

Climate Impact Assessment, Appendix 5, DELEGATED OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER: GRANGE ROAD, BROOM/CASTLE GREEN LAUGHTON-EN-LE-MORTHEN – PROPOSED SCHOOL KEEP CLEAR MARKINGS (NO STOPPING MON–FRI, 7:30AM–5:00PM)SMALL INTERVENTIONS SCHEME 2024/25

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?	None (Negligible)	There is expected to be very minimal additional emissions associated with the development of this scheme.	The proposed scheme would prevent obstruction and instances of standing traffic. However, the traffic numbers involved are low and no significant change in emissions are expected as a result.	Not applicable in this instance	Not applicable in this instance
Emissions from waste, or the quantity of waste itself?	None	No impact expected. The proposal relates primarily to the making of a Traffic Regulation Order to formalise existing School Keep Clear restrictions. It is largely administrative and legal in nature, rather than a construction-led highway scheme.	Not applicable in this instance	Not applicable in this instance	Not applicable in this instance
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 (Slight)	The proposal relates primarily to the making of a Traffic Regulation Order to formalise existing School Keep Clear restrictions. It is largely administrative and legal in nature, rather than a construction-led highway scheme. Carbon impacts associated with the proposal are expected to be minimal. Minor, one-off emissions may arise from officer activity linked to the consultation and legal processes, together with limited contractor travel and the installation of a small number of signs. As the road markings are already in place, no significant additional construction activity is required.	No impact expected beyond the contribution from RMBC and its contractors.	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.	Not applicable in this instance	Not applicable in this instance
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?

There will be no effect on the Council's services or residents' resilience to climate change or their ability to adapt to climate change in the future.

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

The proposal relates primarily to the making of a Traffic Regulation Order to formalise existing School Keep Clear restrictions. It is largely administrative and legal in nature, rather than a construction-led highway scheme.

Carbon impacts associated with the proposal are expected to be minimal. Minor, one-off emissions may arise from officer activity linked to the consultation and legal processes, together with limited contractor travel and the installation of a small number of signs. As the road markings are already in place, no significant additional construction activity is required.

The scheme is not expected to result in any measurable change to traffic volumes, routing, or travel behaviour and therefore will not materially affect transport-related emissions across the borough. Any indirect effects, such as reduced vehicle idling near school entrances, are likely to be marginal and cannot be reliably quantified.

Overall, the proposal is assessed as having a negligible carbon impact. Given the limited scale and nature of the works, no specific mitigation or ongoing monitoring measures are required beyond standard operational practice. The proposal is consistent with the Council's Net Zero ambitions and does not materially affect progress towards the NZ2030 or NZ2040 targets.

Supporting information:

Climate Impact Assessment Author

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Transportation Infrastructure Service
Regeneration and Environment

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 558 Arthur King Principal Climate Change Officer
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