage 1, covering Council's bridge / structure stock with results of Level 1 Scour Assessment	No direct carbon savings – aim is to highlight those bridges / structures most vulnerable to effects of climate change so that further scour assessment can be targeted and ultimately	Level 1 Scour Assessments are the first stage of investigation. Thereafter many bridges / structures will require further investigation and analysis via more detailed Level 2 Scour	Longer term as circa 1200 bridges within Council area so targeting completion of Stage 1 Report within 3 - 4 years

			further protection work undertaken where required	<p>Assessment, this will require further budget.</p> <p>After the Level 2 Assessments are completed, appropriate actions will be determined to improve the bridges / structures resistance to possible scour.</p> <p>Est. £30-50k per annum for 3-4yrs.</p>	
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Theme: Decarbonising our Transport Use

Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Local Access and Transport Strategy					
TU1, 2, 3, 4, 5	The proposal is to deliver a new Local Access & Transport Strategy (LATS) to update the current 2008 strategy. This will include the updating of the 2015 Main Issues Report and any Strategic Environmental Assessments that are required. The new LATS will reflect the new national and regional policy objectives and identify the priorities for the Scottish	<p>A 10 year strategic plan of actions and outcomes to support the delivery of the ambition of the Climate Change Route Map.</p> <p>This will integrate into the Energy, Resilience & Digital themes within the CCRM.</p>	The new LATS will provide strategic baseline of carbon impact to measure all transport related actions against.	In the absence of an SBC Transport Planner this estimate is based on consultancy costs to deliver 100% of the tasks to complete this action (Scott Excel rates) Estimate – £25,000 for initial scoping	The current estimate is two years to update the Main Issues Report and create and gain approval for a new LATS.

	Borders and rural solutions to rural issues.				
Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Active Travel – First and Last Mile					
TU1	Active travel Feasibility Studies to identify the infrastructure for active travel to be the natural first choice for our regions daily activities including the provision of additional multi-use trails between towns and villages throughout the Scottish Borders.	Develop a fully integrated active travel region. Supported by the current 2015 LATS Main Issues Report This will integrate into the Energy, Resilience & Digital themes within the CCRM.	The feasibility studies will provide the carbon saving estimates to promote the delivery of the schemes and help prioritise the delivery phasing.	<ul style="list-style-type: none"> • Tweedbank to Reston - £120,000 (Funded through SOSE in 2021/22); • Newtown St. Boswells to Berwick - £80,000 • Jedburgh to Kelso - £85,000; • Selkirk to Hawick - £85,000; • Lauder to Oxton - £60,000 <p>TOTAL ESTIMATE - £310,000 These feasibility studies can be taken forward on a phased approach, with internal and external funding.</p>	If the funding is identified all of these feasibility studies could be delivered in a two year window. There is good synergy with the development of Borderlands Destination Tweed and we could work together to deliver economies of scale in time and cost.
Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Behaviour Change					
TU1, 2, 3, 4, 5.	There is a clear connection between implementing changes and the communities engaging with them.	A generational change is required to support a new attitude to Net Zero and an obvious adoption of new	Support all other activities on the journey to Net Zero.	Behavioural change is a very important element across all priorities in the CCRM. It is important that we proactively create a programme of	This should be delivered early within year 1, so that the benefits can be derived ASAP.

	Aim: proactive communications strategy and education approach will support all of the ambitions within the Climate Change Route Map and be fundamental to the success of our actions, to support the carbon savings across all activities. This activity will be required across all themes within the Climate Change Route Map	ways for society to think and act. This will integrate into all the themes within the CCRM and is closely linked to Building Resilience actions on Carbon Literacy Training and Learning for Sustainability.		support to target key groups within the region: 1. Primary & Secondary schools 2. Regional partners 3. Communities Estimate of £50k initially to work with education and regional partners like SOSE for a coordinated region wide approach	
Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
20mph within Settlements					
TU1	Accelerate active travel to be the natural first choice for our daily activities including the provision of additional multi-use trails between towns and villages throughout the Scottish Borders. Will fit well with proposal for multi-use trails between villages and towns and in encouraging modal shift to non-vehicular modes of transport.	Introducing 20 mph as the default speed limit in settlements that have a reduced speed limit in place. This will integrate into the Energy & Resilience themes within the CCRM	Reduced vehicle speeds, usage. To be measured as part of a regional assessment measuring vehicle speeds, not vehicle usage	Lower driving speeds. Encourages active travel Reduced accidents and reduced severity of those that do occur. Review average speed data to monitor compliance and indicate whether additional incremental measures are required to support. Initial estimate £50k in first 2 years. (TS may make funding available on a bid basis)	Review annually to identify any additional measures.

Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Photovoltaic Street Lighting					
TU1	The introduction of Solar or Hybrid-Solar technology Street Lighting with additional possibility of built-in PIR motion sensors. To reduce carbon and potentially extend the network to areas without sufficient grid capacity.	Reduce carbon produced by street lighting by using more renewable energy and reducing operating times by become demand responsive. Increase coverage to rural areas and remote active travel infrastructure to increase safety. Link with CCRM Theme TU1. This will integrate into the Energy theme within the CCRM.	Current baseline for street light in place.	£20-50k budget in 2023/24 to deliver pilot scheme if the technology is robustly developed by that time for rural deployment.	Longer term initiative
Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Rural E Car Study					
TU2	A feasibility study to identify the role of rural EV car clubs. This study will need to follow the completion of the Council Local Access & Transport Strategy, full bus network review and EV charging Feasibility study to identify the	The purpose of a rural EV car club is that it helps reduce the need for households to have a car or a second car, while also providing access to greener transport options.	The feasibility study will identify the carbon saving opportunities	The study should cost circa £60k initially. This is a viable project for internal or external funding.	It would be likely that the project could be started at the end of the 2 year window, but as it will need to be programmed after the LATS and Bus Network Review, it will be reliant

	<p>areas in the region that cannot be serviced adequately by Active Travel or public transport.</p> <p>The study will then work with local community groups to identify options and solutions (including deliver models) for Rural EV Car Clubs.</p>	<p>The study will be coordinated with all other forms of transport in the region to help deliver a fully integrated and accessible network.</p> <p>This will integrate into the Energy, Resilience & Digital themes within the CCRM.</p>			<p>on those projects securing funding first.</p>
Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Bus Network Review					
TU2	<p>Undertake a full network review of bus services in the region and connections outwith the region.</p>	<p>Enhance modal shift to passenger transport services through the establishment of an integrated transport network, including new transport modes, Multi-Modal ticketing, alternative energy sources including electric and potentially hydrogen powered vehicles, through programmes such as the Switched-on Towns and Cities Programme.</p> <p>This will integrate into the Energy, Resilience & Digital themes within the CCRM.</p>	<p>The baseline carbon creation and savings will be undertaken as part of the review.</p>	<p>Supporting the growth in public transport is an essential part of transitioning to net zero, delivering carbon savings and community wellbeing.</p> <p>Success will be measured through patronage figures across services and road usage figure for private cars. Estimate of £100-150k.</p>	<p>This should be delivered early in 2022. This will have to be delivered and completed before the LATS is finalised and should be a key attribute in the LATS programme.</p>

Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Decarbonised Fleet Feasibility Study					
TU4	Feasibility study to identify the optimal mix of technologies for the Council fleet to adhere to the net zero requirements in 2025, 2030, 2035 and 2040.	Clarity on the correct form of fuel for the Council's fleet over 3.5tonnes. Link with CCRM Theme TU2 & 3. This will integrate into the Energy & Resilience themes within the CCRM.	The carbon saving will be defined fully in March 2024 when the new approach is defined (based on the technology and fuel chosen)	This will form phase 1 of the overall process to decarbonise fleet over 3.5 tonnes. Internal Fleet Management time and resources to monitor the market outcomes. £50k feasibility funding for piloting new technologies during this period to prove concepts and inform the way forward for Scottish Borders Council.	The full 2 year period, with recommendations expected in April 2023
Demand Responsive Transport					
TU5	Test, in a practical pilot application, the viability of Demand Responsive Transport and Mobility as a Service in the Scottish Borders so more people feel empowered to use alternative ways to travel, encouraging them out of cars and private car ownership, and so reducing carbon emissions.	Benefits to the region as follows: <ul style="list-style-type: none"> • Evidence to support future funding applications. • Access to the U22 free bus travel for those detached from the bus network • Integrated access into the fixed bus and rail services network. 	The carbon saving will be defined fully after the pilot. However initial indications from the UK CRF bid were 13,000kg would be saved over an eight month period, so for 1/3 of the region over 12 months this could be in the region of 5,000kg of CO2 saved	The targets will not only be carbon savings but will also include patronage levels for DRT and other fixed route services Funding of £320k revenue in 2022/23 will be required to run a trial for 12 months	It is intended to commence pilot early in 2022/23 to allow the services to operate in the spring/summer periods and supply meaningful data to support a potential UK Shared Prosperity Fund application.

		<ul style="list-style-type: none"> • Provide essential transport for our communities transport deprivation • Reduce the carbon footprint of our region with a shift away from the private car. • Support behavioural change towards public transport use. • Increased commercial viability of the existing bus network <p>Links to CCRM them TU1 & 2. This will integrate into the Energy, Resilience & Digital themes within the CCRM.</p>			Also, initiating the pilot early in 2022/23 will maximise the opportunities for our young people to access the free U22 bus travel and gain access to employment, training and education.
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Theme: Nature Based Solutions to Climate Change

Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Greenspace Management Review					
NR1	Review of greenspace maintenance operations to identify opportunities for a) increasing biodiversity and support pollinators and b) reducing carbon emissions, c) reviewing weedkilling operations, recognising the	<ul style="list-style-type: none"> • Less intensive grasscutting in specific areas where appropriate • Increased areas of pollinator-friendly longer grass/meadow grass habitat • Increased wildflower habitat 	<ul style="list-style-type: none"> • Increased biodiversity within the Greenspace estate to mitigate against biodiversity loss • Reduced GHG emissions from vehicle/machinery use 	<ul style="list-style-type: none"> • New machinery investment to increase capacity for cutting and lifting of arisings (Note: £32,000 allocated for machinery investment via the Nature Restoration Fund) 	Phase 1 – undertake trials, monitoring and implementation based on trial outcomes.

	value of our greenspaces to local community resilience and wellbeing.	<ul style="list-style-type: none"> • Trialling alternative approaches to weed control • Increased public awareness of the benefits of alternative management practices to local wildlife through signage and communications • Working with communities in developing proposals 		<ul style="list-style-type: none"> • Revenue implications of reduced grasscutting – costs associated with collecting and disposing of arisings; • Possible revenue implications of weedkilling trials 	
Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator	Timescale
Urban Tree Policy					
NR1	Develop a Tree Policy setting out how Scottish Borders Council will attend to urban tree management, including a programme of successional compensatory planting of amenity trees that fail/are felled within the urban environment, ensuring the current urban tree network is sustained/increased.	Ensure trees in the Scottish Borders are managed in a professional and sustainable manner. Raise awareness of the importance of trees. Maintain a legacy for future generations, by sustaining/increasing tree cover in the Scottish Borders.	Recognising the role trees can have in climate adaptation and resilience, a sustained/increased tree cover can provide benefits in terms of: <ul style="list-style-type: none"> • Biodiversity • Carbon capture • Microclimate • Natural flood management 	Budget required to fund replacement/successional tree planting in the urban environment.	Tree policy to Council for approval in June 2022

Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Woodland Creation					
NR2	To encourage and set out parameters for Woodland Creation in two pilot areas of Scottish Borders with a view to increasing woodland creation to meeting Scottish Government Woodland Creation (Climate change) Targets and NR2 of CCRM increased woodland cover milestone	A model for integrated land – use and Supplementary Planning Guidance (SPG) which should help identify issues and promote due diligence in woodland Creation – The Right Tree in the Right Place	Tree Planting at all scales helps meet the carbon sequestration targets which are laid out in SG policy and which will contribute to Scottish Borders CCRM	Guidance and support to SG targets. Ideally a dedicated officer to deal with Woodland Creation Scheme consultations so that there is an opportunity to make meaningful responses to WCS applications.	Longer term guidance aimed at simplifying the Woodland Creation Scheme application process and as a result, improve amount of trees planted.
Borderlands Natural Capital Innovation Zone					
NR3	<p>The Borderlands Natural Capital Innovation Zone is a programme within the Borderlands Inclusive Growth Deal.</p> <p>The UK and Scottish Governments have agreed to provide £10 million for this programme over the ten year timescale of the Deal - £5 million in the South of Scotland (£2.5 million capital and £2.5 million revenue) and £5 million in Northumberland and Carlisle. This support in the South of Scotland, including the Scottish Borders, will involve the</p>	<p>The proposed pilot projects involving the Scottish Borders are the:</p> <p>Agri-environment Pilot (Scottish Borders only) – Farmers, Landowners and Species-rich Grassland</p> <p>Woodland Pilot (Scottish Borders only) – Integrated Land-Use and Woodland Creation</p> <p>Natural Capital Investment Plan (project across the South of Scotland) - to unlock blended finance opportunities for Natural Capital and ecosystems services projects and asset</p>	Reducing Carbon emissions will form an inherent part of the development of the pilot projects	The Scottish Borders allocation is £1m capital funds and £1m revenue over a ten year period with a funding allocation starting in 2022/23	10 year programme (Programme Business Case to be approved by September 2022), implementation of pilots timetabled to begin autumn 2022

	development of a series of innovation-based demonstrator pilot projects to showcase new ideas, promote awareness, develop understanding and skills, and ultimately achieve buy-in and influence changes in emerging policy, particularly the South of Scotland Land Use Partnership.	maintenance across the Southern Scotland Natural Capital Data Audit and Mapping (project across the South of Scotland) - to provide a strong and robust 'real time' land use data base (with forecasting abilities) that would be built around remote sensing and automatic interpretation.			
Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Pollinators along the Tweed					
NR3	Scottish Borders Council will work with Tweed Forum/Buglife on the Destination Tweed project an HLF funded project that is part of the wider Destination Tweed programme.	As landowner and stakeholder, Scottish Borders Council will work with Tweed Forum to manage pollinator habitats within the corridor along the River Tweed as appropriate.	Increased pollinator habitat, mitigating against habitat loss	Financial implications of changes to grasscutting – costs associated with collecting and disposing of arisings.	SBC to work with Tweed Forum/Buglife where appropriate to develop years 1-2 of the project. Development and delivery to be led by Tweed Forum/Buglife working with communities.
Natural Flood Management					
NR4	Increase resilience of coastal and river habitats to manage erosion, coastal flood risk and filter pollutants. Pursue targeted tree planting to	Continue to completion of the Berwickshire Shoreline Management Plan and Eyemouth Coastal Study.	It is envisaged that multiple benefits that could arise from the implementation Natural Flood Management can	Scottish Government General Capital Grant of £372,000 per year for delivery of actions under the Flood Risk	Initial study stages, fully delivered within 2 years to inform longer-term initiatives and future actions

