

## 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](mailto:climatechange@northyorks.gov.uk)

### Version 2: amended 11 August 2021

**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](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	Proposed Traffic Regulation Orders for Harrogate Station Gateway Transforming Cities fund
<b>Brief description of proposal</b>	Amend existing and introduce new Traffic Regulation Orders (TROs) in order to be able to deliver the Harrogate TCF project.
<b>Directorate</b>	Environment
<b>Service area</b>	Major Projects & Infrastructure
<b>Lead officer</b>	Matt Roberts
<b>Names and roles of other people involved in carrying out the impact assessment</b>	Alex Richards – TCF Programme Manager
<b>Date impact assessment started</b>	July 2024

**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.

The aim is to deliver improved infrastructure, including public realm, around the bus and railway stations, with enhanced access for pedestrians, balanced with the needs of other users, to encourage more people to use public transport and to access public transport by sustainable travel modes. Safety and security for all are also considerations. TROs are needed to implement the changes.

The nature of the TROs needed have been considered including the type and extent of any potential restrictions to parking and loading, and the impacts these might have. Other potential options were considered when earlier TROs proposed for the previous scheme design.

**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.

The costs associated with the proposed TRO changes will be funded from the Harrogate TCF budget which is funded by the Department for Transport with allocated match from the council. Ongoing maintenance will be funded from existing revenue budgets.

<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 <small>(Place a X in the box below where relevant)</small></p>	<p>No impact <small>(Place a X in the box below where relevant)</small></p>	<p>Negative impact <small>(Place a X in the box below where relevant)</small></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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<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 <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>	<p>X</p>			<p>The whole-life carbon impact of the scheme is (+)1,044 tCO<sub>2</sub>e over the 60-year appraisal period which represents a net disbenefit of carbon emissions. User emissions account for a small proportion of the total, at approximately 241 tCO<sub>2</sub> over the appraisal period.</p> <p>The emissions impact is mostly associated with the capital carbon emissions from the manufacture of materials, transport to site, construction activities and maintenance of the proposed scheme once in operation. In addition, the scheme also causes changes in general traffic movements (vehicle re-routing, changes in speed and more stop-start movements) which increase end-user emissions.</p> <p>In a low carbon scenario (CERP), a higher adoption of electric vehicles (EVs) reduces the carbon savings attributed to modal</p>	<p>Publicity to make those travelling aware of highway changes, including benefits of sustainable modes and signposting to nearest car parks.</p>	

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				<p>shift. However, an increased preference for active travel can result in overall reductions in emissions. When evaluated in conjunction with the wider portfolio of TCF schemes, there is the potential for additional modal-shift toward sustainable travel options.</p> <p>It should be noted that this applies to the scheme as a whole (including significant public realm). The TRO itself proposes changes to parking and waiting in the site area in order to facilitate sustainable travel improvements.</p>		
Emissions from construction			X	An early contractor partnership has been established with key social value and environmental considerations applied to tender quality bid in respect materials / construction methodology / plant and local	Efforts will be made to reduce the impact as much as possible through a construction management plan, with waste material reduction and recycling	Opportunities for re-use of materials will be explored.

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					<p>supply chains. The total emission from construction is negative. However, it should be noted that negative carbon impact would be realised with any proposal to rejuvenate the area.</p>	<p>and best practice measure in place.</p>	
	Emissions from running of buildings		X		n/a		
	Other		X		n/a		
<p>Minimise <b>waste</b>: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		X	X	<p>Construction activity generates waste however this will be minimised and opportunities to re-use materials taken.</p>	<p>Efforts will be made to reduce the impact as much as possible through a construction management plan, with waste material reduction and</p>		

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					<p>recycling and best practice measure in place.</p>	
<p>Reduce <b>water</b> consumption</p>				<p>n/a</p>		
<p>Minimise <b>pollution</b> (including air, land, water, light and noise)</p>	<p>X</p>		<p>X</p>	<p>The social uptake of cycling/walking opportunity availed by the new infrastructure is offset by slightly increased vehicle travel times through the town centre due to reallocation of road space; in the medium to long term it is anticipated as modal switch gathers momentum positive air quality benefits may be realised depending on level of modal shift and effectiveness of signal upgrades.</p>	<p>Road space reallocation, for cycle lanes will be supplemented by introducing new smart traffic signal technology at junctions to maximise efficiencies</p>	<p>Combine the infrastructure works with promotional campaigns to encourage increased cycling / walking and bus use.</p>

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<p>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X		<p>The proposed TRO changes in themselves are unlikely to have any impact. The TCF scheme overall is expected to have a small positive impact by making it easier to switch to more sustainable transport modes.</p>		
<p>Enhance <b>conservation</b> and wildlife</p>		X		<p>The TROs will have no impact.</p>		
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>		X				
<p>Other (please state below)</p>		X				

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

A Construction Management Plan will seek to ensure good practice environmental standards.

**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.

Overall neutral impact – any negative impacts are likely to be temporary, occurring during the construction period, with positive impacts anticipated through longer-term travel changes using sustainable modes.

### Sign off section

This climate change impact assessment was completed by:

<b>Name</b>	Matt Roberts
<b>Job title</b>	Economic & Regeneration Project Manager
<b>Service area</b>	Highways and Infrastructure – Major Projects
<b>Directorate</b>	Environment
<b>Signature</b>	<b>Matt Roberts</b>
<b>Completion date</b>	09/10/2025

**Authorised by relevant Assistant Director (signature):** Barrie Mason

**Date:** 06/11/2025