

Climate Impact Assessment, Appendix 3, Transport Capital Programme, CRSTS Revenue Grant Allocation 2025/26 & 2026/27

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		<p>No direct impact but potential future positive impacts/avoided carbon emissions are anticipated. Research into transport decarbonisation pathways will support carbon savings from transport throughout the Borough of Rotherham; underwriting some costs of the Mainline Station development and contributions to pedestrian safety, inclusive cycling and other active travel schemes may deliver a carbon saving, if they facilitate modal shift to public transport, walking, wheeling and cycling.</p> <p>(See below.)</p>		

Emissions from waste, or the quantity of waste itself?	None				
Emissions from housing and domestic buildings?	None				
Emissions from construction and/or development?	Unknown		No direct impact but schemes in the capital programme which CRSTS revenue funding is intended to support may be carbon intensive with respect to construction works and materials.	Training and upskilling the Transport Infrastructure Service and pathways to Net Zero carbon emissions from transport research may increase the Council's capacity to deliver best value from transport capital schemes, with respect to embodied carbon.	
Carbon capture (e.g. through trees)?	None				
Identify any emissions impacts associated with this decision which have not been covered by the above fields:					
<p>Some CRSTS revenue funding is earmarked to purchase specialist software for processing traffic regulation orders, analysing traffic signals and managing structures. Software and associated services can have hidden carbon costs e.g., from cooling and other energy demands of data centres. Software providers may be able to provide an estimate of emissions under contract, for monitoring; the most effective mitigation will likely be to review existing licences, to be sure that best value is being realised from existing systems and that any additional software will fulfil a genuine business need.</p>					

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

Investment in highways asset inspections and risk-based management software may increase the resilience of the local transport system to the effects of climate change. Proactively identifying and resolving issues before extreme weather causes an asset to fail or a route to close decreases exposure to climate risk, throughout the highways network.

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

In July 2022, the Department for Transport launched the City Regions Sustainable Transport Settlement (CRSTS) grant fund. This allocated £570 million to South Yorkshire, of which a total of £72.4 million capital is designated for schemes in Rotherham, for a funding period from 2022-2027.

To support the delivery of the capital grant delivery a revenue allocation was also made, and Rotherham received a revenue grant totalling £2,360,599. **The purpose of the grant is to fund revenue activities which ensure the Service is in a strong position to deliver the associated CRSTS Capital Programme (which is subject to separate CIA assessment and approvals). Approval is now being sought retrospectively for 24/25 spend, and for the 25/26 and 26/27 allocations, and this CIA will feed into the approvals.**

Spend to date in previous years is as follows:

2022/23	£232,100
2023/24	£234,124
2024/25	£406,885

The remaining balance will continue to support the delivery of the CRST programme in line with the funding agreement and that proposed spend going forward is allocated as follows:

25/26	£720,282
26/27	£767,208

**The CRSTS Revenue funding will support:**

- Purchasing specialist software to support processing of traffic regulation orders; and management of structures.
- Buying in additional structure inspections.

- Carrying out feasibility study into potential uses of current and future capital funding and developing new projects.
- Commissioning research which will inform future priorities.
- Developing strategies to inform the capital programme, this includes research to support Pathway to Net Zero 2040. This is anticipated to have future positive impacts on CO2 emissions.
- Ensuring the resourcing is appropriate for delivery of the projects (staff training).
- A contribution towards the Rotherham Mobile Cycle Hub to support people to cycle.
- Support for delivery of school's road safety awareness.
- A contribution to School Crossing Patrols.

There are no significant, direct carbon impacts anticipated as a result of this grant allocation. However, the research undertaken and strategies developed may have a positive impact in the future.

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: CIA 575  Arthur King Principal Climate Change Officer