
A83 Rest and Be Thankful

LTS EIAR VOLUME 4, APPENDIX 16.1 - EFFECTS ON CLIMATE
LEGISLATION, POLICY AND GUIDANCE

Transport Scotland

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A16-1. Policy, legislation, and guidance

A16-1.1.1. Human activities contribute to the emission of Greenhouse Gases (GHG) such as carbon dioxide (CO₂) to the atmosphere, primarily by the combustion of fossil fuels, which contribute to climate change. Internationally, nationally and locally governments have introduced policies and legislation to limit the release of GHG emissions into the atmosphere. Relevant international, national and local legislation, policies and guidance are cited in this Appendix.

A16-1.2. International Legislation

Kyoto protocol 1997

A16-1.2.1. The first international agreement to mandate GHG emission reductions. Under the United Nations Framework Convention on Climate Change (UNFCCC) treaty, industrialised nations pledged to cut their annual emissions by 5% on a 1990 baseline by 2012. Although the target was met successfully, it was insufficient to offset the increase in emissions from industrialising countries. Total global emissions continued to grow over the period, by 40% between 1990 and 2009.

The Paris Agreement 2015

A16-1.2.2. Strengthened negotiations at Conference of the Parties (COP) 21 led to the 2015 Paris Agreement, the aim of which is to maintain the increase in global average temperature at 'well below' 2°C and 'pursue efforts' to limit the temperature increase even further to 1.5°C.

A16-1.2.3. In 2018, the International Panel on Climate Change (IPCC) published a special report in response to the Paris Agreement, to present the impacts of the targeted 1.5°C temperature rise. The report highlighted that to achieve this, global emissions must decrease by 45% by 2030 (against a 1990 baseline), and that net zero global emissions (where emissions and removals from the atmosphere are balanced) must be achieved by 2050. This is noted

to require rapid and far-reaching transitions of every sector on an unprecedented scale.

A16-1.3. National legislation

Climate Change Act 2008, amended 2019

- A16-1.3.1. To support international efforts, the UK Climate Change Act (2008) set a legal reduction target of 80% against 1990 levels by 2050. It also introduced a series of carbon ‘budgets’ for five-year periods, to act as stepping-stones to the overall reduction. There are budgets currently set up to 2037 and are set out in Table A16-1.1.
- A16-1.3.2. In response to the ambitions of the Paris Agreement, in 2019 the Climate Change Act was amended to set the overall reduction target by 2050 to at least 100% in net emissions against 1990 levels.
- A16-1.3.3. The UK has so far outperformed its budgets, but progress is slowing, and the country is not on track to meet its future budgets or the overall reduction target, according to the most recent Progress to Parliament by the Committee on Climate Change (CCC) in 2023.

Table A16-1.1: UK Government Carbon Budgets

UK carbon budget period	UK carbon budget level
1st carbon budget (2008 to 2012)	3,018 MtCO ₂ e
2nd carbon budget (2013 to 2017)	2,782 MtCO ₂ e
3rd carbon budget (2018 to 2022)	2,544 MtCO ₂ e
4th carbon budget (2023 to 2027)	1,950 MtCO ₂ e
5th carbon budget (2028 to 2032)	1,725 MtCO ₂ e
6th carbon budget (2033 to 2037)	965 MtCO ₂ e

Source: <https://www.gov.uk/guidance/carbon-budgets> UK Government carbon-budgets guidance

Climate Change (Scotland) Act 2009

A16-1.3.4. This Act was a direct parallel of the UK’s Climate Change Act (2008) requiring a reduction target of 80% against 1990 levels by 2050 for Scotland only. It also sets annual GHG emission targets. 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.

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

A16-1.3.5. This Act changed the legal reduction target set in the 2009 Climate Change Act to 100% reduction against 1990 levels by 2045. This moved the target data for ‘net zero’ for Scotland forward by five years and set statutory interim targets and annual targets. These targets are set out in Table A16-1.2.

A16-1.3.6. In April 2024, the Scottish Government announced that it will drop its key 2030 target of a 75% reduction in carbon emissions against the 1990 baseline denoted by the * in Table A16-1.2. Additionally, it has decided to drop its interim targets as well. Eight of the last 12 annual targets have been missed.

