

## Appendix 5 - Carbon Impact Assessment – Year Ahead Plan Progress report

### User guidance:

- The first section of this form guides users through considering major areas where emissions are likely to occur. If emissions are impacted in a way not covered by these categories, please identify this at the bottom of the section
- The first section should be filled as such:
  - **Impact.** identify, in relation to each area, whether the decision of the proposal does the following: *reduces emissions, increases emissions, or has no impact on emissions*. If it is uncertain this section can be labelled *impact unknown*
  - If **no impact on emissions** is identified: no further detail is needed for this area, but can be added if relevant (e.g. if efforts have been made to mitigate emissions in this area.)
  - **Describe impacts or potential impacts on emissions:** two sections deal respectively with emissions from the Council (including those of contractors), and emissions across Rotherham as a whole. In both sections, please explain any factors that are likely to reduce or increase emissions. If **impact unknown** has been selected, then identify the area of uncertainty and outline known variables that may affect impacts.
  - In most cases there is no need to quantify the emission impact of an area after outlining the factors that may reduce or increase emissions. In some cases, however, this may be desirable if factors can be reduced to a small number of known variables (e.g. if an emission impact is attached to a known or estimated quantity of fuel consumed).
  - **Describe any measures to mitigate emission impact:** regardless of the emission impact, in many cases steps should be taken in order to reduce mitigate all emissions associated with each area as far as possible; these steps can be outlined here (For example: if a proposal is likely to increase emissions but practices or materials have been adopted in order to reduce this overall impact, this would be described here).
  - **Outline any monitoring of emission impacts that will be carried out:** in this section outline any steps taken to monitor emission levels, or steps taken to monitor the factors that are expected to increase or reduce emission levels (for example, if waste or transport levels are being monitored this would be described here)
- A **summary paragraph** outlining the likely overall impacts of the proposal/decision on emissions should then be completed - this is not required if the proposal/decision has no impact across all areas.
- The supporting information section should be filled as followed:
  - Author/completing officer
  - **Research, data, or information** may refer to datasets, background documents, literature, consultations, or other data-gathering exercise. These should also be added to the **supporting documents** section of the cabinet report

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- Carbon Impact Assessments are to be appended to the associated cabinet reports
  - Prior to publishing reports, Carbon Impact Assessments should be sent to [climate@rotherham.gov.uk](mailto:climate@rotherham.gov.uk) for feedback
  - Report authors may also use the above email address to direct any further queries or to access further support regarding completing the assessment

Will the decision/proposal impact...	Impact	If an impact or potential impacts are identified			
		Describe impacts or potential impacts on emissions from the Council and its contractors.	Describe impact or potential impacts on emissions across Rotherham as a whole.	Describe any measures to mitigate emission impacts	Outline any monitoring of emission impacts that will be carried out
Emissions from non-domestic buildings?	Increases emissions	<ul style="list-style-type: none"> <li>Return to Riverside House and other Council buildings as part of plan resulting in potential increase in emissions due to increased energy use.</li> <li>Reopening of Council premises as part of plan such as the Civic Theatre, resulting in potential increase in emissions due to increased energy use.</li> </ul>	<ul style="list-style-type: none"> <li>Potential increase emissions across Rotherham as a whole resulting from increased number/use of operational buildings.</li> </ul>	<ul style="list-style-type: none"> <li>Planned and ongoing actions to mitigate carbon impacts include detailed site surveys to identify interactions to decarbonise operational buildings, implementation of energy awareness training for the Council workforce and continuing to support the private sector led development of Templeborough biomass heat network.</li> <li>An initial heating decarbonisation plan has now been developed for Council operational buildings and additional site survey information is being incorporated.</li> <li>Implementation of a Hybrid Working Policy may result in mitigation of emissions from return</li> </ul>	<ul style="list-style-type: none"> <li>Planned and ongoing actions to monitor carbon impacts include improving the monitoring and data capture processes currently in place, especially for energy generation both internally and throughout the borough.</li> </ul>

