

# Tactran Climate Change Adaptation Policy Statement

## Introduction

This statement outlines a climate change adaptation policy for the Tactran organisation. Climate change adaptation aims to change behaviour so that it is more appropriate to the expected future climate.

Part 4 of the Climate Change (Scotland) Act 2009 places duties on public bodies relating to climate change. Section 44 requires that a public body must, in exercising its functions, inter alia, act in the best way calculated to deliver any statutory adaptation programme.

Scotland's Climate Change Adaptation framework was published by the Scottish Government in December 2009. It provides details of the Government's strategic direction for climate change adaptation and recognises the importance of action at a local level by individual organisations. Adaptation Scotland has been established by the Scottish Government to help Scotland address and prepare for the impacts of climate change.

The UK Government published the UK Climate Change Risk Assessment in January 2012. This provides information on the threats and opportunities that the UK will face over the coming century.

## Climate trends and risks

Adaptation Scotland has identified that the key long-term climate change trends for Scotland are:

- the average summer will become hotter and drier
- the average winter/autumn will become milder and wetter
- weather will remain variable from year to year and may become more variable.

It anticipates also:

- an increase in summer heatwaves, extreme temperatures and drought
- increased frequency and intensity of extreme precipitation events
- reduced occurrence of frost and snowfall
- sea level rise.

An assessment of climate change risks for Scotland, which has been completed as part of the UK Climate Change Risk Assessment, identifies the potential risks to the transport sector as follows:

- flooding – disrupting public transport and private transport, affecting the largely rural population in particular
- bridge scour, associated with flooding, which can permanently damage bridges and be dangerous to transport
- landslips – can be dangerous to life and leave rural settlements isolated

- increased risk of extreme weather events, particularly rain and ice, these can disrupt road, rail and marine transport, and adversely affect road surface and pothole conditions
- coastal erosion can affect marine transport and any coastal roads.

Other risks identified by Adaptation Scotland are:

- increased road surface damage from higher temperatures
- winter road maintenance (snow/ice removal) during extreme winter weather events
- potential impacts on navigation of the Firth of Tay
- impacts on port and harbour infrastructure from sea level rise and flooding.

### Adaptation actions

Adaptation Scotland has identified actions that will be needed to address the transport related climate change, these include:

- increased maintenance of asphalt/bituminous road surfaces
- upgrade road and rail infrastructure to cope with increased rainfall (drains, culverts, flood lagoons, etc.)
- increased capacity of stormwater collection systems
- locate new transport infrastructure which avoids susceptibility to landslides
- reduce the need to travel
- build resilience to weather related transport disruptions.

Most of these actions relate to the design, operation and maintenance of transport infrastructure and are the responsibility of transport operators and roads authorities.

Tactran's role is to bring together the local authorities and other key stakeholders to take a strategic approach to transport planning and delivery in the region. The Partnership's principal statutory duties are to:-

- create and oversee delivery of the statutory Regional Transport Strategy (RTS);
- engage proactively in Community Planning and support implementation of Single Outcome Agreements;
- engage as a Key Agency in the Development Planning process at a regional and local level; and
- support the achievement of statutory Climate Change objectives, as set out in the Climate Change (Scotland) Act 2009 and associated Guidance.

Although Tactran's role and influence in responding to climate risks is limited, it is intended to support adaptation through:

- ensuring any project in which the Partnership is involved includes a climate change risk assessment as part of the project development, with the aim of developing sustainable climate resilient infrastructure;
- supporting efforts to reduce the need to travel, in particular through taking a lead in implementing RTS 2015 - 2036 Refresh Policy 5.4 Travel Planning,

- which includes Travel Plan guidance and support, use of awareness campaigns and promoting regional liftshare and Car Clubs
- supporting efforts to reduce the need to travel through taking direct action in implementing the following RTS 2015 - 2036 Refresh Policies:
    - 5.2.2 Active Travel: Promoting Active Travel;
    - 5.3.2 Active Travel: Strategic Integration including working with Councils, CPPs and other partners to deliver the Active Travel Strategy's aims and ensuring it is supported by non-transport policies and programmes;
    - 5.3.3 Active Travel: High Quality Infrastructure providing well-designed and easy-to-use walking and cycling routes;
    - 5.3.4 Active Travel: Making Better Use of the Transport System including providing of improved walking and cycling access at public transport interchanges and on trains/buses, and assigning greater priority to pedestrians and cyclists in the design and management of the road network;
    - 5.3.5 Active Travel: Influencing Travel Behaviour through promoting active travel and supporting cycle training in schools and workplaces;
    - 5.9.2 Travel Information: Informing Travel Choices and Awareness ensuring people are better informed of their travel choices and are more aware of where they can access travel information;
    - 5.9.3 Travel Information: Facilitating Modal Shift/Sustainability through ensuring that people are informed of the negative impact their travel mode may have and are able to access the information they require to make more sustainable travel choices;
    - 5.9.4 Travel Information: Making Efficient Use of the Transport Network including Information on lifeline services and planned and unplanned variations to services, as well as information on routeing for lorries.