

**REPORT TITLE – Proposed No Waiting At Any Time restriction on Sunny Lane and Grace Rose Avenue, Waverley**

**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 included within a private new build development. The action of implementing the yellow line restriction is one of a number of similar activities (line marking) that will be undertaken within the development, but not associated with this TRO.</p> | <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>However, 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.</p> | None   | No dedicated monitoring in place. The borough's emissions are monitored annually with a two-year lag. |

|  |                       |   |            |      |      |
|--|-----------------------|---|------------|------|------|
| Emissions from waste, or the quantity of waste itself?   | No impact             |   |            |      |      |
| Emissions from housing and domestic buildings?   | No impact             |   |            |      |      |
| Emissions from construction and/or development?  | Increase in emissions | Thermoplastic road markings used to indicate the extent of no waiting restrictions with a greenhouse gas emissions factor of 5.7 tCO <sub>2</sub> e per tonne. They are also a leading source of ocean plastic pollution. | Negligible | None | 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:<br><br>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 a no waiting at any time restriction, ensures that traffic flows freely along the identified roads.

|   |  |
|---|--|
| Supporting information:   |  |
| Completed by:<br>(Name, title, and service area/directorate).   | Nigel Davey<br>Engineer<br>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 439<br><br>Arthur King, Climate Change Officer |