



Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Transport Works Acts Order (TWAO) known as The Network Rail (Church Fenton Level Crossing Reduction) Order
Brief description of proposal	<p>The TWAO is a different process to formal planning process but is a form of planning process in it's own right. As part of the process Network Rail are consulting on the Environmental Report (3 sections) they have produced which included references to moving to a low carbon economy. There are 19 documents in total.</p> <p>Network Rail have carried out a Climate Change Impact Assessment for the whole Transpennine Route Upgrade of which this scheme is a part, it has not carried out a CCIA for Transport Works Acts Order (TWAO) known as The Network Rail (Church Fenton Level Crossing Reduction) Order.</p> <p>The Transpennine Route Upgrade as a whole is aiming to reduce carbon emissions by up to 87,000 tons per year.</p>

Directorate	Business and Environmental Services
Service area	Transport Planning
Lead officer	Graham North
Names and roles of other people involved in carrying out the impact assessment	Jos Holmes
Date impact assessment started	3 rd August 2022

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

There is no options appraisal as part of this project. Network Rail have been in discussions with NYCC over the last 18 months, before the draft TWAO which was issued on 25th July 2022. Any changes that NYCC require will need to be part of the TWAO response.

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

NYCC/SDC staff costs incurred up until submission of the TWAO response is in negotiation and will be agreed with Network Rail through a Planning Performance Agreement (PPA). If any of the NYCC response is considered to be an objection then all evidence and representation at the Public Inquiry would be at NYCC/SDC's have a cost implication for the council.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>	<p>X</p>		<p>Within the draft TWAO, the Network Rail Environmental Report Section 8.5.4 : The changes in vehicle emissions in connection with the New Access Road are not considered to be significant as it will be to provide access for vehicles associated with 14 existing residential properties (Rose Lane Cottages) and agricultural traffic using the New Access Road, New Access Track, and Connection Tracks for local access. Therefore, non-statutory sites are scoped out of the ecological assessment</p>		
	<p>Emissions from construction</p>		<p>X</p>	<p>A code of Construction Practice has been produced but there is no reference to carbon emissions during construction. Will be raised by NYCC in discussions with Network Rail.</p>		

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<p>Emissions from running of buildings</p>	<p>X</p>			<p>Does not apply.</p>		
<p>Other</p>				<p>Does not apply.</p>		
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		<p>X</p>				
<p>Reduce water consumption</p>		<p>X</p>				
<p>Minimise pollution (including air, land, water, light and noise)</p>		<p>X</p>				
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>	<p>X</p>			<p>These are part of the Environmental Report as part of the draft TWAO for NYCC comment.</p>		
<p>Enhance conservation and wildlife</p>	<p>X</p>			<p>These are part of the Environmental Report as part of the draft TWAO for NYCC comment.</p>		

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<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>	<p>X</p>			<p>These are part of the Environmental Report as part of the draft TWAO for NYCC comment.</p>		
<p>Other (please state below)</p>						

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

N/A

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

At this stage NYCC are in the process of responding to the draft TWAO issued 25th July 2022 and are not yet in a position to complete this section at this time, any of the above will be covered in the NYCC response which must be complete by 8th September 2022.

Sign off section

This climate change impact assessment was completed by:

Name	Graham North
Job title	Strategy and Performance Officer – (Rail)
Service area	Strategic Support Services
Directorate	Central Services
Signature	
Completion date	3 rd August 2022

Authorised by relevant Assistant Director (signature): Karl Battersby

Date: 12 August 2022