

#### User guidance:

- The first section of this form guides users through considering major areas where emissions are likely to occur. If emissions are impacted in a way not covered by these categories, please identify this at the bottom of the section
- The first section should be filled as such:
  - **Impact:** identify, in relation to each area, whether the decision of the proposal does the following: *reduces emissions, increases emissions, or has no impact on emissions*. If it is uncertain this section can be labelled *impact unknown*
  - If **no impact on emissions** is identified: no further detail is needed for this area, but can be added if relevant (e.g. if efforts have been made to mitigate emissions in this area.)
  - **Describe impacts or potential impacts on emissions:** two sections deal respectively with emissions from the Council (including those of contractors), and emissions across Rotherham as a whole. In both sections please explain any factors that are likely to reduce or increase emissions. If **impact unknown** has been selected, then identify the area of uncertainty and outline known variables that may affect impacts.
  - In most cases there is no need to quantify the emission impact of an area after outlining the factors that may reduce or increase emissions. In some cases, however, this may be desirable if factors can be reduced to a small number of known variables (e.g. if an emission impact is attached to a known or estimated quantity of fuel consumed).
  - **Describe any measures to mitigate emission impact:** regardless of the emission impact, in many cases steps should be taken in order to reduce mitigate all emissions associated with each area as far as possible; these steps can be outlined here (For example: if a proposal is likely to increase emissions but practices or materials have been adopted in order to reduce this overall impact, this would be described here).
  - **Outline any monitoring of emission impacts that will be carried out:** in this section outline any steps taken to monitor emission levels, or steps taken to monitor the factors that are expected to increase or reduce emission levels (for example, if waste or transport levels are being monitored this would be described here)
- A **summary paragraph** outlining the likely overall impacts of the proposal/decision on emissions should then be completed - this is not required if the proposal/decision has no impact across all areas.
- The supporting information section should be filled as followed:
  - Author/completing officer
  - **Research, data, or information** may refer to datasets, background documents, literature, consultations, or other data-gathering exercise. These should also be added to the **supporting documents** section of the cabinet report

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- Carbon Impact Assessments are to be appended to the associated cabinet reports
  - Prior to publishing reports, Carbon Impact Assessments should be sent to [climate@rotherham.gov.uk](mailto:climate@rotherham.gov.uk) for feedback
  - Report authors may also use the above email address to direct any further queries or to access further support regarding completing the 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?	No impact				
Emissions from transport?	No impact		None directly from this decision, but projects delivered pursuant to the recommendations (subject to separate approvals) may have a carbon impact. The introduction of 20 mph speed limit restrictions may cause more greenhouse gas emissions per vehicle, while inappropriate application of 20 mph limits might adversely affect bus patronage. There is little evidence to suggest that 20 mph speed restrictions alone will increase uptake of active travel.	To be considered at scheme development.  The recommended policy is not to apply 20 mph speed limits on any major bus route. Minor bus routes will only be subject to 20 mph restrictions if there is no adverse impact on bus services, in consultation with operators and South Yorkshire Mayoral Combined Authority (formerly the Passenger Transport Executive).	To be considered at scheme development.  Any carbon impact arising from the policy will be too small to perceptibly affect local authority emissions statistics published by the Department for Energy Security and Net Zero.
Emissions from waste, or the quantity of waste itself?	No impact	None directly from this decision. Projects delivered pursuant to the recommendations (subject to separate		To be considered at scheme development.	To be considered at scheme development.

		approvals) may have a carbon impact, from the replacement of existing signage or from disposal of construction wastes, where additional traffic calming interventions are needed.			
Emissions from housing and domestic buildings?	No impact				
Emissions from construction and/or development?	No impact	None directly from this decision, but projects delivered pursuant to the recommendations (subject to separate approvals) can be expected to increase emissions. Construction materials used for additional traffic calming measures may have significant 'embodied' carbon emissions.		To be considered at scheme development.  Compared with options 3 and 4 detailed in the Cabinet report, the recommended policy avoids a potential need to provide separate cycling infrastructure on a greater proportion of urban roads in the Borough of Rotherham, which might otherwise lead to a significant carbon impact from construction and development.	To be considered at scheme development.  National Highways requires its contractors to account for carbon emissions, including from construction materials, thermoplastic road markings etc. A similar approach could be adopted for projects delivered under the recommended policy, subject to funding availability and suitability in each case.
Carbon capture (e.g. through trees)?	No impact				

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

Please provide a summary of all impacts and mitigation/monitoring measures:

In summary, no impacts are expected as direct consequence of the decision. Schemes pursuant to the recommendations, which are subject to separate approvals, may have impacts that will be considered on a scheme-by-scheme basis.

Supporting information:	
Completed by: (Name, title, and service area/directorate).	Nat Porter Service Manager, Transport Planning & Policy Transportation Infrastructure Service Regeneration & Environment
Please outline any research, data, or information used to complete this [form].	<i>Carbon Emissions Calculation Tool</i> . National Highways (September 2022). Available from: < <a href="https://nationalhighways.co.uk/suppliers/design-standards-and-specifications/carbon-emissions-calculation-tool/">https://nationalhighways.co.uk/suppliers/design-standards-and-specifications/carbon-emissions-calculation-tool/</a> >  A full list of references is available from Appendix 2, the recommended <i>Policy for the Introduction of 20 mph Speed Limits and Zones 2023</i> .
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 213  Arthur King Principal Climate Change Officer Strategic Asset Management Finance & Customer Services