

Climate Impact Assessment, Appendix 2, Street Safe 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				
Emissions from transport?	Increase	A petrol hire vehicle is now in use to transport the Street Safe Team across the borough.	Improving community perceptions of safety in the town centre may support greater footfall, the local economy and regeneration in turn, with potentially beneficial carbon impacts for transport, as the town centre may be more accessible by public transport, walking and cycling than alternative venues and retail centres.	A business case to purchase two new vehicles is being prepared: battery electric (BEV), hybrid and second-generation biodiesel alternatives each offer a relative carbon saving. BEVs also offer a cheaper running cost.	Carbon emissions from fleet vehicles (including those which are hired or leased) are reported annually, with the Climate Change Annual Report.
Emissions from waste, or the quantity of waste itself?	None				
Emissions from housing and domestic buildings?	None				

Emissions from construction and/or development?	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:

None

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

Improving community perceptions of safety in the town centre may have long-term, intangible benefits for community resilience in response to external shocks such as extreme weather, including flooding. If increased footfall in the town centre supports a stronger local economy in turn, then Rotherham and its residents may be more resilient to supply chain impacts of climate change.

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

A business case is being considered to purchase electric / hybrid vehicles for the Street Safe Team to perform duties across the borough. This will negate the use of short-term hire vehicles that are petrol / diesel. Longer-term benefits from improved perceptions of safety in the town centre are less certain but may support further mitigation of carbon emissions from transport and community resilience e.g., to extreme weather and supply chain impacts of climate change.

Supporting information:

Climate Impact Assessment Author	Paul Murphy Community Safety & Protection Manager Community Safety Regeneration and Environment
----------------------------------	--

Please outline any research, data or information used to complete this Climate Impact Assessment.	UK government greenhouse gas conversion factors are applied as the basis for comparing emissions from petrol, diesel, battery electric, hybrid and second-generation biodiesel vehicles: reference below.
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.	DESNZ. 2025. <i>Government conversion factors for company reporting of greenhouse gas emissions</i> . [Online]. Available from: https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting
Validation	Tracking Reference: CIA 601 Arthur King Principal Climate Change Officer