	provide a range of benefits such as storing carbon, reducing surface water run-off, and providing a cooling effect to our towns and settlements and surrounding rural environment.	Scope, commission and deliver Natural Flood Management studies for the Gala Water Catchment and Hawick Teviot Catchment.	play a role in adaptation planning and offsetting the future effects of climate change on wider environment and existing flood mitigation measures.	Management (Scotland) Act 2009.	
Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
South of Scotland Regional Land Use Partnership					
NR5	The South of Scotland (i.e. Dumfries and Galloway Council and Scottish Borders Council areas) has been chosen by the Scottish Government as one of five pilot Regional Land Use Partnerships (RLUPs) in Scotland. The aim of the RLUPs is to identify opportunities for land use change at a regional and landscape level to deliver wider environmental goals as set out in the Scottish Government's 2020 Environment Strategy, Climate Change Plan, Land Use Strategy and Scottish Biodiversity Strategy and socioeconomic benefits, with a primary focus on the delivery of climate change targets. This is to be achieved through partnership	The pilot RLUPs led by SBC, DGC and SOSE, will develop the approach to establishing a RLUP, its governance and regional and local stakeholder engagement. There are three phases to this work: Phase 1 - pilot regions to undertake the development of the required governance, and to build the appropriate stakeholder relationships that will enable RLUPs to function. It is envisaged that this work would allow RLUPs to emerge during the 2021 calendar year. Phase 2 - if Phase 1 is successful then regions to develop their Regional Land Use Frameworks (RLUFs). Phase 3 – when Partnership is active, the focus will be on	Reducing Carbon emissions will form an inherent part of the development of the Regional Land Use Framework	Completion of phases. Funding from Scottish Government £50,000 2021/22 Funding for 2022/23 not confirmed but likely to be £60,000	3 Project Phases – Phase 1 - March 2021 to March 2022. Phase 1 stakeholder engagement, evaluation of partnerships, and options for governance are on track for completion by end of March 2022 Phase 2- Apr 2022 to end 2023 Phase 3 - 2023 Onwards

	working which enables national and local government, land owners, stakeholders and local communities to work together to find ways to optimise land use in a fair and inclusive way.	delivering the objectives in the Framework by making collaborative land use change decisions in the region. The findings from the monitoring and evaluation of the pilots will inform any future activity of the RLUPs.			
Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Food Growing Strategy					
NR5	Deliver years 2 & 3 of Cultivating Communities, the Scottish Borders Community Food Growing Strategy. The Strategy was launched in 2021 and has seen various actions already initiated and delivered, including the recruitment of a full time permanent post. The next 2 years will see this work continued, seeking to increase the Scottish Borders communities access to locally grown food and to facilitate the development of their own food growing opportunities/projects	<ul style="list-style-type: none"> • Increased access to community food growing opportunities • Support community planning partners in identifying opportunities to embed community food growing in relevant policies and action plans • Adopt proposed new planning policy - EP17 Food Growing and Community Growing spaces – as part of the Local Development Plan. • Improved promotion and management of the allotment estate through Annual Allotment Reporting • Opportunities to increase the number of allotment provisions. 	Increase access to and awareness of locally grown produce within community garden/allotment network = reduction in food miles, increased local resilience/food security and opportunities to support local biodiversity	Budget required to deliver community based investment in food growing, examples include but not limited to - Allotment creation; community engagement and interpretation; planting.	Years 2 & 3 of the period covered by the Scottish Borders Community Food Growing Strategy 2021-2026

		<ul style="list-style-type: none"> Build on the success of the newly launched Scottish Borders Community Food Growers Network as a forum to facilitate community growing across the region. 			
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Theme: Lowering our Energy Consumption

Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Local Heat and Energy Efficiency Strategy					
EC5	The LHEES will inform and deliver council heat and energy efficiency strategies across the next 15 to 20 years as core part of the Energy Efficient Scotland routemap. LAs are expected to have an LHEES in place by close of 2023.	The LHEES is expected to support and involve all other energy related activity A key consideration across all depts. LHEES will provide a framework for taking an area-based approach to heat and energy efficiency planning and delivery. Will set out the long-term plan for decarbonising heat in buildings and improving their energy efficiency across a local	Core deliverable is increased energy efficiency and decarbonisation of energy and heat across all buildings in the council area.	A developed strategy and delivery plan to be in place by end of 2023.	LAs are expected to have a LHEES in place by close 2023 (and establishing a LHEES will become a statutory requirement in 2022).

