

Appendix 2 – Carbon Impact Assessment

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?	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 emissions	Additional emissions may be expected from travel related to the development and construction of projects in the Transport Capital Programme.	Generally, schemes which reduce demand for travel, or facilitate active travel and/or public transport may be expected to reduce emissions. Measures which facilitate car ownership or use, or additional travel more generally, may be expected to increase emissions.	Where possible scheme PMs will be expected to provide estimates of changes in carbon emissions consequential to the schemes.	To be determined once projects and their impacts are understood in more detail.
Emissions from waste, or the quantity of waste itself?	Increase emissions	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.		Scheme PMs will be expected to work with designers and contractors to ensure carbon emissions are minimised as far as practicable, including actively seeking opportunities to cut emissions from existing operation.	

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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 emissions	All highway/structural 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.	No impact expected beyond the contribution from RMBC and its contractors.	Scheme PMs will be expected to work with designers and contractors to ensure carbon emissions are minimised as far as practicable, including actively seeking opportunities to cut emissions from existing operation.	
Carbon capture (e.g. through trees)?	Impact unknown	It is possible schemes will be identified involving removal of small numbers of trees.	No impact expected.	Impacts on trees will be avoided in the first instance. The advice of arboriculturists will be sought in respect of replacement planting in the event of tree impacts being identified.	To be determined once projects and their impacts are understood in more detail.
Identify any emission impacts associated with this decision that have not been covered by the above fields:					

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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 assets may increase the resilience of the local transport system to the effects of climate change. Proactively identifying and resolving issues and improving the network decreases exposure to climate risk, throughout the highways network. The 2026 – 2027 capital programme will be supported by revenue proposals which are to investment in highways asset inspections and risk-based management software, as considered in CIA 575					

Please 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 development and construction of the projects;
- An ongoing increase in emissions associated with the maintenance and operation of the projects;
- Potential but as yet unknown change in emissions from transport resulting from the schemes;

The increases associated with 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 NZ30 and NZ40 targets.

Mitigation will principally consist of emissions estimates being prepared as schemes are developed, PMs being required to ensure emissions are reduced as far as practicable in the design and construction of the projects, and this feeding into scheme development.

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Supporting information:	
Completed by: (Name, title, and service area/directorate).	Nat Porter Interim Head, Transportation Infrastructure Service Regeneration & Environment
Please outline any research, data, or information used to complete this [form].	A previous climate impact assessment, CIA 414 (relating to a previous annual round of the Council's transport capital programme) was used in preparing this assessment. CIA 575 (transport programme revenue proposals) was also referenced, as cited above.
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 595 Arthur King Principal Climate Change Officer Finance and Customer Services