Climate Impact Assessment, Appendix 2 , Transport Capital Programme 2025/26 – Local Neighbourhood Road Safety Scheme Fund, Rawmarsh West and Wath Ward scheme update

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	No impact expected.	No impact expected.	Not applicable in this instance	Not applicable in this instance
Emissions from transport?	Decrease	Additional emissions may be generated as part of the construction process; however the new projects align with broader sustainability goals and supports Rotherham Council's wider objectives, which include promoting walking and cycling, and supporting environmental sustainability by creating safer streets and encouraging model shift.	The schemes will provide improved highway links, that enhance inclusivity for residents by providing greater connectivity to public transport and local amenities. The projects also align with broader sustainability goals and supports Rotherham Council's wider objectives further reducing CO2 emissions across the borough.	The schemes support SYMCAs efforts to reduce carbon emissions by prioritising greener transport solutions. The proposed highway improvements aim to encourage residents to use public transport or non-motorised modes of transport where possible especially for short journeys	Although only a small part in the LNRS 3million funding programme, these two £120,000 projects, combined with others across the borough, should help to improve the Rotherham residents health and wellbeing, resulting in environmental improvements such as improved air quality. Monitoring will be carried out via a post completion evaluation of the schemes.
Emissions from waste, or the quantity of waste itself?	Increase	Most schemes will result in excavations and/or disposal of materials as part of construction, with consequential one-off increase in waste and associated emissions.	Any changes are likely to be very small in the context of overall transport emissions in Rotherham, and in the	The Council's Direct Services Organisation will be expected to work with contractors to ensure carbon emissions are minimised as far as practicable.	Not applicable in this instance

			context of the NZ2030 and NZ2040 targets.	Additionally, the scheme will deliver an improved road environment that will assist drivers with better self-compliance of speed limit, assisting in the reduction of collisions and damage to highway infrastructure, thus reducing the need for repair.	
Emissions from housing and domestic buildings?	None	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	The increases associated with the 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 changes are likely to be very small in the context of overall transport emissions in Rotherham, and in the context of the NZ2030 and NZ2040 targets.	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)?	None	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
Identify any emissions impacts associated with this decision which have not been covered by the above fields: The scheme has been developed using I.T systems and laptops, although some emissions can be associated with. I.T systems though the construction and use of electronic devises. The use of laptops in the workforce has reduced the amount of paper used, as most files can now be					

shared digitally. Additionally with the introduction of Agile working this has meant less commuter miles are involved with the development of schemes, therefor the results should still bring a net benefit.

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

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

In summary, the following impacts are expected, with the scale and balance of emissions unknown until projects are further developed –

A one-off increase in emissions associated with the development, construction, maintenance, and operation, reflect the systemic nature of the carbon emissions problem; whilst the energy and construction systems are emitters of carbon.

Mitigation will principally consist of implementing measures that reduce reliance on motorised vehicles and encourage the public to use alternative modes of transport for short journeys, such as walking of cycling.

Additionally, the improved road environment should assist with better self-compliance to the posted speed limit. These factors should assist in the reduction of emergency service activity, further savings in the production of CO2 emissions, due to the reduced frequency of highway infrastructure being damaged and therefore needing to be repaired.

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.

Supporting information:	
Climate Impact Assessment Author	Richard Pardy Engineer Transportation Infrastructure Service Regeneration and Environment
Please outline any research, data or information used to complete this Climate Impact Assessment.	*Project report MIS072 – Low Emission Bus Scheme monitoring programme (TRL, 2022)*

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.	
Validation	Tracking Reference: CIA 505 Arthur King Principal Climate Change Officer