

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 – Tickhill Road, Maltby, - Speed limit amendment

CABINET

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?	Reduce emissions	<p>Short-term emissions from transport during the construction phase – vehicle movements to and from the site will create emissions through the movement of materials and personnel.</p> <p>It should be noted that this is a traffic management measure that is being undertaken as part of a private new build development.</p>	<p>The provision of an efficient traffic management system with clear and appropriate signing ensures that drivers are travelling along the highway network in a safe and efficient manner which should result in a lower carbon impact. 40mph cruising speed is the optimum speed for driving efficiency.</p>	None	<p>No dedicated monitoring in place. The borough's emissions are monitored on an annual basis with a two-year lag.</p>
Emissions from waste, or the quantity of waste itself?	No impact	<p>Removal of existing thermoplastic road markings will generate some waste but this will be very small.</p>			

Emissions from housing and domestic buildings?	No impact				
Emissions from construction and/or development?	Increase in emissions	<p>Thermoplastic road markings used to indicate the new speed limit gateway with a greenhouse gas emissions factor of 5.7 tCO₂e per tonne. They are also a leading source of ocean plastic pollution.</p> <p>There will also be minor emissions from the removal of existing signposts and the erection of new signposts for the proposed change in speed limit. These are expected to be minimal.</p>		Minimal use of road markings (i.e. smaller dimensions if options are available). Consider re-use of existing speed limit sign faces if suitable.	None
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:					
N/A					

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

Potential reductions in carbon impact due to efficient traffic management network resulting in drivers making clear informed decisions resulting in the reduction of unnecessary braking and potentially collisions. In this specific case, the provision of an extended 40mph speed limit order, (reduction in the length of the existing 50mph limit) ensures that traffic flows freely along the identified roads. It is noted that 40mph cruising speed is the optimum speed for driving efficiency.

Supporting information:	
Completed by: (Name, title, and service area/directorate).	Nigel Davey Engineer Highways Infrastructure Service
Please outline any research, data, or information used to complete this [form].	Circular roads document 1/2013
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]	Tracking reference: CIA 434 Arthur King Principal Climate Change Officer