				to Council buildings, compared to a complete return.	
Emissions from transport?	Unknown impact on emissions	<ul style="list-style-type: none"> <li>• Potential increase in emissions associated with increased zonal cleansing on main routes and cycleways as part of plan. However, this would likely be small and it is entirely plausible that these will be offset from abstraction for car use.</li> <li>• Return to Riverside House and other Council buildings resulting in potential increase in emissions as staff previously working from home commute to work. There is a trade-off however in respect of reduced domestic heating and power (working from home is less carbon intensive in summer than commuting but the reverse holds in winter).</li> <li>• Potential increase in emissions through</li> </ul>	<ul style="list-style-type: none"> <li>• Potential decrease in long term of carbon emissions across the borough as a result of schemes to improve air quality and increase physical activity in the extended Year Ahead Plan, including works on the new Cycling Strategy and cycleway construction projects, and Beat the Street sustain plan.</li> <li>• So far there is not sufficient data to determine to what extent the above reductions will offset increases implied and whether there will be a net increase or decrease in emissions.</li> <li>• Clean Air Zone measures may increase carbon (Euro 6 buses are more carbon intensive than Euro 4). Increased commercial vehicle mileage as a result of Wortley Rd HGV ban and Rawmarsh Hill bus</li> </ul>	<ul style="list-style-type: none"> <li>• A vehicle replacement programme is being developed to consider alternative fuel vehicles, and a potential reduction of fleet emissions will also be achieved by the planned rollout of Telematics.</li> <li>• The Cycling Strategy in development is estimated to reduce overall emissions from transport by ~2% across the borough if fully implemented, and with fair public uptake in response. Delivery comes with an initial estimated £3/4 billion of infrastructure works.</li> <li>• All residential developments, and all developments providing five or more parking spaces, are now expected to provide charging infrastructure, with 20% of parking spaces at non-</li> </ul>	<ul style="list-style-type: none"> <li>• Planned rollout of Telematics for fleet vehicles to monitor driver compliance will fuel efficiency.</li> </ul>

fleet emissions associated with delivery of Year Ahead actions, including, for example, grounds maintenance and construction works.

diversions may also result in increases in emissions.

- The joint Sheffield Rotherham Clean Air Plan (i.e. interventions in both Sheffield and Rotherham) is estimated to save circa 1.3 kt p.a. CO<sub>2</sub> in 2022, or about 0.2% of 2018 road transport emissions in Rotherham, compared against business as usual. The most significant savings are seen on Sheffield Parkway (about 90% of the savings). This is likely an effect of reduced vehicle speeds consequential to the 50mph speed limit reducing emissions, but also of re-assignment of some traffic away from the Parkway to quicker routes given increased journey times (especially off peak) as consequence of the speed limit. This reassignment does not appear to be onto other roads in Rotherham; it may be the

residential developments required to have charging points and cable routes provided to ultimately serve all parking spaces.

- Expansion of EV charging infrastructure.

			reassignment is on to roads into Lower Don Valley in Sheffield. As such a proportion of the apparent saving may not be a real saving of emissions, but instead an 'off-shoring' of emissions.		
Emissions from waste, or the quantity of waste itself?	Impact unknown (reduced emissions per household but this is likely to be countered by the increased number of households, developments, and economic renewal)	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Potential reduced emissions through Year Ahead actions to encourage recycling and responsible waste disposal, including a three-year litter bin programme, a campaign against fly-tipping and a new system of booking a date for bulky waste collection online.</li> </ul>	<ul style="list-style-type: none"> <li>Planned recycling improvement and contamination reduction through engagement activities, including a behaviour-focused campaign to reduce waste and contamination.</li> <li>Plan to work with BDR PFI contractor to continue landfill waste reduction.</li> <li>Plan to set out and deliver plans to introduce recycling to the Council's commercial waste offer, in order to support schools and businesses to recycle more.</li> <li>Implementation framework under the Barnsley, Doncaster and Rotherham Joint Waste Plan.</li> </ul>	

Emissions from housing and domestic buildings?	Increases emissions	<ul style="list-style-type: none"> <li>• Potential increase in emissions from new Council properties.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential increase in emissions across the borough as a result of emissions from new homes constructed at Wellgate Place and town centre housing developments.</li> </ul>	<ul style="list-style-type: none"> <li>• All residential developments are now expected to provide charging infrastructure, with 20% of parking spaces at non-residential developments required to have charging points and cable routes provided to ultimately serve all parking spaces.</li> <li>• The new properties have a B grade EPC rating and an energy rating of 83.</li> <li>• Houses on the town centre developments will incorporate electric vehicle charging points and a financial contribution of £88,500 towards Sustainable Transport will help encourage the switch to lower carbon vehicles.</li> <li>• Planned roadmap to zero carbon for Council housing.</li> <li>• Planned establishment of energy specifications for new Council homes in line with</li> </ul>	<ul style="list-style-type: none"> <li>• Planned work to establish housing stock emission baselines, including establishing these for Council stock and working to consolidate available evidence on private housing stock.</li> </ul>
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				<p>planned regulation changes.</p> <ul style="list-style-type: none"> <li>Community Energy Support Scheme launched on 1st March 2021 to provide support for Rotherham residents to reduce energy costs, improve energy efficiency and support with potential Government grants. Since the last report, active use has been made of social media during the pandemic to promote the scheme. Preparations are underway to expand this to community events (workshops, face to face stands etc.) now restrictions have eased.</li> </ul>	
Emissions from construction and/or development?	Increases emissions	<p>Increase in emissions from construction and development projects associated with actions in the extended Year Ahead Plan, including:</p> <ul style="list-style-type: none"> <li>The libraries refurbishment programme</li> <li>Construction of new cycleways per IEA</li> </ul>	<ul style="list-style-type: none"> <li>Potential increase in emissions across the borough resulting from construction and future use of new developments.</li> </ul>	<ul style="list-style-type: none"> <li>All developments providing five or more parking spaces, are now expected to provide charging infrastructure, with 20% of parking spaces at non-residential developments required to have</li> </ul>	<ul style="list-style-type: none"> <li>Planned and ongoing actions to monitor carbon impacts include improving the monitoring and data capture processes currently in place, especially</li> </ul>

