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 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?	*No impact on emissions*				
Emissions from transport?	*Reduces emissions in Rotherham*	*The report relating to this seeks approval for feasibility work. If approved this will include assessment of the carbon impact implications of introducing moving traffic enforcement powers. The following is an example of the types of issue that will be evaluated if the programme is implemented.* Operation and maintenance of enforcement technology can be expected to result in a small increase in carbon emissions. Power consumption associated with the technology is estimated 210kWh p.a., resulting in 36 kg of CO_2 emissions p.a. at	The decision required of this report has no direct Carbon impacts for Rotherham as, if approved, the work which will be done is administrative rather than operational/construction related in nature. In the long term, where the feasibility work results in an approval to install (granted by separate Cabinet approval) savings would accrue from	Supply chain partners will be required to provide confirmation of their Carbon reduction policies during the procurement process.	The feasibility work recommended within the report will identify what if any monitoring measures could be used.

		2020 UK average carbon intensity of electricity generation of 181 gCO_2/kWh. This would be expected to be multiplied by the number of sites where the technology is deployed There will be a one-off carbon cost associated with the manufacture and fitting which it is expected to be minimal	reduced idling of standing traffic and improved route efficiency for public transport. These could be expected to outweigh the nominal carbon cost of introducing enforcement technology. Estimates of these benefits suggest that the smallest carbon impacts, that of a small car idling, at 10gCO2/minute would very quickly recover the negative carbon impacts from the introduction of the enforcement technology. Further carbon savings for instance in reducing bus and HGV idling at obstructed junctions, could provide up to 68gC02/min carbon impact reduction per large vehicle.		
Emissions from waste, or the quantity of waste itself?	*Only as per construction phase referred to below.*	.			
Emissions from housing and domestic buildings?	*no impact on emissions*				
Emissions from construction and/or development?	*increase emissions*	There will be some negative environmental impacts in relation to the extraction and transportation of materials for the scheme along the supply chain, and with the construction of the scheme locally. These impacts are	These impacts would be site specific to locations identified by the feasibility study. Selected sites would be distributed across the authority only on its adopted highway network.	Suppliers would be required to minimise carbon impacts of installation via the tender specification returns.	Evaluation of tenders and method statements.

		considered to be typical for a scheme of this scale.			
Carbon capture (e.g. through trees)?	*Impact unknown*				

Identify any emission impacts associated with this decision that have not been covered by the above fields:

None identified.

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

Introduction of enforcement technology and business processes under Designation of Powers granted by the Department for Transport would incur modest or minimal carbon impacts during installation, set up and operation. Benefits of carbon impact reduction accrue within the general traffic fleet on Rotherham's roads due to reduced idling at obstructed junctions, reduced road traffic collisions together with associated emergency service responses, infrastructure repairs and so on.

Supporting information:	
Completed by: (Name, title, and service area/directorate).	Andrew Moss, Interim Head of Transport Infrastructure, Regeneration & Environment
Please outline any research, data, or information used to complete this [form].	TRL Report PPR987 Idling Action Research - Review of Emissions Data December 2020 by Tim Barlow and Olivia Cairns
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.	Carbon intensity of Electricity taken to be 181 g / kWh.
Tracking [to be completed by Policy Support / Climate Champions]	