Climate Impact Assessment, Appendix C, Glasshouse Street, Thornhill. Provision of no waiting at any time restrictions

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	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. It should be noted that this is a traffic management measure that is being included within a scheme to provide a new turning facility that will become adopted highway.	Short-term emissions from transport during the construction phase – vehicle movements to and from the site for the lining crew will create emissions through the movement of materials and personnel. However, the provision of an efficient traffic management system with clear and appropriate signing ensures that drivers are able to use the highway network in a safe and efficient manner by being able to use the proposed turning facility appropriately which potentially results in a lower carbon impact.	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?	None				
Emissions from housing and domestic buildings?	None				
Emissions from construction and/or development?	Increase	Thermoplastic road markings used to indicate the extent of no waiting restrictions with a greenhouse gas emissions factor of 5.7 tCO2e per tonne. They are also a leading source of ocean plastic pollution.	Negligible	None	None
Carbon capture (e.g. through trees)?	None				
Identify 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*

There are no specific impacts on resilience identified as part of this assessment.

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

The main carbon impacts identified relate to transport and thermoplastic road markings during the construction phase. 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 a proposed turning head facility is available for any drivers manoeuvring within Glasshouse Street, minimising shunt manoeuvring though it is accepted that this benefit is negligible.

Supporting information:	
Climate Impact Assessment Author	Nigel Davey Engineer Highways Infrastructure Service Regeneration and Environment
Please outline any research, data or information used to complete this Climate Impact Assessment.	None
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.	None
Validation	Tracking Reference: CIA479 Katie Rockett Climate Change Officer