Table A16-1.2: Scottish Government Carbon reduction targets

Year	Carbon Reduction Target against 1990 Baseline (%)	Annual target (tCO2e)
1990 (baseline year)	Not applicable	81,600,000 (actual emissions)
2025	61.8	31,171,200
2030*	75.0	20,400,000
2035	82.5	14,280,000
2040	90.0	8,160,000
2045	100.0 (net-zero emissions)	0

A16-1.4. National Policy

Scotland’s Climate Change Plan 2018-2032: Securing a Green Recovery on a Path to Net Zero 2020

A16-1.4.1. This plan provides an update to the Scottish Government’s 2018 Climate Change Plan and sets out ambitious targets to reduce emissions by 75% by 2030 and to net zero by 2045. It includes policies and proposals for each sector including transport, the biggest emitting sector in the country, to decarbonise to meet the country’s 2045 net-zero target. This includes a target to reduce car kilometres by 20% by 2032 and reducing the need to travel unsustainably. The plan also provides sector-based envelopes for the period 2018-2032. The transportation sector envelope is presented in Table A16-1.3.

Table A16-1.3: Transportation sector envelope emissions

Year	Emissions envelope (MtCO ₂ e)
2020	11.0
2021	10.2
2022	9.4
2023	8.7
2024	7.9
2025	7.1
2026	6.9
2027	6.6
2028	6.5
2029	6.5
2030	6.5
2031	6.5
2032	6.5

National Planning Framework 4 (NPF4) 2023

- A16-1.4.2. This is the national spatial strategy for Scotland. It provides a comprehensive set of national planning policies to form part of the country's development plan. Policies within the Framework are aligned with the country's carbon reduction targets. Specifically, Policy 1 which aims to *'encourage, promote and facilitate development that minimises emissions, and Policy 2 where 'development proposals will be sited and designed to minimised lifecycle greenhouse gas emissions as far as possible'.*

National Transport Strategy Third Scottish Government Delivery Plan

- A16-1.4.3. This strategy sets out the vision for Scotland's transport system for the next 20 years. One of the four priorities is 'Takes Climate Action', which sets out how the transport system will decarbonise to meet the country's 2045 net zero target. This includes the phasing out of petrol and diesel cars and vans in 2032, reducing car kilometres by 20%, particularly individual trips, and increasing access to public transport and active travel.

A16-1.5. Regional Policy

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

- A16-1.5.1. This Local Development Plan is a statutory planning document which provides guidance about built development to residents, developers and investors. Policy 04 – Sustainable Developments states that developers should seek to demonstrate that they will *'maximise the opportunities for sustainable forms of design including minimising waste, reducing our carbon footprint, increasing energy efficiency... and other forms of renewable energy generation'.*

Loch Lomond and The Trossachs National Park LDP 2017-2021

- A16-1.5.2. This LDP is a statutory planning document which provides guidance about built development to residents, developers and investors. The plan has been extended until 2024 to align with NPF4. Overarching Policy 1 states that *'all development should contribute to the National Park being... a low carbon place.'* This includes reducing greenhouse gas emissions through sustainable design.

[Argyll and Bute Council Decarbonisation Plan 2022-2025](#)

- A16-1.5.3. This Plan sets out how the Council will decarbonise its operations and the wider area to align with the Scottish Government's carbon reduction targets. It focuses on setting a baseline from which emissions can be reduced and identifying six key areas to reduce emissions. This includes reducing emissions from transportation.

[Loch Lomond & the Trossachs National Park: Carbon footprint assessment & proposed pathway to Net Zero](#)

- A16-1.5.4. This report acts as a key part of the evidence base for the new [National Park Partnership Plan 2024-2029](#). It provides a carbon assessment for the whole National Park and outlines the type and scale of changes that are needed for the National Park to meet its national obligations.

A16-1.6. Guidance and Standards

[Publicly Available Specification \(PAS\) 2080:2023 Carbon Management in Buildings and Infrastructure](#)

- A16-1.6.1. Acts as a global standard for managing infrastructure carbon. The framework looks at the whole value chain, aiming to reduce carbon and reduce cost through more intelligent design, construction and use. The principles of PAS 2080:2023 are used to inform the assessment of projects on climate and supplement the guidance provided in [Design Manual for Roads and Bridges \(DMRB\) LA 114](#).

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

- A16-1.6.2. Sets out the requirements for assessing and reporting the GHG emissions from the construction, operation and maintenance of highways projects. It outlines the methodology, study area and significance criteria that should be followed to effectively assess the GHG emissions from highways projects.

Institute of Environmental Management and Assessment Guide:
Assessing Greenhouse Gas Emissions and Evaluating their
Significance

- A16-1.6.3. Provides guidance to assist in the assessment, mitigation and reporting of GHG emissions in statutory and non-statutory Environmental Impact Assessments, taking into account the UK Government's Net-Zero target and carbon budgets to assess the significance of a project.