		authority area. Building on existing plans and policies, such as EES:ABS, and coordinate across local partners and provide a mechanism for identifying new delivery actions.			
Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Borderlands Energy Masterplan					
EC1-5	<p>The purpose of the master plan is to develop a strategic framework to guide investment decisions and a platform for engagement to underpin imperative of net zero, and the Borderlands ambition of economic growth driven by an energy transition.</p> <p>Phase 1 is concerned with the strategic framework for investment – the Master Plan – and will include an Energy Atlas for the Scottish Borders.</p> <p>Phase 2 is concerned with the development of Local</p>	<p>A strategic framework for investment, an Energy Atlas and a local mechanism (the LAEP) for testing and designing approaches to local energy systems, which are robust and affordable and support our drive to net zero. LAEP is a data driven and whole energy system, evidence-based approach that, working with defined stakeholders, sets out to identify the most effective</p>	<p>Core deliverable - decarbonisation of energy across the council area. The LAEP will support assessment of carbon emission reductions.</p>	<p>Borderlands Budget for Energy for Scottish Borders Council area is £3.6M. Costs associated with the phases 1 and 2 of the Master Plan process will be met from this budget.</p>	<p>The design of the Scottish Borders LAEP will be ready for approval by March 2023.</p>

	Area Energy Plans (LAEPs) including one in the Scottish Borders. The LAEP will enable us to test and design approaches to local energy systems, which are robust and affordable and support our pathway as a region to net zero by 2024. The design of the Scottish Borders LAEP will be ready for approval by March 2023.	route for the local area to contribute towards meeting the national net zero target, as well as meeting its local net zero target.			
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Theme: Decarbonising our Waste Management

Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Develop Schools Resource Pack					
WM1	Develop and introduce a 'Schools Resource Pack' covering recycling, sustainability and eco-friendly practices.	The recycling and awareness activities within the 'Schools Resource Pack' aim to lay the foundation for future learning for children and young people as they progress through the education system and provide an enjoyable and educational experience that will:	<ul style="list-style-type: none"> • Increased awareness and participation in sustainable waste management practices • Reduced consumption of raw materials • Reduced contamination of kerbside bins • Increased recycling performance • Reduced waste to landfill 	<ul style="list-style-type: none"> • The 'Schools Resource Pack' is being developed in partnership with Levensat Ltd as part of the Council's Residual Waste Contract at no additional cost. • The Council has been required to input Officer time to ensure it is fit for purpose and aligns with the principles set out by 'A Curriculum for Excellence'. 	This project is to be delivered in two phases: <ul style="list-style-type: none"> • Phase 1 – 2021 to 2022 – Pilot project to 8 primary schools • Phase 2 – 2022 onwards – Roll out to all primary schools

		<ul style="list-style-type: none"> • Provide young people with key waste reduction and recycling messages and create a positive image of the waste management sector. • Offer real life context for learning. Allow for opportunities to develop skills for learning and skills for life, in order to live a more sustainable life. • Develop young children’s literacy, numeracy and health and wellbeing, whilst allowing them to learn about recycling, sustainability, and eco-friendly practices. Support children in developing the four capacities: confident individuals, responsible citizens, effective contributors and successful learners. • Ensure cross-curricular links are made on the general themes of waste management, recycling, caring for the environment and renewable energy 	<ul style="list-style-type: none"> • Supports delivery of a circular economy in the Scottish Borders and Scotland 		
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Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Route Map Action
Develop Recycling Charter					
WM1	Develop a set of Service Standards or Charter clearly defining the roles and responsibilities of both the Council and Householders in relation to waste and recycling.	<ul style="list-style-type: none"> • Increased participation kerbside recycling services • Reduced contamination of recycling bins • Reduced quantity of recyclable waste disposed of in general waste bin • Reduced number of returns to empty contaminated bins or bins that have not been presented on time • Reduced number of non-authorized second general waste bins • Improved service efficiency and potential financial savings 	<ul style="list-style-type: none"> • Less waste needlessly sent to landfill or Energy from Waste • Maximises opportunity to recycle waste • Fewer road miles and associated carbon emissions 	At this stage the financial implication are unknown. However it is likely there will be some revenue implications associated with communicating and introducing the new service standards.	Fully delivered within 2 years.
Stakeholder Engagement and Waste Analysis					
WM1 & 3	Undertake Stakeholder Engagement and Waste Compositional Analysis to help inform future service provision and communications activity.	Stakeholder Engagement will help identify; what works, what doesn't work, what needs improving, what needs changing, what is missing, what needs added and/or removed.	<ul style="list-style-type: none"> • Increased householder participation and awareness • Maximise recycling performance • Minimises the quantity waste to landfill and Energy from Waste 	<p>The stakeholder engagement exercise will be undertaken on citizen space and therefore there is no additional financial cost other than officer time.</p> <p>The Waste Compositional Exercise will be undertaken by Waste Services with the Support of Zero Waste Scotland. Match funding has</p>	Fully delivered within 2 years

