

**REPORT TITLE – DELEGATED OFFICER DECISION REPORT - TRO (TRAFFIC REGULATION ORDER) CONSULTATION UPDATE: PROPOSED EXTENSION OF A NO WAITING RESTRICTION (AT ANY TIME) AT HARTHILL.
(LOCAL NEIGHBOURHOOD ROAD SAFETY SCHEME PROGRAMME - 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 of this scheme.	The proposed scheme would prevent obstruction and instances of standing traffic. No significant change in emissions are expected as a result.	Not applicable in this instance	Not applicable in this instance
Emissions from waste, or the quantity of waste itself?	No impact on emissions	No impact expected. This particular scheme doesn't involve excavation, simply the addition of double yellow lines.	Not applicable in this instance	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.	Not applicable in this instance
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. Thermoplastic road markings have a greenhouse gas emissions factor of 5.7 tCO ₂ e per tonne. They are also a leading source of ocean plastic pollution. Other options considered, such as additional traffic calming measures consistent with the introduction of a 20mph speed limit would have had a greater carbon impact from material use, had they not been discounted.	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.	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
<p>Identify any emission impacts associated with this decision that have not been covered by the above fields:</p> <p>None</p>					

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

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 no increases in emissions.

The proposal relates to the addition of double yellow lines along several roads in the village of Harthill: this will result in minor increases as a result of contractor transport and the addition of road markings. 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.

Supporting information:

Completed by:	Damian Nightingale Engagement & Technical Officer Planning, Regeneration & Transport
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]	Tracking reference: CIA 446 Arthur King, Principal Climate Change Officer