		<p>pathway can be expected in time to be comfortably offset by reduced car use, though perhaps not initially and depends on ongoing development of network</p> <ul style="list-style-type: none"> <li>• Investment works at Herringthorpe Stadium</li> <li>• Construction of new Century business centre at Manvers</li> <li>• Forge Island development works</li> <li>• Town Centre development works, including public realm scheme and 'pocket park'</li> <li>• Construction of new homes at Wellgate Place</li> <li>• '£24 million to 2024' Roads Programme</li> <li>• Greasbrough roundabout upgrade</li> <li>• Parkway widening scheme.</li> </ul>		<p>charging points and cable routes provided to ultimately serve all parking spaces.</p> <ul style="list-style-type: none"> <li>• Construction of new cycleways will have a potential long-term impact of reducing borough-wide emissions (refer to IEA on balance of emissions).</li> <li>• Implementation of energy awareness training for the Council workforce.</li> </ul>	<p>for energy generation both internally and throughout the borough. This data should be publicly available.</p>
Carbon capture (e.g. through trees)?	Reduces emissions	N/A	<ul style="list-style-type: none"> <li>• Potential long-term reduction in emissions through carbon capture associated with proactive tree planting strategy. The tree</li> </ul>	<ul style="list-style-type: none"> <li>• Appointment of the Trees and Woodlands Engagement Officer.</li> <li>• Update to Local Plan Core Strategy.</li> <li>• Adoption of the Tree</li> </ul>	N/A

			management protocol/guidance, which forms the first stage of this work, is now completed.	Management Policy.	
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**Identify any emission impacts associated with this decision that have not been covered by the above fields:**

The Year Ahead Plan contains Climate Impact as a cross-cutting strand. The Council published its first Climate Emergency Annual Report in March 2021. This report included both a Carbon Action Plan for 2021/22, which outlined actions to be undertaken over the subsequent year to reduce emissions, and a progress review of actions carried out/in progress so far.

**Please provide a summary of all impacts and mitigation/monitoring measures:**

The Year Ahead Plan, approved by Cabinet on 21 September 2020, is the Council’s plan for operating in and recovering from the COVID-19 pandemic. The purpose of the plan is to support residents, communities and businesses through the challenges and uncertainty of the pandemic, helping to build resilience whilst also continuing to drive our ambitious plans for Rotherham.

The plan set out the headline themes and corresponding outcomes and key actions for September 2020 through to June 2021, with the extension to the plan now covering the period until November 2021. This captures a variety of activities across all Council directorates.

Climate Impact is one of two cross-cutting themes within the plan and is integral to the delivery of actions under the plan. For all themes, it is considered how actions can contribute towards the Council’s carbon reduction target and improved environmental outcomes. All themes under the plan contain aspects which include climate impact considerations, and climate change is particularly relevant to the Economic Recovery theme since carbon emissions are overwhelmingly linked to economic activity, either through consumption, production, or distribution. Embedding this cross-cutting strand across themes also acknowledges the multi-faceted nature of this issue and the need to pool expertise and knowledge from across the Council, as well as collaborating with partners, stakeholders, and communities.

In line with this cross-cutting theme, the Council’s first Climate Emergency Annual Report was published in March 2021 and included a progress review of actions which have been completed or are ongoing, as well as a Carbon Action Plan for 2021/22, which outlined actions to be undertaken over the subsequent year to reduce emissions. This Action Plan captures planned and ongoing activity in areas which are linked to the delivery of many actions under The Year Ahead Plan (as identified above), including:

- Energy: reducing the energy used in Council operations and raising awareness within the workforce and across the borough;
- Transport: reducing emissions from the Council’s fleet and from public and private transport usage across the borough;
- Housing: reducing emissions associated with domestic energy usage; and
- Waste: exploring the sustainable processing and reduction of waste working with partners.

The extended plan contains three actions under the Climate Impact cross-cutting theme:

1. Develop a proactive tree planting strategy, using an investment of £50k for a dedicated engagement officer to lead activity.
2. Develop a Council-building decarbonisation plan.
3. Scheme post restriction communication and support plan to reduce Rotherham residents' energy costs, reduce fuel poverty and reduce domestic emissions.

All three actions are currently on track and a full progress update can be found in the main report.

Supporting information:	
Completed by: (Name, title, and service area/directorate).	Laura Stapleton, National Management Trainee, PPI, ACEX
Please outline any research, data, or information used to complete this [form].	Climate Emergency Annual Report published in March 2021
If quantities of emissions are relevant to and have been used in this form please identify which conversion factors have been used to quantify impacts.	
Tracking [to be completed by Policy Support / Climate Champions]	