



CLIMATE READY

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Climate change adaptation – the national picture

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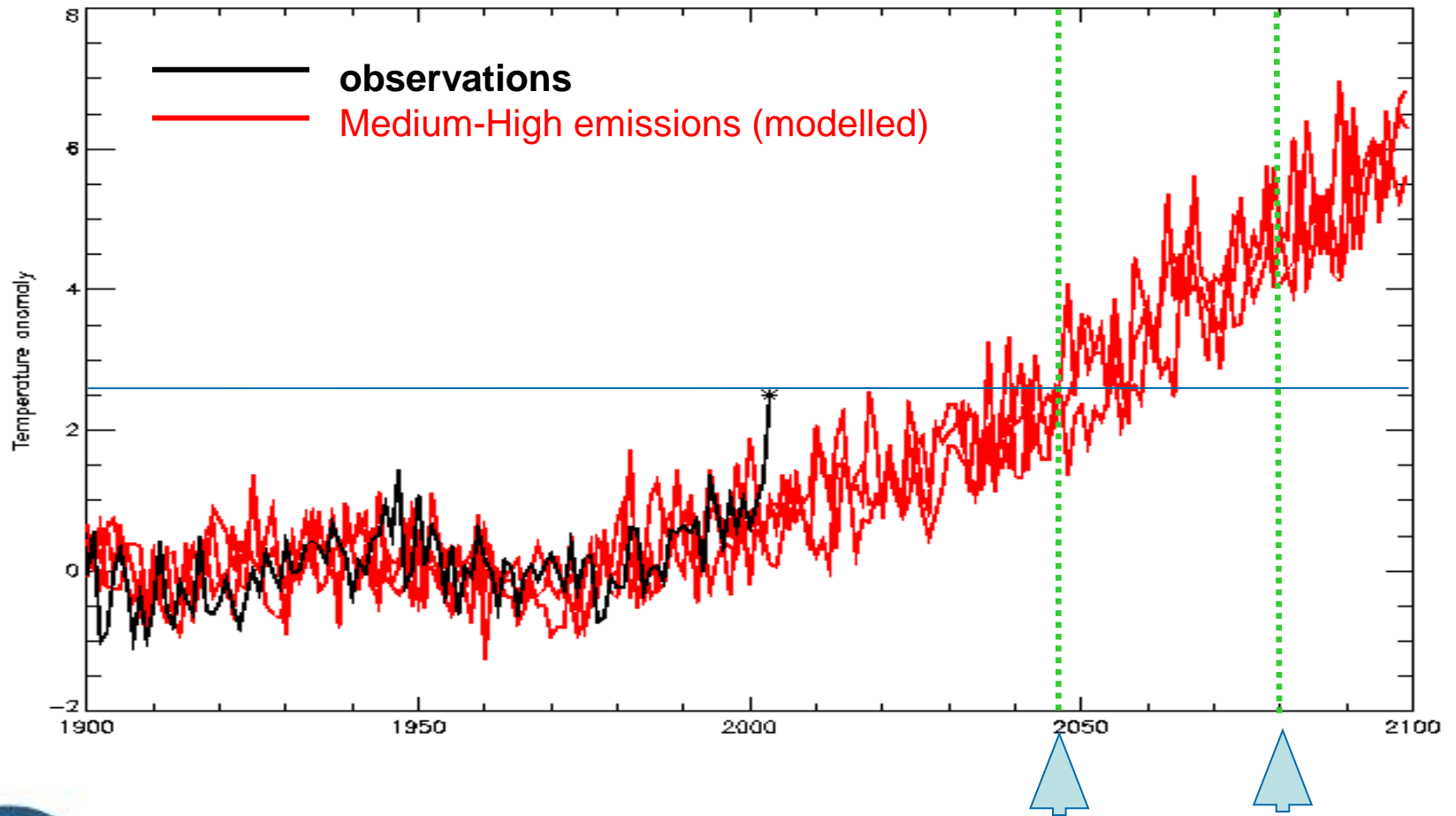
Climate change - overview

- ➔ The global climate is changing – land surface temperatures have risen by about 0.7C since 1970s
- ➔ Some degree of further change is unavoidable
- ➔ UKCP09:
 - increases in summer and winter temperatures
 - increases in winter rainfall, decreases in summer rainfall
 - more days of heavy rainfall
 - rising sea levels.



