



Northumberland County Council

Carbon Impact Assessment

Basic Information

Name	Lara Baker
Proposal Name	Beside to Town Centre Cycling & Walking Corridor
Service Area	Economy & Regeneration
Proposal Description	Beside to Town Centre Cycling & Walking Corridor will create a cycling and walking corridor connecting the new train station at Blyth Beside (a key stop on the new Northumberland line) via the town's major employment sites, directly into the Town Centre. This will improve access into, out of, and within Blyth, enabling residents, workers, learners and visitors to move easily between key locations, as well as connecting with the wider region.
Confirmed/Estimated Cost	£6,929,600
Will this proposal be submitted to capital strategy group, cabinet or full council?	Cabinet and Capital Strategy Group

Scoring:

When assessing your proposal, score each section subjectively based on your own understanding and knowledge. Scoring ranges from +2 to -2, based on the scoring methodology below. For each section, there are example considerations to guide the scoring; this is not an exhaustive list, nor do all have to apply. Ultimately, decide to what extent your proposal aligns with the net zero 2030 commitment and whether all possible measures to do so have been included. The score will be submitted to the Climate Change Policy Thematic Group for discussion and additional support, before advancing to the relevant decision-making body.

+2: The proposal results in a large reduction of carbon emissions; The proposal is a large improvement on previous practices; The proposal has selected best practice opportunities; The proposal is aligned with the net zero 2030 commitment.

+1: The proposal results in some reduction of carbon emissions; The proposal is an improvement on previous practices; The proposal has selected some best practice opportunities; The proposal is in some way aligned to the net zero 2030 commitment.

0: The proposal has little or no impact; The proposal is slightly or no different to previous practices; This section is not applicable.

-1: The proposal results in some increase in carbon emissions; The proposal is a deterioration compared to previous practices; The proposal misses available best practice opportunities; The proposal is misaligned to the net zero 2030 commitment.

-2: The proposal results in a large increase in carbon emissions; The proposal is a large deterioration compared to previous practices; The proposal actively selects more carbon intensive options in place of best practice opportunities; The proposal is significantly misaligned to the net zero 2030 commitment."

1. Policy

As stated in the Climate Action 2021-2023 All new policy decisions should be carbon neutral or should reduce Northumberland's emissions from their current level unless there is significant justification in terms of other benefits to the county. Where such a policy cannot be carbon neutral, all available options to reduce its carbon impact will be explored.

If this Carbon Impact Assessment is not relevant to policy, please answer 0.

Score: 2
Rationale: The project(s) has the objective to improve poor transport connectivity via creation of a key transport corridor from the new Blyth Bebside rail station, connecting to new cycle infrastructure as part of the Northern Gateway Phase 2 project, completing the link to the town centre. The projects are aligned to the Town Investment Plan objective 'Connected Town' and the cross cutting priority objective 'Clean Growth Town'.

2. Partnerships and Engagement

The Council cannot achieve its ambition of a net-zero county by 2030 in isolation. Every resident, business and visitor to Northumberland will need to make their contribution to see Northumberland become the UK's greenest county and reach our net zero by 2030 target.

Example considerations (not exhaustive, nor do all have to apply). Consider residents/businesses/the Council.

*Does the proposal engage with others about the climate emergency?
Does the proposal encourage others to reduce emissions?*

Score: 1
Rationale: The project aims to serve key employment sites within Blyth, engagement with businesses will be crucial towards reducing carbon emissions via choice of travel to work. Half of journey to work trips to Blyth are local internal trips. Blyth Town Council, NCC Highways, NCC Strategic Transport are all engaged in the project and further engagement with residents will take place later prior to delivery of the project.

3. Heating

As a Council, we will continue to lead the way by reducing the energy consumption of our estate and installing renewable heat and power solutions in our buildings where possible. For new project proposals, renewable/sustainable heating options should be considered as default prior to consideration of fossil fuel sources.

*Does the proposal use low carbon heating instead of fossil fuels, where heating is required?
Does the proposal impact heating consumption?
If fossil fuel heating sources are to be installed, could a renewable heating system be easily implemented at a later date?*

Score: N/A
Rationale: The project is not in relation to building construction/improvement so heat and power solutions are not applicable.

4. Transport

As a largely rural and a destination County we recognise the need for the right mix of public and private transport. Our Carbon Action Plan outlines that where possible, transport should be low carbon with zero tailpipe emissions, protecting local air quality and reducing noise.

*How are people likely to travel to the proposed site?
Does the proposal encourage or enable active travel or public transport?
Does the proposal encourage or enable electric vehicle usage?*

Score: 2
Rationale: The project aims to create a modal shift towards active travel in combination with the Northern Gateway Phase 2 project. The Blyth to Bebside corridor encourages active travel to and from the new Blyth Bebside rail station. The Northern Gateway will connect pedestrians and cyclists to the bus station located in the Town Centre.

5. Renewable Energy Generation

Continuing to generate energy from renewable sources across the County is both sustainable and a driver for economic growth. Proposals should show support for renewable technology where installations are technically possible, economically feasible, environmentally advantageous and socially acceptable. #

*Does the proposal impact energy consumption?
Does the proposal impact on renewable energy generated in Northumberland?
Does the proposal use or encourage renewable energy tariffs, where energy consumption is required?*

Score: 1

Rationale: Whilst the project does not directly generate renewable energy, the project will improve connectivity between new rail services/public transport and key businesses in the renewable energy sector.

6. Carbon Sequestration

The County enjoys a vast spread of land and forestry. Carbon is sequestered by forestry, grassland, wetlands and peat, while carbon losses occur on existing cropland and natural land that is converted to cropland. New proposals should consider integrated land use which enhances, safeguards sequestration and the associated biodiversity, whilst supporting local climate action and boosting rural economy.

Does the proposal impact trees, peat bogs, soil and other natural habitats?

Does the proposal offset its carbon emissions? Is this offset within Northumberland?

Does the proposal store carbon through use of materials? e.g. local timber, concrete, steel

Score: 0

Rationale: There is limited anticipated impact to trees, peat bogs, soil and other natural habitats. This will be clearer once more detailed design work is carried out, however the main focus is on reconfiguration to existing infrastructure.

7. Waste

Our Climate Action Plan states that Northumberland County Council will consider a more circular approach to our economy and reduce waste by supporting efforts to design out waste, keeping materials in operation and productive use for as long as possible in new projects and proposals going forward.

Does the proposal impact waste generation?

Does the proposal follow a circular approach? E.g. design out waste, use of shareable, repairable, reusable and recyclable/recycled materials

Score: 0

Rationale: This will be clearer as detailed design work is carried out.

Next steps

This form will be reviewed by a member of the Climate Change team. Where required or requested, this form will be raised at the Climate Change Policy Thematic Group. This group will be able to provide additional support and guidance around making proposals more aligned with the net zero commitment. This group is not a decision-making body. A carbon impact assessment must accompany all capital strategy group, informal cabinet, cabinet and full

council reports. Carbon Literacy training is now available for all staff. For more information and to register for a session, please visit [Learning Together](#).

8. Would you like to discuss your submitted CIA with the climate change team?
No

9. Do you have any final comments or feedback about this form?

NO