

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.

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 resilience of infrastructure, services and communities. Edinburgh City Region partners have agreed to the	The risk assessment programme will provide a shared evidence base that can be used to identify priority climate risks. It will inform policy and project development by: <ul style="list-style-type: none"> Providing evidence to help 'climate proof' 	Carbon savings not yet assessed.	The climate risk assessment programme will: <ol style="list-style-type: none"> Lay the foundations for a transformational approach to climate resilience and adaptation Provide a high-quality assessment of climate risks across spatial scales and 	Business Case development by March 2022, if supported by ESES partners Risk Assessment to be undertaken 2022-23.

	development of a shared understanding and joint approach to addressing climate risks. This work will be supported by Adaptation Scotland.	<p>policies and projects that are delivering multiple outcomes – for example informing spatial planning, development of infrastructure projects and housing.</p> <ul style="list-style-type: none"> • 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>sectors and identify priority risks</p> <p>3. Strengthen collaboration and lead to action</p> <p>No direct budget implication for SBC for initial Risk Assessment phase.</p>	
Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
Review Coastal Defences					
BR5 & NR4	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	Coastal Defences – Asset Management Plan	No direct carbon savings – outcome to set out future Resilience Plans for Council's Coastal Defences	Management of coastal infrastructure falls under the maintenance action in the Forth Estuary Local Flood Risk Management Plan. Future flood risk management	Initial Coastal Defence – Asset Management Plan to be delivered within 2yrs

	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.

	<p>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.</p> <p>This activity will be required across all themes within the Climate Change Route Map</p>	<p>ways for society to think and act.</p> <p>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.</p>		<p>support to target key groups within the region:</p> <ol style="list-style-type: none"> 1. Primary & Secondary schools 2. Regional partners 3. Communities <p>Estimate of £50k initially to work with education and regional partners like SOSE for a coordinated region wide approach</p>	
Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
20mph within Settlements					
TU1	<p>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.</p> <p>Will fit well with proposal for multi-use trails between villages and towns and in encouraging modal shift to non-vehicular modes of transport.</p>	<p>Introducing 20 mph as the default speed limit in settlements that have a reduced speed limit in place.</p> <p>This will integrate into the Energy & Resilience themes within the CCRM</p>	<p>Reduced vehicle speeds, usage. To be measured as part of a regional assessment measuring vehicle speeds, not vehicle usage</p>	<p>Lower driving speeds. Encourages active travel Reduced accidents and reduced severity of those that do occur.</p> <p>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)</p>	<p>Review annually to identify any additional measures.</p>

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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>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>

		This will integrate into the Energy, Resilience & Digital themes within the CCRM.			
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Road Network Review					
TU3	Road Network Improvements & Rationalisation of Road Network review.	<p>Improved effectiveness of Network to minimise miles travelled to service the region.</p> <p>Reduce the length of roads to be maintained, or replace them with solution such as Active Travel which encourage alternative travel habits and reduce deterioration of the asset.</p> <p>Links with CCRM theme TU1. This will integrate into the Energy & Resilience themes within the CCRM.</p>	Carbon measured on a project by project basis. Any reduction in road length will result in carbon savings long-term but may necessitate short term increased carbon usage in de-commissioning.	<p>Road network review to reduce road Km's, increase Active Travel Km's and optimise maintenance and operational efficiency.</p> <p>Financial implications for removing roads needs to be reviewed, as Grant Funding from Central Gov. is based on Km's</p> <p>Budget required for initial review is £50k</p>	Initial review to be undertaken in first 2 years of delivery plan to support the new Local Access & Transport Strategy.
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.	<p>Clarity on the correct form of fuel for the Council's fleet over 3.5tonnes.</p> <p>Link with CCRM Theme TU2 & 3.</p>	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.	The full 2 year period, with recommendations expected in April 2023

		This will integrate into the Energy & Resilience themes within the CCRM.		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.	
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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. • Provide essential transport for our communities transport deprivation 	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. Also, initiating the pilot early in 2022/23 will maximise the opportunities for our young people to access

		<ul style="list-style-type: none"> • 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>			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 value of our greenspaces to local community resilience and wellbeing.	<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 • Trialling alternative approaches to weed control 	<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) • Revenue implications of reduced grasscutting – costs associated with 	Phase 1 – undertake trials, monitoring and implementation based on trial outcomes.