2003 heat wave: normal by 2040s, cool by 2080s?

European summer temperatures



Source: Peter Stott, Hadley Centre



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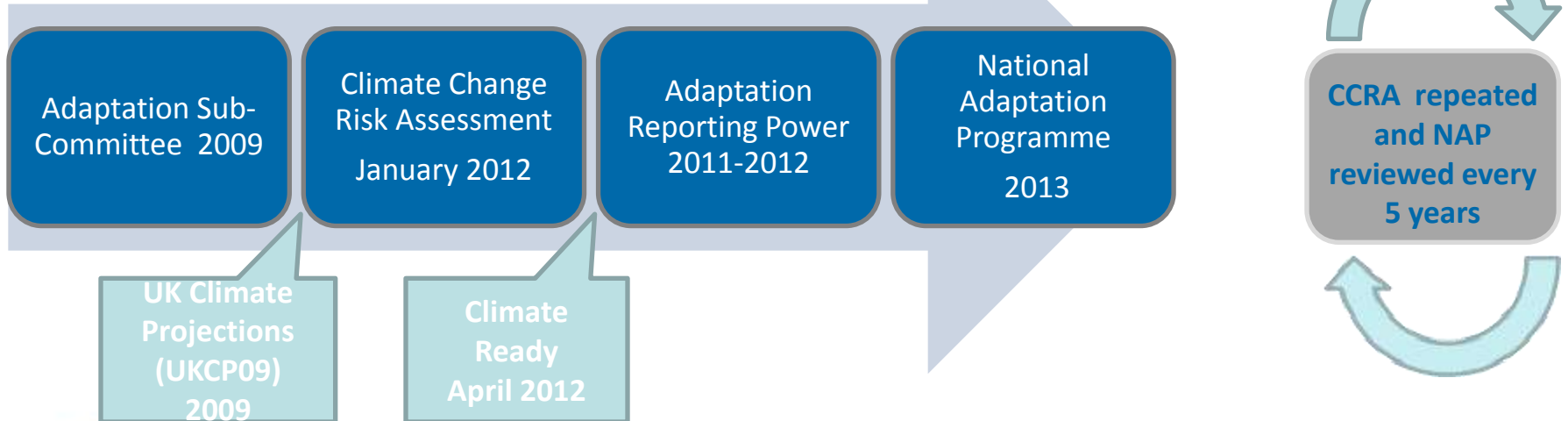
The need to adapt to climate change

- ➔ UK is already vulnerable to extreme weather
- ➔ LAs already manage these risks
- ➔ Preparing for climate change is crucial because:
 1. We should improve resilience to the current weather
 2. Climate change will increase current risks
- ➔ Adapting to climate change is about resilient services



National adaptation policy

The **Climate Change Act 2008** creates a framework for adaptation in the UK and includes:



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Climate Ready

- ⇒ New role for Environment Agency in 2012
- ⇒ Climate Ready is a service that aims to help key sectors increase their resilience to climate risks
- ⇒ Provides general information to help organisations adapt
- ⇒ Offers a tailored support service and runs specific projects with partners (e.g. these workshops...)



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UK Climate Change Risk Assessment

- ➔ National overview of climate change risks
- ➔ Detailed analysis of 100 risks in 11 sectors
- ➔ Risks evaluated by size and timing of impacts, and confidence in the assessment
- ➔ Flooding identified as biggest risk in most sectors, including transport
- ➔ CCRA should inform adaptation response



National Adaptation Programme

- ➔ NAP issued 1st July
- ➔ Government's response to the CCRA - actions by Government and others adapt
- ➔ Highlights economic consequences of local transport failure
- ➔ Several actions to improve local transport resilience



Department for Transport



Department
for Transport

- ➔ *“Adapting transport is an important part of developing and maintaining a network that supports long-term economic growth”*
- ➔ Local transport authorities have duty to improve resilience of local transport to climate change
- ➔ DfT embeds adaptation in guidance
- ➔ In NAP DfT pledges to continue building climate resilience into its transport and roads strategies – e.g. Roads Strategy 2013



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Highways Agency



- ➔ Adaptation given high priority at HA
- ➔ Carried out assessment of climate risks
- ➔ Made changes in response such as:
 - ➔ increasing capacity of drainage standard
 - ➔ introduced new pavement specifications
- ➔ HA believes its adaptation plans will save money and protect assets