
A83 Rest and Be Thankful

LTS EIAR VOLUME 4, APPENDIX 17.1 - CLIMATE
VULNERABILITY LEGISLATION, POLICY AND GUIDANCE

Transport Scotland

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A17-1. Climate Vulnerability Legislation, Policy and Guidance

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A17-1.1.1. The relevant legislation, policy and guidance relating to climate vulnerability has been reviewed. An overview of implications and key aspects of relevance to the Proposed Scheme are set out below.

A17-1.2. Legislation

Climate Change Act (2008) as amended in 2019

A17-1.2.1. The Climate Change Act requires the UK Government to produce a UK Climate Change Risk Assessment (CCRA) every five years. The CCRA assesses current and future risks to and opportunities for the UK from climate change. In response to the CCRA, the Climate Change Act also requires the UK government to produce a National Adaptation Programme (NAP). The NAP covers England, while the devolved administrations produce their own programmes and policies (see Scottish National Adaptation Plan 3 (SNAP3) below). The Act also gives powers to the UK Government to require certain organisations to report on how they are adapting to climate change.

Climate Change (Scotland) Act (2009)

A17-1.2.2. This Act was a direct parallel of the UK's Climate Change Act (2009). The Act requires the preparation of strategic programmes for climate change adaptation, as soon as reasonably practicable after each round of UK Climate Change Risk Assessment.

Climate Change (Emissions Reduction Targets) (Scotland) Act 2019

- A17-1.2.3. This Bill amends the Climate Change (Scotland) Act 2009 to make provision for setting targets for the reduction of greenhouse gases. The amendments include strengthening and clarifications around climate adaptation actions and related definitions.

A17-1.3. National Policy

Draft SNAP3 2024 - 2029

- A17-1.3.1. The Draft SNAP3 was out for consultation until April 2024, with the final version to be published autumn 2024. It is proposed that there are five outcomes and 22 objectives. These five outcomes are: nature connects, communities, public services and infrastructure, economy, business and industry, and international action. Specifically, the Draft SNAP3 aims for adaptation and resilience to be embedded across transport networks, supported by the Transport Scotland adaptation strategy (see Transport Scotland's Climate Change Adaptation and Resilience (CCAR) below).

National Planning Framework 4 (NPF4)

- A17-1.3.2. NPF4 sets out the long-term plan for Scotland for 2045. It includes how to tackle and adapt to climate change through its spatial principles. The Sustainable Places Principle has a specific climate mitigation and adaptation policy (policy 2), with an outcome of '*Our places are more resilient to climate change impacts*'.

Climate Ready Scotland: Second Scottish Climate Change Adaptation Programme 2019-2024

- A17-1.3.3. This Programme is a requirement of the Climate Change (Scotland) Act 2009 and addresses the risks set out in the [UK Climate Change Risk Assessment \(UK CCRA\) 2017](#). There are seven Outcomes in the Programme that are cross-cutting and promote co-benefits, integrating adaptation into wider Scottish Government policy development.

Transport Scotland's Approach to CCAR 2023

- A17-1.3.4. This Approach sets out a vision that will be delivered through Transport Scotland's Adaptation and Resilience Framework. This includes four high level Strategic Outcomes and various Sub Outcomes, which will collectively address the seven transport related climate change risks identified by the Climate Change Committee.
- A17-1.3.5. One of the Strategic Outcomes is: Trunk Roads – trunk Roads which are well adapted and resilient to the current, projected and unexpected impacts of climate change.

A17-1.4. Regional Policy

Argyll & Bute Council Decarbonisation Plan 2022-2025 (2021)

- A17-1.4.1. The Plan acknowledges that the Council needs to plan and invest in infrastructure and resilience that will be ready for additional flooding, storm events, sea level rises and service disruption.
- A17-1.4.2. The Plan outlines the Council's varied capital investment plan that includes a number of resilience and climate change related projects preparing for sea level rises, increased flood events and protection of essential infrastructure such as roads, bridges, ferry routes and buildings.
- A17-1.4.3. The Council's action plan includes commitments to review Council Flooding & Coastal Protection Policy.

Argyll and Bute Council Local Development Plan 2 (LDP2) 2024

- A17-1.4.4. The Argyll and Bute LDP2 provides the local planning framework for the Council area, excluding the Loch Lomond and Trossachs National Park area. The Spatial and Settlement Strategy and Vision and Objectives recognise the need to adapt to climate change and has incorporated this approach throughout the policy.

[Loch Lomond and The Trossachs National Park LDP 2017-2021](#)

- A17-1.4.5. The Plan is in place until 2024 to align with the new planning legislation. The Plan outlines how development will adapt to climate change. Supplementary guidance to the LDP includes guidance on how designs should adapt to potential impacts of future climate change.

A17-1.5. Guidance and Standards

[Design Manual for Roads and Bridges \(DMRB\) – LA 114 Climate](#)

- A17-1.5.1. This standard sets out the requirements for assessing and reporting the effects of climate on highways (climate change resilience and adaptation), and the effect on climate of greenhouse gas from construction, operation and maintenance projects. The Scotland National Application Annex to the LA114 sets out Transport Scotland's specific requirements for the assessment and management of the impacts that road projects can have on, and experience from, climate change.