		<ul style="list-style-type: none"> Increased public awareness of the benefits of alternative management practices to local wildlife through signage and communications Working with communities in developing proposals 		<p>collecting and disposing of arisings;</p> <ul style="list-style-type: none"> 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 March 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 development of a series of innovation-based demonstrator pilot projects to showcase new ideas, promote awareness, develop understanding and skills, and ultimately achieve</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 maintenance across the Southern Scotland</p> <p>Natural Capital Data Audit and Mapping (project across the South of Scotland) - to provide a strong and robust ‘real time’</p>	Reducing Carbon emissions will form an inherent part of the development of the pilot projects	The Scottish Borders allocation is £2m 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

	buy-in and influence changes in emerging policy, particularly the South of Scotland Land Use Partnership.	land use data base (with forecasting abilities) that would be built around remote sensing and automatic interpretation.			
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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.
Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Timescale
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 provide a range of benefits such as storing carbon, reducing	Continue to completion of the Berwickshire Shoreline Management Plan and Eyemouth Coastal Study. Scope, commission and deliver Natural Flood Management studies for the Gala Water	It is envisaged that multiple benefits that could arise from the implementation Natural Flood Management can play a role in adaptation planning and offsetting	Scottish Government General Capital Grant of £372,000 per year for delivery of actions under the Flood Risk Management (Scotland) Act 2009.	Initial study stages, fully delivered within 2 years to inform longer-term initiatives and future actions

	surface water run-off, and providing a cooling effect to our towns and settlements and surrounding rural environment.	Catchment and Hawick Teviot Catchment.	the future effects of climate change on wider environment and existing flood mitigation measures.		
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 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.	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 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	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

		inform any future activity of the RLUPs.			
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Food Growing Strategy					
NR5	<p>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</p>	<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. • Build on the success of the newly launched Scottish Borders Community Food Growers Network as a forum to facilitate community growing across the region. 	<p>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</p>	<p>Budget required to deliver community based investment in food growing, examples include but not limited to - Allotment creation; community engagement and interpretation; planting.</p>	<p>Years 2 & 3 of the period covered by the Scottish Borders Community Food Growing Strategy 2021-2026</p>

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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 authority area. Building on existing plans and policies, such as EES:ABS, and coordinate across local partners and provide a	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).

		mechanism for identifying new delivery actions.			
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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 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</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 route for the local area to contribute towards meeting the national net zero target, as well as meeting its local net zero target.</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>

	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.				
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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"> • Provide young people with key waste reduction and recycling messages and create a positive image of the waste management sector. 	<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 • Supports delivery of a circular economy in the Scottish Borders and Scotland 	<ul style="list-style-type: none"> • The 'Schools Resource Pack' is being developed in partnership with Levenseat 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"> • 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 			
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.	<p>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.</p> <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>	<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 been obtained from Zero Waste Scotland.</p>	Fully delivered within 2 years

		<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 			
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, duplication of service provision etc. • Analysis of data will help; identify areas of poor performance, inform targeted communication/education campaigns, increase 	<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 treating/disposing of the waste. 	<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 Governments £70 million Recycling Improvement Fund. 	<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 be implemented within 2 years.

		awareness and participation, maximise recycling performance, minimise contamination, reduce quantity of non-recyclable waste, improve service provision, provide real-time information, reduce duplication.			
Route Map Action	Description	Desired Outcome	Baseline Measure/Carbon Saving	Target Measure/Indicator/Budget	Route Map Action
Review of Kerbside Collection Service					
WM3	Review the Council's current kerbside collection service taking account of stakeholder feedback, waste compositional analysis, best practice, waste policy and legislation.	<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>	The initial review is likely to be completed during 2022/23 with implementation dependent on the chosen model.
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	<ul style="list-style-type: none"> • Minimise waste 	<ul style="list-style-type: none"> • Reduce carbon emissions associated with the 	At this stage the financial implications are unknown.	This is likely to be a long term initiative requiring

	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"> • 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 	<p>management of household waste</p> <ul style="list-style-type: none"> • Reduce consumption of raw materials as we move towards a circular economy 	<p>There may be opportunities to make a submission to the Scottish Governments £70 million Recycling Improvement Fund.</p>	<p>ongoing dialogue with various partner organisations.</p>
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