		<p>The Waste Compositional Analysis will identify what is in each bin and will help inform future service provision as well as future targeted communications campaigns.</p> <p>The aim is to:</p> <ul style="list-style-type: none"> • Increase awareness • Increase participation • Improve communications • Maximise the effectiveness of Council services • Increase recycling perform; and • Minimise the quantity of waste to landfill and Energy from Waste 		been obtained from Zero Waste Scotland.	
Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Route Map Action
Improve Waste Collection Data					
WM2	Introduce in cab technology for Refuse Collection Vehicles (RCV's)	<ul style="list-style-type: none"> • Improved data capture regarding the performance of the kerbside collection service e.g. contaminated bins, missed bins, access issues, unauthorised bins, bins not presented on time, 	<ul style="list-style-type: none"> • Improve the efficiency of routes/service delivery therefore reducing carbon impacts associated with vehicle emissions. • Maximise the quantity of waste recycled which in turn will reduce the carbon impact associated with 	<ul style="list-style-type: none"> • The financial implications are not known at the current time. • The Council will work with its IT partners CGI to identify the preferred solution and associated costs. • There may be opportunities to make a submission to the Scottish 	<ul style="list-style-type: none"> • The implementation period is dependent on the complexity of the solution and the investment costs. However if a strong business case can be made it is considered that the solution could

		<p>duplication of service provision etc.</p> <ul style="list-style-type: none"> • Analysis of data will help; identify areas of poor performance, inform targeted communication/education campaigns, increase awareness and participation, maximise recycling performance, minimise contamination, reduce quantity of non-recyclable waste, improve service provision, provide real-time information, reduce duplication. 	treating/disposing of the waste.	Governments £70 million Recycling Improvement Fund.	be implemented within 2 years.
Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Route Map Action
Review of Kerbside Collection Service					
WM3	<p>Review the Council's current kerbside collection service taking account of stakeholder feedback, waste compositional analysis, best practice, waste policy and legislation.</p>	<ul style="list-style-type: none"> • Maximise Recycling • Minimise landfill and or Energy from Waste • Support delivery of a Scottish Circular Economy • Support delivery of the Scottish Governments Zero Waste Plan Targets • Closer alignment with the Scottish Governments Household Recycling Charter 	<ul style="list-style-type: none"> • Reduce carbon emissions associated with the management of household waste • Reduce consumption of raw materials as we move towards a circular economy 	<p>The financial impact is not currently known and will be dependent on the modelling and outputs of the review. However the revenue and capital implications could be significant dependent on the Council's decision.</p> <p>There may be opportunities to make a submission to the Scottish Governments £70 million Recycling Improvement Fund.</p>	<p>The initial review is likely to be completed during 2022/23 with implementation dependent on the chosen model.</p>

Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Support Re-use and Repair Sector					
WM4	Explore opportunities and progress options appraisal to develop and support the Re-Use and Repair Sector in the Scottish Borders as part of the SBC commitment to the Circular Economy	<ul style="list-style-type: none"> • Minimise waste • Increase awareness of re-use opportunities • Increase quantity of material upcycled and or re-used • Reduce quantity of waste sent to landfill and or Energy for Waste • Support the re-use sector and the development of a Scottish Circular Economy 	<ul style="list-style-type: none"> • Reduce carbon emissions associated with the management of household waste • Reduce consumption of raw materials as we move towards a circular economy 	<p>At this stage the financial implications are unknown.</p> <p>There may be opportunities to make a submission to the Scottish Governments £70 million Recycling Improvement Fund.</p>	This is likely to be a long term initiative requiring ongoing dialogue with various partner organisations.