

#### 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
<b>Emissions from non-domestic buildings?</b>	No impact				
<b>Emissions from transport?</b>	Impact unknown	Additional emissions may be expected from travel related to the development and construction of projects in the Transport Capital Programme.	This will depend on each project taken forward. Generally, schemes which 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.	<p>Scheme PMs will be expected to provide estimates of changes in carbon emissions consequential to the schemes.</p> <p>Emissions will be a factor in the prioritisation of schemes.</p> <p>In the case of the A.633 bus priority scheme, carbon impacts will be considered further as part of business case development.</p>	To be determined once projects and their impacts are understood in more detail.
<b>Emissions from waste, or the quantity of waste itself?</b>	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.	No impact expected.	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.	As for emissions from construction (see below) the Climate Change Team will investigate opportunities to monitor emissions from construction wastes as scope 3 emissions e.g., using one or more case studies to inform future impact assessments.

<b>Emissions from housing and domestic buildings?</b>	No impact				
<b>Emissions from construction and/or development?</b>	Increase emissions	All highway 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.	National Highways' carbon tool provides conversion factors which can be used to estimate 'embodied' carbon from construction materials. The Climate Change Team will investigate opportunities to monitor embodied carbon from the Transport Capital Programme as scope 3 emissions e.g., using one or more case studies to inform future carbon impact assessments.
<b>Carbon capture (e.g. through trees)?</b>	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:					

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; and,
- 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 prioritisation.

<b>Supporting information:</b>	
<b>Completed by: (Name, title, and service area/directorate).</b>	Nat Porter Service Manager, Transport Planning & Policy Transportation Infrastructure Service Regeneration & Environment
<b>Please outline any research, data, or information used to complete this [form].</b>	
<b>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.</b>	Not applicable
<b>Tracking [to be completed by Policy Support / Climate Champions]</b>	Tracking Reference: CIA 216  Arthur King Principal Climate Change Officer Strategic Asset Management Finance & Customer Services