

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

**REPORT TITLE – DELEGATED OFFICER DECISION REPORT - TRO (TRAFFIC REGULATION ORDER) CONSULTATION UPDATE: PROPOSED NO WAITING RESTRICTION (AT ANY TIME) YEARLING CHASE, SWINTON.
(LOCAL NEIGHBOURHOOD ROAD SAFETY SCHEME PROGRAMME - TRANCHE 1)**

| 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 | Not applicable in this instance | Not applicable in this instance | Not applicable in this instance | Not applicable in this instance |
| Emissions from transport? | Negligible | There is expected to be no additional emissions associated with travel related to the development and construction of this scheme. | The proposed scheme would prevent obstruction and instances of standing traffic. However, the traffic numbers involved are low and no significant decrease in emissions are expected as a result. | Not applicable in this instance | Not applicable in this instance |
| Emissions from waste, or the quantity of waste itself? | Increase emissions | Most schemes will result in excavations and/or disposal of materials as part of construction, with consequential one-off increase in waste and associated emissions. | No impact expected. This particular scheme doesn't involve excavation, simply the addition of double yellow lines. | The Council's Direct Services Organisation will be expected to work with contractors to ensure carbon emissions are minimised as far as practicable, including actively seeking opportunities to cut emissions from existing operation. | |
| Emissions from housing and domestic buildings? | No impact on emissions | Not applicable in this instance | Not applicable in this instance | Not applicable in this instance | Not applicable in this instance |

| | | | | | |
|--|------------------------|--|---|---|---------------------------------|
| Emissions from construction and/or development? | Increase emissions | All highway schemes have construction emissions arising from the supply, installation, maintenance, and operation of the schemes. The scale and nature of these cannot be confirmed until schemes are identified and more developed. | No impact expected beyond the contribution from RMBC and its contractors. | The Council's Direct Services Organisation will be expected to work with contractors to ensure carbon emissions are minimised as far as practicable, including actively seeking opportunities to cut emissions from existing operation. | |
| Carbon capture (e.g. through trees)? | No impact on emissions | The proposed scheme does not include Carbon Capture measures due to the nature of works involved | No impact expected. | Not applicable in this instance | Not applicable in this instance |
| <p>Identify any emission impacts associated with this decision that have not been covered by the above fields:</p> <p>None</p> | | | | | |

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

The increases associated development, construction, maintenance, and operation reflect the systemic nature of the carbon emissions problem; whilst the energy and construction systems are emitters of carbon, any additional activity utilising these systems can be expected to result in no increases in emissions.

The changes are thought likely to be very small in the context of overall transport emissions in Rotherham, and very small in the context of the NZ2030 and NZ2040 targets, and remaining carbon budgets.

Supporting information:

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|---|---|
| Completed by: (Name, title, and service area/directorate). | Ian Shelton Road Safety Engineer Transport & Infrastructure |
| Please outline any research, data, or information used to complete this [form]. | |
| 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] | CIA 147 |