

Climate Impact Assessment, Appendix 2 – **A6022 Safer Roads Project – Engagement and Consultation report approval**

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	Not applicable in this instance	Not applicable in this instance	Not applicable in this instance	Not applicable in this instance
Emissions from transport?	Increase	There can be expected to be additional emissions associated with travel related to the development and construction of the projects.	<p>1. The proposed scheme is expected to lead to a reduction in emergency service activity, including police, ambulance, and fire service responses, as a result of fewer road traffic collisions along the A6022</p> <p>2. The carbon impact associated with traffic signals is primarily driven by the vehicle emissions from idling and stop-and-go traffic, which is far more significant than the electricity used to power the lights. However, the technology and timing of the signals will aim to reduce the length of time vehicles idle.</p>	The proposed speed limit is to be set at a limit that should see compliance by the majority of motorists, thus reducing the number of road traffic collisions taking place and no additional speed enforcement by the police.	Post scheme evaluation of the scheme relating to collision reports and speed surveys, to ensure they align with column 4.

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.			
Emissions from housing and domestic buildings?	None	Not applicable in this instance	No impact expected.	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 construction and/or development?	Increase	All highway schemes have construction emissions arising from the supply, installation, maintenance, and operation of the schemes. The scale and nature of these cannot be confirmed until schemes are identified and more developed.	Not applicable in this instance	Not applicable in this instance	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 beyond the contribution from RMBC and its contractors.	Impact on trees will be avoided in the first instance.	To be determined during and after implementation should the works negatively impact on existing carbon capture.

Identify any emissions impacts associated with this decision which have not been covered by the above fields:

It is noted in the officer decision report that the Council could choose to develop this project without consulting residents or individuals who are likely to be affected by the strategy. This would fail to account for the needs and wishes of individuals who may face barriers to inclusion and access to services, which intersect with individuals' and communities' differential exposure and vulnerability to climate change impacts. Systemic inequalities affect people's experience of notable climate change impacts such as increased flood risk and the emergence of extreme heatwaves as a recurring health hazard. In Rotherham, deprivation is correlated with exposure to extreme heat: more than two thirds of the population living in LSOAs (Lower-Level Super Output Areas) with the greatest urban heat island effect were amongst the 20% most deprived in England, as measured by the 2019 Index of Multiple Deprivation (double the proportion of the population living in the most deprived LSOAs, throughout the borough as a whole) (Rotherham Joint Strategic Needs Assessment, 2025). By consulting on the development of its Inclusion Strategy, the Council can address people's experiences of barriers which affect their access to services, which may increase local resilience to climate change impacts through long-term outcomes such as improved health and wellbeing, as well as through short-term responses to contingencies such as flooding and extreme heatwaves

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 A6022 Safer Roads Scheme is not expected to negatively affect the Council's resilience to climate change or the capacity of residents to adapt.

Where possible, the scheme will incorporate sustainable construction practices and materials, and will consider drainage, heat resilience, and active travel enhancements to support long-term adaptability. Any temporary disruption during construction will be managed to minimise impact on services and residents.

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

In summary, the following impacts are expected -

- A one-off increase in emissions associated with development and construction of the project.
- Potential reductions in carbon impact due to reduced emergency services activity.

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 increases in emissions.

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.

Mitigation will principally consist of implementing measures that reduce emergency service activity, replacement of damaged infrastructure caused by collisions and self-compliance of the intended speed limit.

Supporting information:	
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Please outline any research, data or information used to complete this Climate Impact Assessment.	
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: CIA552 Louise Preston Climate Change Manager