

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				
Emissions from transport?	Increase emissions		The one way order is anticipated to result in marginally increased trip lengths for some journeys to or from Moor Road.	The broader cycleway scheme is forecast to result in savings off 1.2 tonnes per year at opening, as a result of mode shift from private car to walking and to cycling.	Walking and cycling levels will be monitored as part of the monitoring and evaluation plan for the scheme.
Emissions from waste, or the quantity of waste itself?	No impact				
Emissions from housing and domestic buildings?	No impact				
Emissions from construction and/or development?	Increase emissions	Manufacture, supply and installation of traffic signs and road markings will generate additional carbon emissions.		Designers have been advised to use signing and lining sparingly to reduce impacts	
Carbon capture (e.g. through trees)?	No impact				
Identify any emission impacts associated with this decision that have not been covered by the above fields:					

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

In and of itself, making the Traffic Regulation Orders is forecast to result in increased emissions, associated with a marginal increase in vehicle mileage associated with the one way order, and emission associated with providing signing and lining to indicate the Orders in force. These should be seen in the context of small carbon savings forecast as a consequence of the broader cycleway scheme, which depends upon the proposed Orders.

Supporting information:

Completed by: (Name, title, and service area/directorate).	Nat Porter, Interim Group Lead, Transport Planning Policy and Programmes
Please outline any research, data, or information used to complete this [form].	Manvers to Wath cycle route, full business case – Appendix 2 SCRTEM1 emissions analysis (SYSTRA, 2022)
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.	Car emission taken to be 151g/km, per average for cars on local roads in Rotherham from (SYSTRA, 2022)
Tracking [to be completed by Policy Support / Climate Champions]	CIA100