

APPENDIX 3

REPORT TITLE – DELEGATED OFFICER DECISION REPORT: - Maltby Model Village 20mph zone – Proposed Road humps on Morell Street (Local Neighbourhood Road Safety Scheme – 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 minimal additional emissions associated with travel related to the development and construction of this scheme.	Traffic calming measures have complex and conflicting impacts – per vehicle emissions tend to increase but impacts on traffic volume and routing typically offset these. These factors, combined with low levels of traffic in the streets to be treated, and the short length of streets impacted, mean the impact on emissions is uncertain but likely to be small.	Not applicable in this instance	Given small impacts and infeasibility of monitoring carbon emissions arising from small scale traffic interventions, no monitoring is proposed.
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.		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	Not applicable in this instance.

				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.	<p>Scheme PMs will be expected to provide estimates of carbon emissions associated with construction and operation of schemes.</p> <p>Scheme PMs will be expected to work with designers and contractors to ensure carbon emissions minimised as far as practicable, including actively seeking opportunities to cut emissions from existing operation.</p>	Not applicable in this instance
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
Identify any emission impacts associated with this decision that have not been covered by the above fields:					
None					

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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;
- An ongoing increase in emissions associated with the maintenance and operation of the projects; and,
- Potential but unquantifiable change in emissions from transport resulting from the schemes.

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. Some changes in emissions from traffic can be expected as a consequence of the proposals, but the balance of these changes is complex and impracticable to quantify, but is expected to be very small on account of impacting low volumes of traffic over very short distances.

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 also remaining carbon budgets.

Mitigation will principally consist of estimate of carbon emissions being prepared as schemes are developed, PMs being required to ensure emissions are reduced as far as practicable in the design and construction of the projects, and this feeding into scheme prioritisation.

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Supporting information:	
Completed by: (Name, title, and service area/directorate).	Simon Quarta 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]	Katie Rockett, Climate Change Officer