

Climate Impact Assessment, Appendix 4, General Enforcement Policy 2026

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?	Unknown	Travel to carry out regulatory and enforcement functions is generally by car or van, contributing to carbon emissions from the Council's fleet vehicles.	As a service within scope of the General Enforcement Policy, licensing of taxi and private hire vehicles influences carbon emissions from transport.		Diesel supplied to fleet vehicles at the Council's fuelled sites and petrol purchased by fuel card are monitored and reported annually in carbon accounts, published with the Climate Change annual report.
Emissions from waste, or the quantity of waste itself?	Unknown		As service areas within scope of the General Enforcement Policy, Waste Management (e.g., enforcement against householders who persistently and wantonly contaminate their household recycling) and Environmental Crime (e.g., enforcement against fly tipping and other waste crime) influence carbon emissions from waste.		

Emissions from housing and domestic buildings?	Unknown		As a service area within scope of the General Enforcement Policy, Private Sector Housing enforcement (which includes <i>e.g.</i> , MEES, Minimum Energy Efficiency Standards for private rented accommodation) influences carbon emissions from housing.		Compliance and/or remediation of private rented accommodation to comply with MEES has been monitored in previously designated Selective Licensing Areas, but these data are not routinely monitored or reported in the context of local area greenhouse gas emissions, which are reported at the sector level <i>e.g.</i> , total annual emissions from domestic gas heating.
Emissions from construction and/or development?	None		Planning enforcement and Building Control Services are outside the scope of the General Enforcement Policy.		
Carbon capture (e.g. through trees)?	None				

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

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

Enforcement of minimum standards for private rented accommodation and other enforcement action *e.g.*, against environmental crime, to protect green spaces, within the General Enforcement Policy framework could mitigate some residents' exposure and vulnerability to climate change risks and support nature recovery in Rotherham, with benefits for climate change adaptation.

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

There are few direct carbon impacts arising from the Council's General Enforcement Policy; however, by establishing the framework for enforcement and promoting compliance, the policy supports multiple Council regulatory services which influence carbon emissions throughout Rotherham. This and other 'levers of influence' – e.g., Development Control and Building Control services, which are excluded from the General Enforcement Policy – increase the scope of the Council's influence from its contractors' and its own scope 1 and scope 2 emissions, to a greater share of all local area emissions. Enforcement of minimum emissions standards for taxi and private hire vehicles, minimum energy efficiency standards in private rented homes and enforcement action against waste criminals, all within the framework of the General Enforcement Policy, are key examples of its beneficial, but nevertheless uncertain carbon impact. This uncertainty is due to practical challenges measuring and reporting 'avoided' carbon emissions, especially where a proactive approach to enforcement provides effective deterrence. The carbon impact from transport associated with enforcement activity should be understood in the context of these wider environmental benefits and the Council's programme to decarbonise its fleet transport.

Supporting information:	
Climate Impact Assessment Author	Craig Cornwall Community Protection Manager Community Safety and Street Scene Regeneration and Environment
Please outline any research, data or information used to complete this Climate Impact Assessment.	<ul style="list-style-type: none">Climate Change Committee. 2020. <i>Local Authorities and the Sixth Carbon Budget</i>. [Online]. [Accessed 27 February 2026]. Available from: https://www.theccc.org.uk/publication/local-authorities-and-the-sixth-carbon-budget/.
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 605 Arthur King Principal Climate Change Officer