

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 – CONSULTATION UPDATE: PROPOSED IMPLEMENTATION OF ROAD HUMPS AT RACECOURSE ROAD (LOCAL NEIGHBOURHOOD ROAD SAFETY SCHEME FUND)

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 can be expected to be additional emissions associated with travel related to the development and construction of the projects.	Paragraph 2.44 of the Speed Limit Appraisal Tool, produced by the Department for Transport states that 'CO2 emissions will increase where speed is reduced from around 40 mph. Given that Mean Speeds are anticipated to be lower along Racecourse Road, post implementation, than existing mean speeds of 31.1mph and 85%ile of 36.4mph, then the overall impact on CO2 emissions is likely to be insignificant. The mitigation to support this is as follows: 1. There is likely to be smoother traffic flows along the road. Presently traffic repeatedly slows and speeds up throughout the length to give way when there are instances of opposing traffic coupled with parked vehicles. 2. There is likely to be some migration of extraneous traffic	The proposed speed limit is to be set at a limit that should see compliance by the majority of motorists, thus reducing the number of road traffic collisions taking place and no additional speed enforcement by the police.	Post scheme evaluation of the scheme relating to collision reports and speed surveys, to ensure they align with column 4.

			<p>from the route to adjacent 'A' classified roads, particularly by medium and light goods type vehicles which are well represented in the traffic types currently using the road.</p> <p>3. Alternative effective speed reducing measures such as give and take for example would have a far greater carbon impact due to additional vehicle stop/starts required.</p> <p>4. The proposed scheme would expect to see a reduction in emergency service activity associated with fewer road traffic collisions.</p>		
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.	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.	Impact on trees will be avoided in the first instance.	To be determined during and after implementation should the works negatively impact on existing carbon capture.
Identify any emission impacts associated with this decision that have not been covered by the above fields:					
None					

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

In summary, the following impacts are expected, with the scale and balance of emissions unknown until projects are further developed -

- A one-off increase in emissions associated with development and construction of the projects.
- Potential reductions in carbon impact due to reduced emergency services activity and more efficient traffic flows.

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 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.

Mitigation will principally consist of implementing measures that reduce emergency service activity, replacement of damaged infrastructure caused by collisions and self-compliance of the intended speed limit.

Supporting information:	
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].	<p><u>Living streets.org:</u></p> <p>Air pollution hotspots arise from high volumes of traffic on major routes, not traffic-calmed neighbourhoods.</p> <p>The evidence that removing speed bumps will reduce air pollution is very weak. In fact, guidelines from NICE – the National Institute For Health and Clinical Excellence – released in June this year says the evidence does not back up removing speed bumps to lower air pollution.</p> <p>Removing speed bumps would at best do little or nothing to improve air quality.</p> <p>At worst it would endanger lives.</p> <p><u>Transport Research Laboratory Report 307: Traffic calming and Vehicle emissions:</u></p> <p>A review of previous case studies led to the conclusion that there is only limited agreement on the effects of traffic calming on vehicle emissions. The area-wide studies reviewed showed a decrease in NOx emissions as a result of calming. However, these studies were less conclusive in terms of the changes in emissions of CO and HC.</p>
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]	<p>Tracking Reference: CIA 151</p> <p>Arthur King Principal Climate Change Officer Strategic Asset Management</p>