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 the Borough 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?	None				
Emissions from transport?	Decrease	Previous changes to the Home to School Transport Policy provided further clarification on pupil eligibility for home to school travel arrangements, while improving signposting for non-eligible pupils. These have resulted in reduced emissions impact on services provided by the Council and its contractors, due to a corresponding change in the number of pupils accessing home to school transport by coach, minibus or taxi. Reviewed policy will continue to ensure where an eligible child is	Previous changes to the Home to School Transport Policy provided further clarification on pupil eligibility for home to school travel arrangements, while improving signposting for non-eligible pupils. These may continue to have an emissions impact on public service buses i.e., emissions from transport across the Borough of Rotherham. Whether emissions are likely to increase or decrease will depend on continuous 'modal shift': if more pupils take the bus to school who would otherwise have walked, there may be an increase	Partnership working with SYMCA and Travel South Yorkshire is critical to the success of transport sustainability in the context of Home to School travel. Collaborative working also helps to strengthen the ITT travel solution offer which considers more sustainable modes of home to school travel. Sustainability forms a key part of the Home to School Transport Policy, in accordance with the revised DfE guidance on Home to School and the DfE's policy paper,	Emissions from corporate fleet vehicles are monitored as part of the Council's NZ30 greenhouse gas emissions inventory. Emissions from public transport are included with other transport emissions in local authority area greenhouse gas emissions statistics, published by the Department for Energy Security and Net Zero. Estimated emissions from 'service buses' are available from the SY regional transport model. Emissions from taxis used for home to school

		approved a travel solution, route optimisation will ensure that there is a requirement for fewer vehicles to be operating as bigger vehicles will be sourced in preference to individual and multiple taxis in operation.	in emissions; whereas uptake from pupils who would previously travel to school by car might lead to a decrease in emissions. Included in policy is the travel solution offer of Independent Travel Training (ITT) which can help reduce the requirement for some of our most vulnerable children and young people to travel to their educational establishment in a sourced taxi/minibus and be able to either walk to and from their place of education, or access public transport which is already operating in/outside the Borough. This offer continues to grow and is becoming increasingly more attractive to families within the Borough. There may also be secondary effects, arising from changes in the viability and availability of suitable public service	"Sustainability and climate change: a strategy for the education and children's services systems".	transport are not yet included in the Council's greenhouse gas emissions accounting. Reporting these emissions continues to be essential to understand the impact of proposed policy changes. However more sustainable modes of transport are now being implemented in accordance with the LA duties to consider sustainable alternatives.

			bus routes, frequency of services and modal shift by other transport users.		
Emissions from waste, or the quantity of waste itself?	None				
Emissions from housing and domestic buildings?	None				
Emissions from construction and/or development?	None				
Carbon capture(e.g. through trees)?	None				
Inentify any emissions impacts associated with this decision which have not been covered by the above fields: N/A					

Will the proposal affect Council services' resilience to climate change, or the capacity of people living in the Borough to adapt to climate change?

The climate in Rotherham is already changing, with visible impacts throughout the Borough. Hotter summers are increasing the risk of extreme temperatures such as those experienced in July 2022, as wetter winters and more intense rainfall are increasing the risk of floods such as those in 2007, 2019 and 2023. More information on climate change impacts in Rotherham is available from: https://www.reports.esriuk.com/view-report/b8eb3cee8f764147a2cfcd69cf36238f/E08000018

- Do actions recommended in the report affect the ability of Council services to continue during, or recover after extreme heatwaves, flooding and other climate-related hazards? No
- Will the proposal affect resident's capacity to adapt to climate change impacts? No
- Will the proposal affect the risk of climate change impacts in the Borough of Rotherham? No

The changes to the Home to school Transport Policy have no bearing on the services resilience to climate change, however recent extreme weather episodes have impacted considerably on home to school operations to ensure the safety of passengers. The service is reliant on accurate weather forecasts and appropriate warning of inclement weather.

Provide a summary of all impacts and mitigation/monitoring measures:

Main impacts:

The type of transportation used for school commutes has a direct impact on emissions.

- Reliance and assumptions of transport being provided in taxi/minibus:
- Single occupancy transport in taxis
- Multiple vehicles travelling to and from the same educational base

- **Transport Audits:** Conducting audits to assess current transport practices and identify areas for improvement is crucial.
- **Policy Changes:** Implementing policies that prioritize sustainable transport options for all school-related needs, including daily commutes and trips.
- **Zero-Emission Transport:** Using companies that offer zero-emission transport for school buses and trips is a key step.
- **Local Destinations:** Prioritizing local destinations for school trips can minimize travel distances and emissions.
- **Travel Solution hierarchy:** This is stated in policy and procedures put in place to monitor each travel solution offer.
- **Route optimisation/Regular review of transport operations:** Consideration and review of all transport operations to ensure that multiple taxi routes can be condensed into minibus or other more sustainable travel solutions such as :

- **Walking and Cycling:** Promoting these modes of transport for shorter distances is a highly effective way to reduce emissions and improve health.
- **Public Transport:** Using buses or trains, especially for longer distances, can significantly reduce individual car journeys and associated emissions.

- **Electric School Buses:** Switching from diesel buses to electric alternatives can greatly reduce emissions, as demonstrated by initiatives like those led by National Grid.

Supporting information:	
Climate Impact Assessment Author	Elise Saxton Transport Business & Projects Manager Home to School Transport Services Regeneration and Environment
Please outline any research, data or information used to complete this Climate Impact Assessment.	• Department for Education: Travel to school for children of compulsory school age - Statutory guidance for local authorities. • Department for Education: Sustainability and climate change: a strategy for the education and children's services systems. • RMBC: Carbon Emissions Data Summary • Energy and Greener Future Strategy (SYMCA) Energy and Greener future - South Yorkshire MCA A previous impact assessment has been used to prepare this one: **Reference:** CIA12345 **Author:** Jacob Huggins, National Management Trainee **Title:** HTS-Consultation – Climate Impact Assessment – Home to school Transport Policy 2024-
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.	*Sources of any greenhouse gas conversion factors used should be referenced above and their values stated in appropriate units e.g., kgCO_2e per kWh.* *A series of conversion factors for estimating past and present greenhouse gas emissions is available from: https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting*

	Data tables for projecting greenhouse gas emissions from future fuel and electricity use are available from: https://assets.publishing.service.gov.uk/media/6567994fcc1ec5000d8eef17/data-tables-1-19.xlsx
Validation *Before submission to Assistant Directors for approval, completed Climate Impact Assessments must be returned by email to climate@rotherham.gov.uk for validation by Climate Change Officers.*	*To be completed by Climate Change Officers.* Tracking Reference: CIA456 (*CIA12345*) Arthur King (*Name*) Principal Climate Change Officer (*Job Title*)